



Record of Decision

Little Cottonwood Canyon

S.R. 210 | Wasatch Boulevard to Alta

in Cottonwood Heights, Sandy, the Town of Alta,
and Salt Lake County, Utah

Appendix A1: Reproductions of Comments on the Final EIS

Utah Department of Transportation

UDOT Project No. S-R299(281)

Submitted pursuant to

42 USC 4332(2)(c) and 49 USC 303

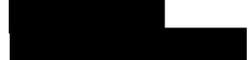
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37418 | A, Moushumi | Last week a runner was hit by car early am on Wasatch Boulevard just at the bottom of the Little Cottonwood Canyon. This is even before the gondola is built. Already the speeds on Wasatch is so high and is so dangerous for runners, walkers and bicyclists. With the gondola and increased traffic, we won't be able to do any of these activities. Almost everyone in my neighborhood uses Wasatch to walk, run or bike. Please don't change my neighborhood with my tax money- when I don't want it changed. | 32.2.6.2.2A | A32.2.6.2.2A |
| 35033 | A, Stephanie | I completely oppose the building of this gondola. Please don't use my tax payer money to build this. If you really want to reduce air pollution, focus on Kennecott. The state of Utah actually advocated for Kennecott's expansion a few years back. Kennecott made SLC the 7th most toxic city in the US. If you really want to reduce the transportation problem in the canyon, have more frequent FREE buses. Try it for one year and see the results before building something made for tourists and not the local community who it affects most. | 32.2.9A; 32.2.9E | |
| 34075 | A., Erin | <p>I am opposed to the LCC Gondola project. I'm a Utah voter and user of Little Cottonwood Canyon. I am concerned that the huge steel towers and cables will be a visual blight on the esthetics of the currently-beautiful canyon. This is not a viable traffic solution--the gondola will serve only passengers to two ski resorts, Alta and Snowbird (and since Alta doesn't allow snowboarders, the type of passenger the gondola will serve is even further limited).</p> <p>As a climber, hiker, and snowboarder, the gondola will not serve me or other similar canyon users. Nor will it alleviate any traffic at trailheads throughout the canyon. I support alternate solutions (tolling, increased bus service, etc.) that can address the greater issue without permanently destroying our cherished trails, climbing crags, and beautiful views.</p> <p>Thank you for your efforts to accurately represent our community as you help make this important decision.</p> | 32.1.2D; 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B; 32.7C | A32.2.9N |
| 34567 | Aadland, Tony | I am opposed to the construction of a gondola in LCC. I believe that it is not an effective solution and will only benefit the ski areas. I instead propose that we increase busses and shuttles to the ski areas and add incentives to ride them. We should have more options for park and ride areas so people will want to ride the bus. | 32.2.9A | |
| 37133 | Aardema, Niklas | The LCC would only benefit the ski resorts located in the canyon, and they stand to gain financially from it's construction. Other users of LCC would have to deal with this unsightly addition to the canyon, and it's construction would damage the natural that makes LCC such a special place. Additionally, it would not be in use for most of the year. Traffic in LCC is largely a seasonal issue, and thus should also have a seasonal solution. Increased ski bus utilization, widening of the existing highway to accommodate bus only lanes, and toll access are all cheaper, seasonal solutions to solve the issue at hand. NO GONDOLA!! | 32.2.9E; 32.1.2D; 32.2.6.5F; 32.2.9A; 32.2.4A | |
| 33079 | Aardsma, Ashley | Building parking garages in the main park and rides would be less damage to the environment. Make the canyons bus and locals only for a couple hours in the mornings to incentivize riding public transportation. The gondolas work in other places, but they will not work here. The solution is incentivizing the bus without destroying the canyon and parking garages could be part of the solution. | 32.2.9A | |
| 36177 | Aaro-Hansen, Lukas | Horrible | 32.2.9E | |
| 37138 | Abare, Kaitlin | Setting aside the incredibly destructive nature of installing a gondola, it's not a practical solution, nor should I as a taxpayer pay for infrastructure benefiting a private enterprise. I am a long time passholder of both Alta and Snowbird and would never take a gondola. A gondola would take me longer than driving most days and I would never want to be stuck in a gondola with people I don't know for such a long time and distance. It is at best annoying and at worst a serious risk to my safety. I would not get in a car with someone I don't know so why would I get in a gondola with no possibility of getting out for miles?! I am opening myself to sexual assault or worse with no accessible help. At least at a resort pass purchases are largely tracked, the ride is MUCH shorter, and there are people nearby to hear cries for help. I would rather ensure my safety and sit in traffic than put myself at risk with strangers. | 32.2.9E; 32.2.7A | |
| 28852 | Abashian, Mara | <p>Hello UDOT team!</p> <p>I would like to advocate for expanded bus service, with expanded parking lots/structures, rather than the gondola option. Additionally, I fully support the ban of single-occupancy vehicles driving into/out of Little Cottonwood Canyon (except for super off-hours/times of year).</p> <p>My reasoning: \$550 million pays for a lot of buses (even, ultimately, electric ones) and a lot of parking lots (even small parking garages), and doesn't fundamentally change the landscape of our beautiful canyon.</p> <p>I'm sure the gondola would be really cool to ride - but I also understand the complaints from the homeowners over whom these gondolas would be looming from late fall to mid spring. I wouldn't want strangers constantly leering into my house/yard!</p> <p>I live near a park-and-ride for the ski resort buses, so I realize traffic will be increased at those locations if the bus option is chosen. But overall, I think it's a more cost effective and cheaper option, plus so much less impactful to the canyon itself.</p> <p>Please reconsider the gondola option - you're already planning to expand bus services as the first phase of the existing proposal! Please consider just further expanding the bus AND blocking single-occupancy car drivers, rather than pursuing the gondola.</p> <p>Thank you for your time! Mara Abashian (Holladay/Canyon Cove)</p> | 32.2.9A; 32.2.9R; 32.2.2Y; 32.2.6.3F | A32.2.9R; A32.1.2H; A32.2.6S |

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| 36364 | Abbie, Saunders | I think Utah's priority right now needs to be on preserving the great salt lake. Although the ski traffic is definitely an issue, it should be put on the back burner until more important issues like the Great Salt Lake are addressed. I don't think the gondola is a smart financial decision. A more efficient bus system would be a better option for the canyon. | 32.29D | |
| 34530 | Abbott, Donald | <p>Money talks so the decision seems to have been made. FACTS: Storm (high winds) close all lifts. Chairlifts, Gondolas and Trams are unsafe to operate under extreme wind and icing conditions. Those who are touting otherwise are scammers. Follow the money trail and you will see who stands to benefit financially from this "Sounds Too Good to be true Gondola" scheme. In secret, Snowbird purchased land at the mouth of LCC for loading the Tram and Snowbird approved reduced SKI BUS SERVICE this year in order to get people pissed off with UTA's Ski Bus Service. All done to promote Snowbird's Gondola scheme.</p> <p>How to solve the traffic problem on S.R. 210 is quite simple: 1) Encourage skiers to Ride UTA by raising Parking Fees at Alta and Snowbird. 2) Parking Fees MUST be shared with UTA to pay for increased ski bus services. 3) On POWDER days ALWAYS have a police escort leading buses to the mouth of LCC. (People will flock to UTA's buses.) 4) Add more buses (they could leave every five or ten minutes). 5) UTA's Ski Bus Service must ALWAYS originate and terminate at a TRAX station (Park & Ride in Historic Sandy). UTA should NEVER leave a TRAX patron w/o Ski Bus Service. 6) Moreover, with the above suggestions S.R. 210 would not need to be widened. The above suggestions are the cheapest and would have the least impact on the environment.</p> <p>Respectively submitted, Donald V. Abbott -- Past Director of Space Programs Fairchild Aerospace Corp., RETIRED.</p> | 32.2.6.5K; 32.2.2K; 32.2.2I; 32.2.9C; 32.6A; 32.2.7A | A32.2.2K; A32.2.2I |
| 26052 | Abbott, Donald | <p>The decision seems to have been made and I doubt that you truly want any feedback -- but here goes.</p> <p>TRUTH/FACTS: STORMS (high winds) close all lifts. Chairlifts, Gondolas and Trams are unsafe to operate under extreme wind and icing conditions and those who are touting otherwise are scammers.</p> <p>Follow the money trail and you will see who stands to benefit financially from this "Sounds Too Good to be True" Gondola scheme.</p> <p>How to solve the traffic problem on S.R. 210: 1) Encourage Skiers to Ride UTA by raising Parking Fees at Alta & Snowbird. 2) Parking Fees MUST be shared with UTA to pay for increased bus services. 3) On Powder Days ALWAYS have a Police escort leading buses to the mouth of the LCC. 4) Add more buses. 5) UTA's Ski Service must originate and terminate at a TRAX station (Park & Ride in Historic Sandy). WAKE-UP! UTA should NEVER leave a TRAX patron without Ski Bus Service. 6) And S.R. 210 does not need to be widened.</p> | 32.2.6.5K; 32.2.2K; 32.2.2I; 32.2.9C; 32.6A; 32.2.7A | A32.2.2K; A32.2.2I |
| 29392 | Abbott, James | I am a long-time season pass holder to Snowbird, and have formerly skied whole seasons at Alta, Solitude and taught skiing at Deer Valley for two years. I am also a former Wall Street equity analyst and I am a senior executive at one of Utah's largest employers. Thank you for allowing me to share my view; I hope I might bring to light some considerations which I believe make the Bus approach the superior one, based upon reason alone: Simply stated, the Gondola plan costs more, as you've noted in your comments to the media on the subject. As a former Wall Street equity analyst, I've analyzed more than 100 businesses and evaluated their business models. Cost is not the only factor, but it is a considerable one. The Gondola costs approximately 20% more than the Bus+ proposal (busses, plus the widening of the road), and therefore one must consider carefully if the extra cost comes with an extra benefit. I strongly question whether it does: the cost of the debt service alone on the additional \$3 million a year more than the bus solution, immediately eliminating the lower annual operating cost benefit of the Gondola. A final note on dollars and cents: we all have watched big projects such as the Gondola run over budget - sometimes by 2x and 3x; with busses, the costs are reasonably certain. Unlike the Federal government, if local and state politicians have to raise taxes to balance project overruns, then there are almost certain political consequences to such an unpopular moves. Nine (9) hours and 54% less efficient. What is the value of the citizens' time? How much is the value of nine hours, per person, per year? The Gondola takes 54% more time - 13 minutes longer - each way, when compared to a Bus. A typical skiing family that visits the resorts 20 times per season will spend approximately nine hours more sitting in the Gondola than they would on a Bus. In percentage terms, the duration of the Gondola is 54% longer (37 minutes to Alta) than the Bus (24 minutes to Alta). Avalanche delays are still highly likely to persist. The Gondola Works folks will tell you that the Gondola will work even when there is an avalanche closure. I would question that very heavily. It is commonly said that SR 210 (aka Little Cottonwood Canyon) is the only road in North America where it is legal to shoot heavy artillery over the road; I cannot imagine the Gondola - or busses - running while such mortars are being fired across the path. That means the Gondola will be sitting idle, awaiting the completion of avalanche control work, just like the busses and cars. And for the one or two times every five years that an avalanche blocks the road (and the Gondola would likely still be able to run), please consider the other disadvantages of | 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.6E; 32.2.6H; 32.2.6.5C; 32.2.6.5H; 32.2.6.5K; 32.2.7A; 32.2.9A; 32.2.9N; 32.2.6.2.3D | A32.2.2K; A32.2.9N |

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| | | <p>the Gondola that are continual and recurring, rather than the episodic road closure. Wind and lightning holds. If you ski Snowbird regularly, you'd be very familiar with wind holds on the Aerial Tram. This even applies to chairlifts. And lightning holds (less common in the winter, but not uncommon during the other seasons). Although Gondola Works delights in highlighting the lack of stopping the Gondola due to avalanche holds (which I am not at all ready to invest in this narrative), Gondola Works fails to acknowledge the continual wind holds that occur for all aerial tramway systems. Would you put all the eggs in one basket? All mechanical systems will be in need of maintenance, and inevitably things break that render the system to fail or stop for a period of time needed to fix them. The Gondola would have - on a busy Saturday, holiday, or powder day - about 650 passengers suspended above ground. For this thought experiment, assume the mechanical failure takes one hour to repair. One thousand and fifty passengers (1,050 - the hourly capacity of the Gondola) are delayed by an hour in arriving at the resort - and in reality, all the others waiting to get on at the bottom are also delayed by an hour - perhaps another 500 to 1,000? Now you have at least 1,050 cumulative hours spent waiting in the delay, and perhaps as much as 2,000 hours. The Bus solution also carries more than 1,000 passengers per hour. But when a bus fails (UTA could provide the statistics on its mechanical failure rate), only 42 people are delayed by an hour, while the other busses run without problem. Diversification - busses provide diversification against mechanical failure. The lost or "wasted" hours spent awaiting a mechanical fix are 96% less per incident in the Bus solution. Is the Gondola more sexy than Busses? Sure - of course aerial tramways are beautiful. But in this use case, would you want to pay 15% to 20% more for a solution that actually reduces efficiency compared to the less sexy, but cheaper, faster, and lower risk solution? I might also encourage you to also consider adding heavy tolls to any traffic heading up the canyon on a busy day. Similar to the Utah Jazz' flash seats, motorists who still want to drive can do so based upon a finite number of day (or possibly hourly) licenses, with an auction system that opens at 6:00 a.m.; similar to the way computers match buy and sell orders in the capital markets, or HOV lanes are priced based upon demand, the market price for a car would be determined based upon demand that day or hour (maybe \$50 for a car on President's Day when there is two feet of fresh powder, and maybe only \$2 on a day in May when Alta is closed and almost no one is heading up to Snowbird). The cost of the license would be used to cover the cost of the Bus+ solution, thus making it very affordable for anyone to ride the bus. This solution attempts to add sensitivity for lower-income families and individuals who want to use the canyon's services, but may not be able to afford the hefty price tag of driving a personal vehicle on the heaviest days of the year. Of course, lower-income folks would likely be able to afford traveling in the canyon on non-peak days. Thank you for your time in considering this rebuttal to the Gondola Works' large budget that is attempting to sway people to its solution. Hopefully logic wins over marketing dollars spent. Regards, -James Abbott, Holladay, Utah</p> | | |
| 36186 | Abby Johnson, Wynter | <p>To whom it may concern, I am writing in hopes that our voices will be heard in our great state of Utah. I wish I could submit a photo of the view I had every morning I would drive to work when I lived at the mouth of little cottonwood canyon. When the sun rise's and hits the mountain tops, it's the most intense and incredible scene. It reminds me of how grateful I am to live in this wonderful state. The idea of our beautiful canyon being torn apart to help with Ski traffic saddens me. I am a true Alta skier and pay extras for my parking pass.</p> <p>I don't believe in this gondola. It's going to ruin our water, wildlife and over all well being. It will be so expensive, our taxes right now in Cottonwood Heights alone are ridiculously high. Not to mention the maintenance will require more work and money, the parking to use the gondola will not be worth it. We do not live in Switzerland where the ski resorts are far from cities. This is a total over kill. It will increase crime and safety and over all is not the answer. Please hear what the people are saying. Save our canyon, keep it beautiful and unique.</p> <p>Thank you</p> <p>Abby Johnson</p> | 32.2.9E | |
| 36220 | Abel, Liz | <p>I am strongly opposed to the gondola option for Little Cottonwood canyon. Permanently marring the scenic beauty of the Wasatch Front and negatively impacting recreation to whisk a few rich people up to two ski resorts is a terrible solution to the traffic problems and a massive waste of taxpayer dollars. The best solution is an expanded bus service that runs so many buses in such high frequency, that cars other than those of employees and residents up the canyon can be banned. NO to the gondola!</p> | 32.2.9E; 32.1.2D; 32.2.2B | |
| 34449 | Abel, Sean | <p>This gondola idea is the biggest travesty. Please don't destroy the canyon just to satisfy corporate greed. There are better more cost effective solutions to canyon traffic</p> | 32.2.9E | |
| 33896 | Abele, Karen | <p>No to the gondola</p> | 32.2.9E | |
| 31267 | Aberman, Alex | <p>Very much opposed to the gondola. As someone who works in and plays in LCC, my opinion is strong. Why would our first solution be billions of dollars spent on a gondola, knowing that it will not affect the traffic problems. It is only going to disrupt the canyon more, not protect the green space we're fortunate to have. There are solutions through busses, and restricting who is let in the canyon. If busses ran more consistently then the public (including me) would ride them. Why would we ask Alta and Snowbird to help fun a special fleet of ski busses that just continuously loop from park and rides up the canyon?</p> | 32.2.9E; 32.2.9A | |
| 33369 | Abernathy, Adam | <p>I vote absolutely NO against this proposal. This is not only destructive to public lands and our already precarious water supply, but it is a public works project that only serves to financially empower a few select property owners.</p> <p>The mere existence of this proposed idea is a text book example of fraud, waste, and abuse. The money spent evaluating and debating this topic could have been used to raise bus driver salaries or spent finding a more sustainable solution to the problem.</p> <p>I ask you to immediately cease any effort on this egregiously harmful and wasteful project.</p> | 32.1.2B; 32.1.2F; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |

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| 33361 | Abernathy, Jennifer | DO NOT build a gondola in the canyon. It will be destructive and wildly expensive. Most of all, it will permanently alter the natural landscape in an irreversible manner. As a lifelong Utahan, I am strongly strongly AGAINST the gondola. | 32.2.9E | |
| 29768 | Ables, Jared | 1. I don't understand how this is going to alleviate traffic in any way. 2. I don't think that this should be taxpayer subsidized, if it clearly only benefits the ski resort 3. If we do go through with this, can we at least open parking back up for backcountry access at grizzly gulch? Surely Alta should no longer need those parking spots with the gondola transporting people up. | 32.2.9E; 32.2.6.5D; 32.7A; 32.2.6.2.5A; 32.4H; 32.4Y | |
| 32704 | Ables, Jared | The people do not want this. If you let this happen, we will find you, and vote you out of power. It's as simple as that. | 32.2.9E | |
| 32963 | Abramson, Nils | I came to Utah as a college student 48 years ago. I was in the ski industry as an owner operator of the Brighton Touring Center in the late 70's through 1986. I am an avid canyon user for backcountry skiing, hiking and climbing as well as alpine skiing. I have a degree in recreation from the University of Utah. I have seen the explosion of use in the canyons first had both as a business owner and individual. I am wondering who paid for the gondola adds and why we didn't hear anything from the pro bus alternative. I am opposed to the gondola B alternative mostly because it promotes only the commercial ski areas of Alta and Snowbird and will be a large tax burden on skiers and non-skiers alike. The environmental impact will be an eyesore forever even when skier days are reduced due to global warming (2060) more rain than snow at Alta. The road is already in place and environmentally is a small impact and works for all users not just resort skiers. I don't believe the ski areas can handle more guests and I feel it is their responsibility to build out parking for their skiers. Please use the bus alternative and don't allow special interest to dominate the conversation or decision. | 32.2.9E; 32.20C; 32.2.7A; 32.2.2QQ; 32.2.9A | A32.20C |
| 29502 | Achelis, Steve | I want my grandchildren to enjoy Little Cottonwood Canyon as I have. I can't imagine 20 towers going up the canyon. That will affect the view and tranquility from everywhere within the canyon. Please don't destroy this gem of the Wasatch! | 32.2.9E | |
| 27142 | Achtziger, Alec | The gondola is a bad idea for several reasons. First, It states that the gondola will not meet air and water quality standards. The gondola will ruin the natural beauty of the canyon from the massive towers and drilling to support the towers. The gondola will raise taxes by quite a bit considering that the project will be 550 million dollars. Another reason that it is bad is it takes homes away from people that live on wasatch and will eventually create even more of a pollution problem with everyone trying to access the gondola due to the traffic and everyone idling their cars. It will also destroy citizens houses and force them to leave. | 32.2.9E; 32.10A; 32.12A | A32.12A |
| 30730 | Ack, James | I am vehemently opposed to the gondola alternative owing to its impacts in the canyon and it's obscene price tag. The prudent and obvious answer to the Little Cottonwood Canyon transportation problem is electric buses. If Alta and the owners of La Caille so desperately want the gondola and the adverse impacts that go with it, and UDOT thinks it is a rational solution, then Alta and the La Caille owners should pay for it. The public should absolutely not be burdened with such a boondoggle. | 32.2.9E; 32.2.6.3F; 32.2.7A | |
| 31943 | Ackerman, John | Dear Sirs, I am a Snowbird skier that skis at least 150 days a season.I ride the bus everyday that it is in operation. On the few days that it takes an hour or more to get the two miles from my bus stop to Wasatch it's not fun. As soon as the traffic merges at the mouth of the canyon,traffic flows pretty well.That is why I don't understand why anyone would think that a parking garage and gondola at the mouth of the canyon would help.There would still be a traffic jam from the north and the south.So spending \$600 million dollars or more for a gondola that doesn't solve the traffic problem seems crazy. I feel the best way to help is to add more snow plows and charge a toll using ez passes.A toll would encourage the use of buses.There should be increased bus service in the morning and the afternoon from both the north and south.I don't feel that widening the road would even be necessary. It seems to me that there would be only a small group of people that would benefit from the gondola. That would be Snowbird,Alta,the construction company building it and of course the politicians that these companies have in their pockets. Wouldn't 600 million to one billion dollars be better spent on I 15,215,and I 80? Although there is a lot of construction on those highways,there is still a lot of traffic on them year round.When there is only 10 to 15 days a year when Little Cottonwood has a problem. Listen to a person that goes up and down the canyon everyday of the ski season. Thanks, John Ackerman | 32.2.6.5E; 32.1.2B; 32.1.2D; 32.2.2Y | A32.2.6.5E; A32.1.2B |
| 34251 | Ackerman, John | Traffic is not a problem everyday Gondola doesn't help the traffic getting to the mouth of the canyon Should increase the buses in the morning and afternoon Should charge a toll in the canyon to encourage bus riding Should use the money to help year round traffic problems elsewhere Should let the people of Utah vote on this Should just leave the canyon alone | 32.1.2B; 32.2.2Y; 32.2.9G; 32.2.9N; 32.7B | A32.1.2B; A32.2.9N |
| 32541 | ACKERMAN, NORLEEN | I oppose a gondola which will only be of use to skiers visiting 2 ski resorts. My only use of Little Cottonwood Canyon is as a sight seer & hiker, mainly in the warmer months. Yet, as a taxpayer, I will be paying for a gondola which only benefits resort skiers. This is not a fair use of tax monies, which should benefit a much wider population -- especially the less wealthy. | 32.2.9E; 32.1.2B | A32.1.2B |

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| 34807 | Ackerson, Meredith | I strongly support the alternative solution of a enhanced bus system. The gondola would not serve my needs in the canyon as a bat country skier, hiker, and climber. I strongly urge you to hear the voice of the Salt Lake City Council and Salt Lake County's agreement and alignment to vote against the gondola. The people have spoken and 80% of the Salt Lake and Utah population is in opposition of the gondola. The enhanced bus system would provide opportunity for incremental implementation that would allow the community to see benefits consistently one at a time, starting with a simple enhanced bus system, then perhaps tolling, then perhaps if still needed a widened road/bus lane. There are many "Common sense" alternatives that should be thoroughly pursued before considering a \$550 million project of taxpayer dollars that start and end on private land and private businesses. additionally, any profit from the gondola would likely go towards operating the gondola, whereas profit from a paid bus system or tolling could go back to our public lands. additionally, as an enhanced bus system is grown it could also begin to service the needs of big Cottonwood Canyon and other greater Salt Lake area needs as well. There is no expansion plan for a gondola. I strongly oppose a gondola and stand with the Salt Lake County and Salt Lake City opposition and VOTE to the gondola. I urge you to listen to what the people want, listen to save our canyons, listen to friends of little Cottonwood Canyon, say NO to the gondola. | 32.2.9A; 32.4C; 32.2.6.3C; 32.2.9N; 32.1.2H; 32.1.1A; 32.2.9E | A32.2.6.3C; A32.2.9N; A32.1.2H; A32.1.1A |
| 36569 | Acord, Sage | I oppose the construction of the expensive, invasive, and ineffective (at decreasing traffic) gondola. I support the cheaper, phased approach that instead involves electric buses. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 33736 | Adair, Alexander | The gondola is the wrong choice for little cotton wood canyon and an unfair deal for Utah taxpayers | 32.2.9E | |
| 33719 | Adair, Victoria | The gondola is the wrong choice for Little Cottonwood Canyon and an unfair deal for Utah taxpayers. It brings unnecessary pressure to our canyons only to create a larger issue at the mouth of our canyons. | 32.2.7A; 32.2.9E; 32.7B | |
| 33694 | Adair, Victoria | Please reconsider the costly gondola project. This will cause so much damage to our beloved canyon and amazing climbing spots. Please save our canyons and don't ruin the integrity of this canyon. | 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B | A32.2.9N |
| 30609 | Adam, Craig | <p>As this is the final EIS Comment period I am not fully aware if these comments are acceptable for this purpose, but I chose to add them as they are important to me, my family and neighbors.</p> <p>As stated in the UDOT presentation Little Cottonwood Canyon is subjected to an average of 56 hours a year of closures. Depending upon the extent of the avalanche this could account for anywhere from a few hours to days for an individual avalanche occurrence. For this small number of closures and the inconvenience it causes, I cannot accept the tax burden placed on the residents of Utah for this project in good conscience. My final thought would be to either enforce carpooling or make bus transportation more convenient. Skiing is already getting the label of a "White Privilege" sport, excluding many minorities and low income persons due in part to the high cost involved and this project will only add to this label as the cost for a day's skiing may now soar to over \$200/day/person. Has anyone considered that according to some ski resort experts, skiing is on the decline? And then Utah is seeing a decline in the number of snow days due in part to climate change. Will we even need these improvements in 10-years? There's also the thought of what do all these improvements buy residents on good travel days or during post winter driving conditions?</p> <p>The inconvenience for families and older citizens hauling their gear and belongings (skies, poles, boots, extra clothes, lunches, etc) to the hill via multiple vehicle transfers is a task I would not even want to imagine and I consider myself a healthy 65+ years old. I can only imagine if I was someone handicapped or dragging 4 kids along.</p> <p>I am in favor of adding a road toll in the form of HOV tolling in order to promote carpooling, allowing 2 or more riders reduced or free mountain access. Additionally you speak of phased implementation, so consider building the parking structure for the base station first and using it as a park-and-ride bus terminal. This will provide UDOT time to evaluate if the gondolas is even needed while providing an alternative to self-driving the hill. Tolls from single ridership could be used to offset bus fares for those who chose to ride as another enticement. Speaking of tolls, what method will be used to assure that single drivers are being tolled, as currently I see many drivers of the HOV riding singularly in the HOV lane and the yellow toll light flashing.</p> <p>As for the environment I can only laugh when UDOT claims that water quality will not be affected. Currently there is an exclusion of dogs in the canyon in order to maintain water quality but has there ever been a citation or fine issued to someone bringing a dog on the trails or to the resorts? Doubt it. So how serious is the water quality going to be taken during the construction phase? Here in Weber Co I have reported many times that construction projects have violated SWPP protocols and nothing happens. I have even reviewed County site inspection reports where the County inspector basically "pencil whips" their inspection form and when a physical inspection of the project is performed using the same criteria results are radically different.</p> <p>Thanks for taking the time to review this statement and I apologize in advance should I have gone off-topic. I hope some of these thoughts and ideas can find their way into your final project planning.</p> <p>Respectfully;</p> <p>Craig Adam </p> | 32.2.9A; 32.2.2E; 32.1.4I; 32.2.4A; 32.29R; 32.12A; 32.19C | A32.29R; A32.1.2H; A32.2.6S; A32.12A |

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| | | (714) 642-5093 | | |
| 25470 | Adamo, Michael | I do not support the gondola in Little Cottonwood Canyon. As a regular user of the canyon for summer and winter activities including hiking mountain biking skiing and snowshoeing. The gondola will be invasive and take away from the natural feel of the canyon. Instead of being able to hike bike or climb in the canyon and feel like you're in the wilderness you will feel like you are at a ski resort. Additionally, this is a poor use of taxpayer dollars as the gondola really only benefits the ski resorts. | 32.2.9E; 32.2.7A; 32.4B | |
| 37901 | adamo, tori | I don't support the Gondola in Little Cottonwood. | 32.2.9E | |
| 33219 | Adams, Angie | Do not build the gondola. Limit the number of skiers at each resort and make it be reservation based . | 32.2.9E; 32.2.2K | A32.2.2K |
| 35198 | Adams, Bernard | The proposed gondola is a serious mistake. it will cause significant damage to the environment and disrupt animal habitats | 32.2.9E | |
| 32179 | Adams, Bradford | This gondola is not only a clear example of unnecessary destruction of the wild lands that so many hold dear, it also showcases the continuing trend that developers completely disregard the best interest of the very land they are trying to showcase. The entire outdoor community, as well as the majority of tourists you hope to attract, are disgusted by the blatant disregard you're showing toward nature and the general populace. Rethink your approach, or the repercussions will likely be more than your investors deem to be worth their money. | 32.2.9E | |
| 32986 | Adams, Brady | Gondolas are an expensive waste that only serves the private resorts at the cost of the public. The gondola would not provide adequate access to the rest of the canyon to serve the general public not paying private companies to use the canyon. Beyond that it doesn't provide room to accommodate increased future use. It would also ruin the natural qualities of the canyon. A bus system with an expanded road would provide much access to ask of the canyon to all users and better serve the tax payers. A bus system would also allow for dispersed pick up points which would alleviate more congestion problems that the gondola whine create by having one pickup point. | 32.2.9E; 32.2.9B; 32.2.6.3C | A32.2.6.3C |
| 30012 | Adams, Brady | I support the gondola. | 32.2.9E | |
| 27131 | Adams, Catherine | I oppose the gondola. As a SLCo resident I do not want the tax expense to support Snowbird. WE need to be able to vote on this. I think it would fail a referendum | 32.2.9E; 32.2.9N | A32.2.9N |
| 34646 | Adams, Chris | <p>The Wasatch Backcountry Alliance (WBA) is a local SLC nonprofit representing the interests of thousands of backcountry - and resort - users both locally and nationally as they pertain to the preservation of the famous non-resort terrain in the Tri-Canyon area. We have paid very close attention to the LCC EIS transportation process, and this is our formal comment.</p> <p>WBA agrees with UDOT that a preferred solution will represent a summary of key concerns expressed within the public comments that were received and processed: EQUITABLE PUBLIC ACCESS to dispersed recreation, OVERCROWDING, VISUAL IMPACTS, WATER QUALITY IMPACTS, AND YEAR-ROUND ACCESS for a majority of visitors. The proposed solution does not address these aspects - below is a list of issues that we see with UDOT choosing Gondola Alternative B as its preferred alternative:</p> <p>Dispersed Use - UDOT claims to have "Consideration of all canyon users, not just resort visitors," but by only having resort terminals and not operating year-round it's clear that this is disingenuous at best. It is well known that the White Pine trailhead is wildly popular year-round, with cars parking up and down the highway for up to a mile in either direction at all times of the year. This not only forces people to be far from their intended destination, it also creates a significant safety hazard along the state highway. The argument that UDOT uses for not stopping at White Pine is that there will be less traffic on the highway due to the gondola, thereby enabling White Pine users to drive to the lot is a red herring. WBA does not think that vehicle traffic will be abated enough (if at all) by the gondola to justify this conclusion. Backcountry users - like resort patrons - want to be able to use public transit in lieu of their own vehicles to access the canyon, but that is not possible under the current proposal.</p> <p>Economic Benefit - The EIS states: "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts.," WBA does not feel that enriching two private entities is UDOT's mission or responsibility and that applying taxpayer dollars to that end is a reckless use of public funds. Meanwhile, it should be noted that the latest Snowsports Industries of America participation numbers (2021-22) show a nearly 6% decrease in resort skiers and a 96% increase in backcountry skiers. Furthermore, data from the National Ski Area Association likewise indicates that participation in resort skiing has remained essentially flat for the last 30 years. More broadly accessible, dispersed activities such as backcountry skiing, snowboard touring, nordic skiing and snowshoeing on the other hand are among the fastest growing segments of the snowsports industry. And yet these increasingly popular activities, which should be made accessible to a majority of visitors to LCC, are fundamentally ignored by this proposal.</p> <p>Expense - The initial cost proposed by UDOT for the gondola was \$550M. This was pre-inflationary times, so even in the last year that figure will have risen to \$600M, if not significantly higher (which WBA suspects to be the case). Even if the cost has only increased by \$50M, that means that every single person in Utah is "paying," \$200 each to have what is effectively the most expensive chairlift in history installed for the benefit of two businesses (and auxiliary businesses). Any benefit associated with the proposed gondola will likely never be realized by the many Utahns who don't ski and/or live in other areas of the state, despite them paying for it.</p> <p>Gondola Fees - Along with the rising costs of construction and UDOT's admission that funds may not be available, the prospect of high costs for people to ride the</p> | 32.2.9E; 32.2.6.5G; 32.2.6.2.4A; 32.1.4I; 32.2.7F; 32.2.4A; 32.2.9A; 32.2.9R; 32.2.6.5N; 32.2.9N; 32.2.2K; 32.1.1A; 32.2.6.5H; 32.4B | A32.2.7F; A32.2.7C; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N; A32.2.2K; A32.1.1A |

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| | | <p>gondola exists. There has been little discussion from UDOT or the ski resorts regarding fees for riding the gondola. It seems logical that high or even exorbitant fees to ride the gondola will drive ridership down.</p> <p>Seasonality - As currently proposed, the gondola will only run from December through April. This is despite the fact that traffic in LCC between June and October is effectively at the same level as the winter, with Snowbird actually parking more cars for their Oktoberfest celebration than they do on winter powder days. Relegating the gondola to winter use only confirms that this is NOT a public transit option and is instead a wholly-taxpayer-funded chairlift to benefit two private ski areas.</p> <p>Other Solutions - UDOT says "it may take years to secure federal, state and/or private funding for full implementation of Gondola B," but it also may NOT take years, so clearly the gondola is the priority. And if UDOT is trying to simultaneously raise at least \$600M for the gondola AND fund the alternative solutions, the money is in danger of not being available for ANY solution. And by making it clear that the gondola is the preferred solution, UDOT is effectively being incentivized to make the alternate solutions NOT work. Therefore, we strongly suggest that UDOT acknowledge up front that the large tab for the gondola is unrealistic and focus its efforts on simpler, more easily attained transit solutions using existing infrastructure: tolling for all canyon users to disincentivize SOV's, enhanced bus lanes, enhanced bus service (already being cut for the 22-23 season), alternating uphill/downhill flex lanes, etc. This would require UDOT working more closely with UTA, which appears to not be the case.</p> <p>Phasing/Safety/Construction - The physical and operational elements of a gondola alternative render it useless unless the entire system is constructed. Recognizing UDOT typically does not develop a funding plan until the EIS is finalized - and that this project is so controversial - the EIS should be more specific on the intentions of UDOT in phasing specific elements of the selected alternative. As per Executive Summary, page S-25, Section S.11, there are no safety or operational benefits to construct part of the gondola. This section on phasing deserves additional clarity in order to adequately and transparently inform the decision. Delays on full funding of any length of time would render this entire NEPA process unreliable, and would require restarting the process anew.</p> <p>Risk/Flexibility - UDOT's consideration of a gondola as a transportation solution is highly innovative - and risky. While they may be confident in all of the analysis that went into evaluating its chance of success in meeting the Purpose and Need, there is little discussion in the DEIS for how a gondola system would be modified physically or operationally if that becomes necessary, or who would be in charge of making those determinations, and on what basis, and for what cost, and what the direct, indirect and cumulative impacts of those changes would be. This creates an inadequate basis for a decision to select the gondola alternative.</p> <p>Controversial - By anyone's assessment, this project has been "polarizing," in the community. A recent survey showed that 80% of respondents did not favor the gondola. The DEIS uses a softer characterization of "strong interest." It is irresponsible to suggest it is anything other than controversial; for example, the mayors and councils of two of the biggest stakeholders - SLC and SLCO - have taken strong positions against the preferred alternative, instead saying that common sense solutions that use existing infrastructure and more buses should be pursued. All of the largest and most engaged environmental and dispersed recreational groups have said the same thing.</p> <p>Parking Reservations/Tolling - Alta Ski Lifts parking fees this past winter and the effects on LCC traffic were a clear example of the impact that paid parking and tolling in the canyons could have on traffic reduction. This week UDOT again introduced the concept of tolling, but the complexity of the suggested program is confusing at best. Please consider simpler and more universal tolling at lower rates to generate better results.</p> <p>Big Cottonwood Canyon - UDOT has inexplicably chosen to ignore BCC's traffic situation despite a changing business environment that has made BCC just as popular as LCC and with similar traffic problems. Social trends indicate that user growth in the Tri-Canyon area will continue to demand solutions that are integrated across the entire area, and the pressures to connect the canyons and extend the gondola could result in a segmented expansion of those transportation systems - which is inconsistent with NEPA. A BCC/LCC connection is unacceptable to WBA and many other stakeholders who want to preserve the unique qualities of each canyon and avoid the prospect of lifts criss-crossing the ridgetops.</p> <p>Verification - UDOT has not provided examples or proof that adding a gondola will actually reduce traffic in LCC. With continued full vehicle access on the state highway it is just as likely that visitors will continue to drive their vehicles up the canyon for maximum efficiency as some will take the gondola. There is a lack of acknowledgement by UDOT that "powder fever," and the overarching enthusiasm for skiing/riding tends to have the psychological effect of users demanding maximum transit efficiency, which the gondola does not represent.</p> <p>Avalanche Mitigation - The use of howitzers to control avalanches is projected to continue into the future. The gondola will not run while avalanche control work is happening and once anti-personnel shells are launched over the gondola, it must be cleared before it can start up again. In fact, there may be even more downtime than simply opening the road when - as is most common - the avalanches do not reach the road. UDOT does not state how long it will take to unload cars, inspect cables and towers, and reload cars during routine avalanche control which is something we must know before accepting the findings of the EIS.</p> <p>Effects on climbing - While WBA primarily represents the interests of wintertime non-motorized use, many WBA members are also climbers. We are deeply concerned about the effect the construction and operation of the gondola will have on the world class climbing in LCC. Climbing has a long history in the canyon, is a very popular activity, and it's representative group Salt Lake City Climbers Alliance has a long history of engaging with the state and the LDS church to protect and enhance the LCC climbing areas, yet the EIS effectively ignored the impact on climbing in its Preferred Solution.</p> | | |

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| | | <p>Viewshed - While we acknowledge that the top of LCC harbors a small town and two ski resorts and related businesses, the heart of LCC is wild terrain that includes clearly visible tracts of designated wilderness. The effect of 200-foot tall towers and 35-person gondola cars will be an eyesore that a majority of constituents, to whom such infrastructure will be visible whether they are driving, hiking, climbing, or skiing, will find offensive. Gondola infrastructure will be visible to anyone skiing, hiking, or otherwise recreating in the south or north facing terrain of LCC, as well as simply doing a leisurely drive up the canyon. There are clearly better, more logical common sense solutions that can be put in place that do not create such an eyesore in this unique environment.</p> <p>Thank you for your efforts on this process and for your consideration of this comment.</p> <p>Sincerely, The Board of Directors of Wasatch Backcountry Alliance</p> | | |
| 35061 | Adams, Chris | <p>Hello there. I want to thank you for all of the time and effort that you have put into the EIS process. Unfortunately, despite all of that that time and effort, I do not think you have come up with a common sense solution that is going to address the traffic issues that are at the base of the EIS. I also do not think that the preferred solution will lead to equitable public access to dispersed recreation, and will result in overcrowding of LCC, with permanent visual and water quality impacts with a solution that does not provide year-round use or access for visitors. The EIS states: "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." I do not think that enriching two private entities is UDOT's mission or responsibility and that applying taxpayer dollars to that end is a reckless use of public funds. Meanwhile, it should be noted that the latest Snowsports Industries of America participation numbers (2021-22) show a nearly 6% decrease in resort skiers and a 96% increase in backcountry skiers. Furthermore, data from the National Ski Area Association likewise indicates that participation in resort skiing has remained essentially flat for the last 30 years. More broadly accessible, dispersed activities such as backcountry skiing, snowboard touring, nordic skiing and snowshoeing on the other hand are among the fastest growing segments of the snowsports industry. And yet these increasingly popular activities, which should be made accessible to a majority of visitors to LCC, are fundamentally ignored by this proposal. UDOT claims to have "Consideration of all canyon users, not just resort visitors," but by only having resort terminals and not operating year-round it's clear that this is disingenuous at best. It is well known that the White Pine trailhead is wildly popular year-round, with cars parking up and down the highway for up to a mile in either direction at all times of the year. This not only forces people to be far from their intended destination, it also creates a significant safety hazard along the state highway. The argument that UDOT uses for not stopping at White Pine is that there will be less traffic on the highway due to the gondola, thereby enabling White Pine users to drive to the lot. If the goal is to reduce vehicle use in the canyon, it makes sense to have the gondola stop at the busiest trailhead to allow people to use it, rather than force them to continue driving their cars. As currently proposed, the gondola will only run from December through April. This is despite the fact that traffic in LCC between June and October is effectively at the same level as the winter, with Snowbird actually parking more cars for their Oktoberfest celebration than they do on winter powder days. Relegating the gondola to winter use only confirms that this is NOT a public transit option and is instead a wholly-taxpayer-funded chairlift to benefit two private ski areas. Plus you will have to drive to the gondola and potentially take a bus to the La Caille station, which seems onerous and burdensome to anyone who has tried to get their kids ready to ski with one transition, let alone two or three. I think that alone will be enough for many people to remain in the comfort of their own private vehicles rather than ride a gondola with 30 strangers. The physical and operational elements of a gondola alternative render it useless unless the entire system is constructed. Recognizing UDOT typically does not develop a funding plan until the EIS is finalized - and that this project is so controversial - the EIS should be more specific on the intentions of UDOT in phasing specific elements of the selected alternative. As per Executive Summary, page S-25, Section S.11, there are no safety or operational benefits to construct part of the gondola. This section on phasing deserves additional clarity in order to adequately and transparently inform the decision. Delays on full funding of any length of time would render this entire NEPA process unreliable, and would require restarting the process anew. Alta Ski Lifts parking fees last winter and the effects on LCC traffic were a clear example of the impact that paid parking and tolling in the canyons could have on traffic reduction. Last week UDOT again introduced the concept of tolling, but the complexity of the suggested program is confusing at best. Please consider simpler and more universal tolling at lower rates to generate better results. UDOT has inexplicably chosen to ignore BCC's traffic situation despite a changing business environment that has made BCC just as popular as LCC and with similar traffic problems. Social trends indicate that user growth in the Tri-Canyon area will continue to demand solutions that are integrated across the entire area, and the pressures to connect the canyons and extend the gondola could result in a segmented expansion of those transportation systems - which is inconsistent with NEPA. UDOT has not provided examples or proof that adding a gondola will actually reduce traffic in LCC. With continued full vehicle access on the state highway it is just as likely that visitors will continue to drive their vehicles up the canyon for maximum efficiency as some will take the gondola. There is a lack of acknowledgement by UDOT that "powder fever," and the overarching enthusiasm for skiing/riding tends to have the psychological effect of users demanding maximum transit efficiency, which the gondola does not represent. The use of howitzers to control avalanches is projected to continue into the future. The gondola will not run while avalanche control work is happening and once anti-personnel shells are launched over the gondola, it must be cleared before it can start up again. In fact, there may be even more downtime than simply opening the road when - as is most common - the avalanches do not reach the road. UDOT does not state how long it will take to unload cars, inspect cables and towers, and reload cars during routine avalanche control which is something we must know before accepting the findings of the EIS. Thank you for your efforts on this process and for your consideration of this comment. I sincerely hope you opt for common sense solutions that employ existing infrastructure rather than spend hundreds of millions of dollars building a gondola that serves little other purpose other than enriching two private entities. Thanks, Chris Adams</p> | 32.2.9E; 32.1.4D; 32.1.4I; 32.1.4D; 32.1.2B; 32.1.2C; 32.2.9R; 32.2.2K; 32.1.1A; 32.2.4A | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K; A32.1.1A |
| 37573 | adams, denise | <p>Please consider common sense solutions instead of the gondola, which is only to benefit the ski resorts and cost the community unnecessary millions of dollars. The traffic has always been a problem and always will. A gondola will only get more people up to a space where there is not room enough for everyone to be crammed up there. Please take care of our precious canyons and do not exploit them for a short term solution for a long term problem. Please increase the bus use, start there and then try other options. A gondola will ruin the canyon. What about the environment? How has the forest service allowed this money making scheme by two major businesses (Alta and Snowbird) to potentially devastate this beautiful area? Please consider and try other options such as improving and increasing the bus services or fees to enter the canyon first. Thank you.</p> | 32.2.9E; 32.1.2D; 32.2.9A | |

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| 35397 | Adams, Erin | <p>Hello,</p> <p>I am opposed to the LCC Gondola project. I'm a Utah voter and user of Little Cottonwood Canyon. I am concerned that the huge steel towers and cables will be a visual blight on the esthetics of the currently-beautiful canyon. This is not a viable traffic solution--the gondola will serve only passengers to two ski resorts, Alta and Snowbird (and since Alta doesn't allow snowboarders, the type of passenger the gondola will serve is even further limited).</p> <p>As a climber, hiker, and snowboarder, the gondola will not serve me or other similar canyon users. Nor will it alleviate any traffic at trailheads throughout the canyon. I support alternate solutions (tolling, increased bus service, etc.) that can address the greater issue without permanently destroying our cherished trails, climbing crags, and beautiful views.</p> <p>Thank you for your efforts to accurately represent our community as you help make this important decision.</p> <p>---</p> <p>Erin Adams [REDACTED]</p> | 32.2.9E; 32.1.2D; 32.2.9A ,32.2.4A | |
| 32083 | Adams, Gwendolyn | <p>Hi there,</p> <p>It has been a discouraging process trying to submit comments about this issue because as a resident who lives [REDACTED], it does not seem that you choose to listen to the people that live here.</p> <p>Proposing the Gondola as a solution for traffic problems in Little Cottonwood Canyon is not practical or logical. I have lived here for almost 15 years and see that the traffic is not that bad for the vast majority of the time and even when it is, I already noticed a large difference with Alta's reservation system last winter.</p> <p>It feels like you only wants to support two ski resorts, the owners/interested parties of La Caille, and gondola works.</p> <p>For my family of five, we would never be able to afford or logistically it wouldn't make sense to use the gondola. Why should I have to pay for something as a taxpayer for something that the majority does not want or need? I also have concerns about the aesthetics of our beautiful Little Cottonwood being ruined with such an eyesore. I feel discouraged that the environmental impacts have been downplayed. It really feels like you have no interest in supporting the people you are supposed to be serving.</p> <p>Please consider us! We live right here and will be impacted the most by this poor decision.</p> | 32.2.9N; 32.2.9E; 32.2.2K; 32.2.4A | A32.2.9N; A32.2.2K |
| 33102 | Adams, Jennifer | The proposed Gondola is irresponsible spending of our taxes and will destroy our canyons and surrounding neighborhoods. Please do not move forward with the Gondola. There are better fiscally sound and environmentally conscious alternatives for future generations. | 32.2.9E | |
| 33101 | Adams, Jennifer | The proposed Gondola is irresponsible spending of our taxes and will destroy our canyons and surrounding neighborhoods. Please do not move forward with the Gondola. There are better fiscally sound and environmentally conscious alternatives for future generations. | 32.2.9E | |
| 29682 | Adams, Jerry | <p>Just so we're clear the county has a problem with homeless the streets and roads are a mess we need more officers and no I don't want a gondola that a few people use.</p> <p>That's ridiculous we could spend that money on something to improve the communities this does nothing for that.</p> <p>Again no I don't want to see this.</p> | 32.1.2B; 32.2.9E | A32.1.2B |
| 31599 | Adams, John | The EIS states that to get a 30% reduction in canyon traffic there would need to be a toll put into place for drivers to entice people to ditch their cars and ride the gondola. If this tolling is able to shift driving behavior as UDOT states, why wouldn't UDOT first try using tolling to increase vehicle occupancy up the canyon which now only averages about 1.8 people per vehicle? This could easily reduce cars in the canyon by 30% or more without the \$550,000,000 spend on the gondola. The average vehicle occupancy in LCC is about 1.8 riders per car. With simple tolling and single occupancy restrictions during the busy winter weekend mornings, occupancy could be sh | 32.2.2Y | |
| 31600 | Adams, John | UDOT states that a gondola would take cars off the road to reduce traffic in LCC. UDOT also states that fewer cars in the canyon could actually induce demand for driving up the canyon. To resolve this, UDOT states they will charge a toll to drivers that would be less than the cost to ride the gondola, to financially incentivize people to ride the gondola versus driving up the canyon. Does UDOT have the legal right to set and control what the future fees will be to ride the gondola; and does UDOT have the legal right to determine what the tolls would be to drive up the canyon in order to entice people to ride the gondola? | 32.2.4A | |
| 31601 | Adams, John | UDOT states there is a need to widen Wasatch Blvd from Bengal Blvd down to the split of LCC and southern Wasatch Blvd. because Wasatch Blvd. currently chokes down from two lanes to one lane at the lights at Bengal Blvd. Over 95% of the southbound evening commuter traffic turns right at the lights at the split, where Wasatch will remain a single-lane road. How will widening Wasatch Blvd to two lanes from Bengal to the split improve the potential future commuter traffic issue when it just moves the two-lane to one-lane choke point from the lights at Bengal down to the lights at the split? | 32.2.6.2.2A | A32.2.6.2.2A |
| 31611 | Adams, John | Will UDOT make available on their website (or some other platform), the third-party study that was done that contains the raw data and models used to support the need to widen Wasatch Blvd. for potential future southbound commuter traffic issues that would be resolved by widening Wasatch? The study I am referring to was done by Fehr and Peers and is titled: SR-210 EIS Traffic Study Fort Union to North Little Cottonwood Road UDOT project #S-R299(281) dated May 2019 and revised July 2019; which was prepared for HDR UT19-2093. | 32.2.6.2.2A; 32.1.4J | A32.2.6.2.2A |

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| 31592 | Adams, John | Gondola B option states that parking hubs for a UTA bus to take riders to the gondola base station were eliminated to support mobility by making it faster to get up the canyon by driving direct to the gondola base. This means people without cars are excluded from being able to ride the gondola. Does UDOT have the legal authority to build a public transit system that excludes part of the local population across the valley by only having access to the transit to personal vehicles? | 32.2.2KKK; 32.2.6L | |
| 31590 | Adams, John | Does the Gondola B plan require the widening of Wasatch Blvd? UDOT states that the purpose to widen Wasatch Blvd. is solely for potential future evening southbound commuter traffic, but the numbers in the study to support that are under review and have been found to be inaccurate. If the revised study to widen Wasatch for commuter traffic are determined to NOT support widening Wasatch, does that have any impact on the Gondola B decision? | 32.2.6.2.2A | A32.2.6.2.2A |
| 32441 | Adams, John | For your project to widen Wasatch Blvd, in order to address southbound commuter traffic, were the traffic numbers you used in your study for current drive times based on drive times before or after the project that was completed to improve the traffic flow at the SR 210 / Wasatch Blvd intersection? This project is highlighted on the Wasatch Front Regional Council website on their TIP map under PIN 14431. | 32.2.6.2.2A; 32.7L | A32.2.6.2.2A |
| 31608 | Adams, John | Who owns the property where the gondola base station will be built, and does UDOT have permission to build on that property? If so, what portion of the \$550,000,000 project cost goes to the base station property owners to allow the required infrastructure to be built on their property? Or. does UDOT have to buy this land from the current property owners in order to build the base station? | 32.2.7A | |
| 31610 | Adams, John | The gondola B option states it eliminates mobility hubs, forcing gondola riders to drive directly to the base station. But the final EIS also states that mobility hubs will be built for the phased approach part of the project. Where will these hubs be built, and if you spend the money to build them, why can the not be used for getting people to the gondola base once that is built? | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 31612 | Adams, John | Many questions were asked of UDOT previously about capacity in the canyon. All the answers by UDOT simply stated that this project will not have an adverse effect on canyon capacity. What is the carrying capacity of the canyon that you are using to be able to state that this project will not surpass that capacity? | 32.20B | |
| 31588 | Adams, John | Does UDOT take public 'preference' into consideration in the final EIS decision, or does UDOT make the decision solely on the goals of mobility, reliability, and safety, regardless if the EIS decision goes against the wishes of the majority of the citizens? | 32.2.9N | A32.2.9N |
| 31607 | Adams, John | Regarding the final EIS, are all components of the 'phased implementation', including the widening of Wasatch Blvd. already approved and available to UDOT to move forward? If not, who has the power and authority to approve or reject that funding? | 32.2.7A; 32.1.1C | A32.1.1C |
| 31606 | Adams, John | I understand the gondola car will hold 35 people. What % of those 35 people will need to stand for the 37-minute ride up to Alta from the base station? | 32.2.6.5C | |
| 31597 | Adams, John | What will the source of electricity be for the gondola? Will it be from Utah coal fire plants, or from a renewable source? | 32.2.6.5P | |
| 28775 | Adams, Karen | I am 100% against the gondola. Global warming is real. I do not feel that it is necessary to spend a 1/2 billion dollars , of tax payers money, on a gondola . There's there's a small portion of the Salt Lake Valley that would use the gondola. I would rather see the 1/2 billion dollars spent on issues that are important NOW. The air quality has gotten worse over the last few years. The inversion, smog, pollution, the influx of people have all contributed to the horrible air quality. I would like to see more, and better, transportation. Encourage people to get off the roads and get on public transportation. Offer more frequent transportation, more free fare days etc.. Also use the money to Offer higher wages for teachers, police, firemen, transit workers etc. We need tob breathe easy. Not build a gondola. | 32.2.9E; 32.1.2B; 32.2.7A | A32.1.2B |
| 25820 | Adams, Kent | GONDOLA GONDOLA GONDOLA No Brainer, save the air, save lives on winter roads, get more people to the resorts quicker, long run saving... | 32.2.9D | |
| 29954 | Adams, Maggie | NO GONDOLA. No one wants it and it will just make traffic worse:). Also the problem isn't that we can't get enough people up to the resorts, there are too many people getting there anyways!! There are better solutions that are more cost effective!! | 32.1.2B; 32.2.2PP; 32.2.9E; 32.7C | A32.1.2B |
| 28901 | Adams, Margaret | NO GONDOLA. Same problems could be fixed with that money going into more buses and possibly a toll booth. NO GONDOLA. This is not what the taxpayers want | 32.2.9E; 32.2.9A; 32.2.9N | A32.2.9N |
| 35218 | Adams, Marsha | Access to nature "in the least obstructive nature" represents respect for nature. A gondola will require an adequate park lot/structure to access one base station. However, buses can provide many locations from where individuals can access them along a route. Why not: 1) create the park and ride locations which will be needed for any public transportation idea. 2) allow buses only on the canyon roads during high morning and evening peak times. I do not agree to spending so much money to create a gondola before we attempt to resolve transportation problems using existing resources. | 32.2.2I; 32.2.9A; 32.2.2B | A32.2.2I |
| 33297 | Adams, Michael | First, I will respond to some of the chosen sub-options. I like that parking lot at La Caille would be increased and not rely on the park and ride at Highland...too many transfers to make it work. I suggest that the snow sheds should be designed to fit into the landscape. They should be designed to look natural like a tunnel, and can also be used as a wildlife bridge. On Wasatch Blvd, reduce the pavement as much as possible. Use 11-ft thru lanes, 10-ft turn lanes - get Region approval to do that. Keep the bike lanes 5-6 ft, but do not add the extra pavement beyond the bike lane. Doing this can reduce the pavement width by about 12 to 18 ft. A few concerns: The Purpose and Need statement can be whatever you want the answer to be. This whole process seems like you wrote the P&N to make sure the gondola was chosen. The sub-options to implement first seem like they should greatly cover most of the project goals without needing to add the gondola. Regarding the gondola in general - If tolling would only be during the 50 busiest days, then those are the busiest days that you are trying to mitigate. That sounds | 32.2.6.2.2A; 32.2.9K; 32.1.4D; 32.2.6.5K; 32.2.9N | A32.2.6.2.2A; A32.2.9N |

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| | | <p>like the gondola is really only something that is needed on 50 days of the year. If roadway congestion and LOS is not concerning outside of those 50 days, then why would anyone park the car and pay more money to take a longer ride up the canyon? Seems like few people would use it outside of those 50 days. The gondola is an extremely expensive option to serve only two destinations for only a small fraction of the year. Is the revenue that the ski resorts lose out on because of congestion or the canyon being closed offset by the cost of the gondola?</p> <p>A statement also indicates that the gondola would still run in variable weather conditions. What about during windy conditions during snow storms? Will it still be running during windy storms? At what point would a gondola need to stop? If it stops because of wind during a storm, wouldn't the roadway be closed also due to snow accumulation? Is the gondola really a feasible alternative?</p> <p>Far too many local governments and citizens are opposed to the gondola, and the local leadership should have a say in what happens within and near their cities. For example, Salt Lake City was opposed to the State-drive Inland Port. Then, recently, reports and articles show that the Inland Port is not financially feasible. Again, is the gondola financially feasible? Or has the Purpose and Need been written in such a way to make sure that the gondola is chosen despite any financial concerns? Carlos Braceras has spoken at the UDOT Conference in recent years to make sure that UDOT works with local governments to help them become what they want to be. If the leadership of nearby cities of Cottonwood Heights and Sandy do not want the gondola option that would impact their cities, then UDOT should really listen to them also. But maybe Alta and Snowbird are more important.</p> | | |
| 33828 | ADAMS, MICHAEL | <p>Surface transport should be limited to mobile installations.</p> <p>Rather than a gondola placement impacting the visual aesthetic of the canyon, perhaps consider tunneling for rail tracks that could be protected from avalanche danger.</p> | 32.2.2C | |
| 33104 | Adams, Mike | NO on Gondola! | 32.2.9E | |
| 37698 | Adams, Sierra | My name is Sierra Adams and i'm a 15 year old who learned how to ski up this canyon when i was very young and have been skiing there for the past 13 years. Alta and Snowbird are my favorite resorts however the traffic recently has been causing an issue for us getting up there. as a someone who cannot get up there by myself, it's very important to have good transportation methods. the gondola however is not one. it requires many transitions to even get there and causes horrible global impacts. it also will not even run reliably because of weather and maintenance issues. it is very expensive and there are much better ways to spend this money that create a better solution. | 32.2.9E; 32.2.6.5K | |
| 25329 | Adams, Stephanie | <p>As a regular user of Little Cottonwood Canyon both in the summer for hiking and heavily in the winter for skiing at Alta I think this is absolutely the wrong decision. The reservation system implemented by snowbird and Alta over the last couple of years has made a monumental difference in winter Canyon traffic and the gondola is an astronomical expense to solve a problem that does not exist in the same way it used to when it was originally proposed.</p> <p>The gondola will further burden the taxpayers with expenses that most of them will not see the benefit of, as the solution will be mostly for the ski resorts. In addition, it causes traffic and parking issues to be moved to the edge in the valley and not really solving a problem. Please reconsider this decision. The community, the taxpayers, and the users of the canyon do not want the gondola.</p> | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.7A; 32.2.9E; 32.7B; 32.7C | A32.1.2B; A32.2.2K |
| 31798 | Adams, Stephanie | <p>If the states goals are : Consideration of all canyon users, not just resort users Maintain existing visual experience I am confused how the gondola accomplishes them. The gondola will go from bottom to top which does not help anyone except people going to the resorts. Also it sounds like it will not operate year round, which does not help fall or summer canyon users. It is important also to consider that all of the traffic backup has not been alleviated but is simply moved to a location in the valley where the gondola parking will be. This is NOT solving our problems.</p> | 32.1.2D; 32.1.2F; 32.2.6.5G; 32.1.2B; 32.2.6.5E | A32.1.2F; A32.1.2B; A32.2.6.5E |
| 37349 | Adams, Tom | <p>When it comes to the gondola I agree with Mayor Jenni Wilson when she said, " Although I applaud UDOT's acknowledgment of the value of a phased approach, I disagree with its conclusion that the gondola should be the preferred alternative. The gondola option is flawed for many reasons, including that it will:</p> <ul style="list-style-type: none"> Cost over a half billion dollars (not considering inflationary cost increases); Only make stops at two private ski resorts: Snowbird & Alta; Remove no more than 30% of car traffic from the canyon road; Operate only during the winter ski season; and Permanently mar the inherent beauty and public lands of Little Cottonwood Canyon. <p>The gondola is an unwise public investment for a 50+ year solution serving a limited group of people, given that it's irreversible and incapable of pivoting in the face of changing circumstances. But it isn't the only option. →^a</p> <p>In addition I strongly disagree with the expansion of Wasatch Blvd between Bengal and 9400 so. The community between Danish and Wasatch already has no safe route to school for kids and Bike Utah continues to highlight the growing number of cycling deaths in Utah due to cars. The proposed solution for Wasatch adds speed to the Highway and danger to our community. At minimum Wasatch needs a protected path on both the East and West side.</p> <p>Furthermore an expansion will only gather more cars and pollution in our community especially on the busy powder and/or weekend days.</p> | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.2.6.5F; 32.2.9L | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25396 | Adams, Zachary | The gondola is a terrible use of taxpayer money. Do we not recognize that we will need any money we have to resolve the great salt lake issue? Our local government is failing us. | 32.2.7A; 32.2.9E; 32.2.9N | A32.2.9N |
| 32665 | Adams, Zack | We don't need a grand \$500 million solution to fix this traffic problem in the canyon. We can make small incremental changes that would cost WAY less and easier for the public to handle. Here are some ideas:- Have the resorts use parking reservation systems, so people aren't driving up the canyon just to drive back down when they find out the parking lot is full. (maybe even have a big sign at the bottom of the canyon that shows the available parking at the different resorts - similar to what you'd see in high tech parking garages)- Institute Congestion pricing (where the cost to drive up the canyon is dependent on the demand), then use the revenue to increase the service and quality of the ski buses- have the ski buses pick up from more areas in the valleyAnd honestly, if we just did nothing, people will self regulate and just stay home on the crazy traffic days and find ways to avoid the traffic organically. | 32.2.2K; 32.2.2Y; 32.2.9A; 32.2.4A; 32.2.2I | A32.2.2K; A32.2.2I |
| 37830 | Adams, Zoe | My name is Zoe Adams, and I am senior in high school in SLC. I learned how to ski at Alta at age 2, and have made some of my best memories in Little Cottonwood Canyon. I love the accessibility and beauty and uniqueness, and that is what makes LCC one of a kind. The gondola would take away all of that. The gondola just wants to ship as many people up the canyon as it can, not worrying about the destruction that would have on the snow pack. The gondola is said to cost \$500 million, but with inflation, it would be closer to \$750 million. And who's paying for this? The taxpayers- even the ones who don't use the canyon to recreate. The process required to take the gondola is absurd. You have to drive to a lot, park, get on a bus with all of your gear for the day, wait in line, and then take a 45 minute gondola ride to the resort. This doesn't include weather delays, which could cause the gondola to shut down and not be used anyway. The gondola wouldn't be built for 5+ years, so it isn't even a short term solution, and the traffic will still be prevalent this season and the next and the next. The environmental impact from adding in massive supports would be massive, and the river and wildlife and plants would be severely damaged. There are other solutions! We can have a better bus system with more stops and buses running, tolls, and reduction of cars allowed. These are all solutions that are cheap, easy, and accessible. The gondola is NOT the answer, and I hope you all can see why it just doesn't make sense. | 32.2.9E; 32.1.2B; 32.2.7A; 32.2.9A; 32.2.4A | A32.1.2B |
| 33832 | Adamson, James | Not a good long term, nor a benefit to the general public. Also damage to watershed area is too great. As to the sky industry, the future seems to have a conflict on the horizon with our warming planet. Public monies & efforts should be used for a greater public benefit. | 32.1.2B; 32.2.2E; 32.2.7A; 32.6A | A32.1.2B |
| 29976 | Adey, Nils | No gondola please, way way too expensive that benefits just 2 ski resorts. Reserved parking spots is a far far less costly idea. I would also suggest a 3rd lane on the road up with reversible direction traffic like they have on 5400 south. | 32.2.9E; 32.2.2K; 32.2.2D | A32.2.2K |
| 32551 | Adkins, Andrew | I will start out by saying it's appalling to me that the majority is being ignored on this issue. The public has been clearly tilted against the gondola project, and yet it moves forward full steam ahead because those behind the scenes are oiling the right political gears. Is there nobody who will think of what a dozen 200' tall metal structures will do in permanently defacing the canyon's natural beauty? And for what purpose? So ski resorts can increase their max daily visitation? These resorts have lost the goodwill of the local population by supporting this clear example of crony capitalism. I, and I'm assuming many others, would prefer Udot do absolutely nothing than build this massive wound on our state's natural character. I'm a skier, I've spent a big portion of my life at these very resorts, and have been a snowbird employee in the past. Skiing is great. That being said, skiing is absolutely not worth the toll this project will take on one of our state's most beautiful natural areas. Generations to come will never be able to look upon Little Cottonwood's glacier sculpted canyons in the same way we do now. The "visionary" mock-ups of this project to me are straight out of a horror movie. If Udot is really concerned with helping the resorts cram more people onto their slopes, certainly there are better alternatives. We haven't tried anything, let's take some baby steps first. And let's hold these resorts accountable for their unsustainable business practices. Think of the other canyon users. Please! | 32.2.9N; 32.17A; 32.1.2B; 32.2.7A; 32.2.9R; 32.2.2K | A32.2.9N; A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K |
| 34399 | Adkins, Kelsey | Hello, I'm Kelsey Adkins, a registered voter who lives in [REDACTED] I am strongly against the proposed plan to build a gondola. I have a deep, and close relationship to Little Cottonwood Canyon; I go into the canyon to recreate on average 3-4 times a week. I'm involved in backcountry skiing, resort skiing, hiking year round, and rock climbing in the spring, summer, and fall. If the gondola is built it will have a grave impact on not only my experience, but the experience of everyone else who goes into the canyon, the wildlife in the canyon and neighboring canyons (since they travel between canyons), and have far-reaching effects on anyone in the valley who drinks the water from the LCC watershed, as well as tax payers' who don't even go into the canyon. I'm very concerned that impact study on the wildlife was woefully inadequate. There are several animal and plant species which live in the areas where the gondola towers will be built whose habitat will be greatly affected, including some species that are sensitive or endangered, including the boreal toad. The noise impact you conducted was inadequate, and studies have shown that the noise from the gears alone is enough to change the habits of birds, affect bats' ability to use echolocation to hunt and feed, and reduce the numbers of insects and amphibians as well. The effects on the entire ecosystem are far-reaching, since insects, amphibians, birds, and bats, are all part of a larger food web that will ultimately have effects on larger mammals including deer, coyote, and mountain lion just to name a few. Studies have shown that when these larger mammals are stressed due to a change in their food sources or scarcity of food resources, there is increase incidence of human-wildlife contact and issues. I am also concerned about the effects of the gondola on the watershed, both during construction as well as afterward. More than one municipality has commented about this, so it's apparent that the impact on the watershed was glossed over and not thoroughly considered. | 32.2.9E; 32.13A; 32.12A; 32.4B; 32.2.9A; 32.2.2I | A32.13A; A32.12A; A32.2.2I |

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| | | <p>As a passionate climber I want it to be known that the climbing experience is SO MUCH MORE than simply me interacting with the rock immediately in front of me. I climb to that I can be present in the moment with my surroundings in nature. That includes the sounds, the sights and views from the base of the climb, the middle, or the top of the climb. It includes the hike to and from the base of a climb. I climb to be connected with the natural world, not simply to get from point A to B. Gondola towers and a gondola passing through the areas where I frequently climb in lower LCC will gravely detract from this experience for me, other climbers, and future generations of climbers. As climbers, we are often the best advocates for land conservancy and stewardship. It is concerning that by diminishing the climbing experience for us climbers, you risk driving us away, which poses a risk to the long term conservation of LCC keeping it wild and safe for the animals and plants that currently call it home.</p> <p>I believe that a better solution would be to focus on increased bus service. This would include more buses running on a frequent schedule. Mobility hubs located throughout the valley, not just at the base of the canyon. Incentives from the resorts for people taking the bus. And penalties or tolls for people riding in single occupancy vehicles up the canyon.</p> <p>Thank you for taking the time and effort to get to the bottom of this and accurately represent our community.</p> <p>Sincerely, Kelsey Adkins [REDACTED]</p> | | |
| 33109 | Adlard, Jessica | <p>Hello! Thank you for trying to save our canyon from the busy traffic and the transportation problems especially in the winter season. We qualify as Utah voters and live near little cottonwood canyon and use it regularly throughout the year. The idea of a gondola changing our canyon forever breaks my heart. There are so many ways to enjoy the canyon without putting in a gondola. I love how Zion National park solved the traffic problem there by putting in a shuttle service to control the crowds and protect the canyon and park. It works great! I was just there last month and it serves a wonderful purpose. I hope you will consider how a gondola would change the canyon forever. There is already a road. Put in to place a shuttle service and make people use it year round if you want. Just please don't ad a large eye sore to our beautiful canyon. I am in favor of any option besides a gondola. Please consider my opinion.</p> | 32.1.2B; 32.2.2B; 32.1.5C; 32.2.9E | A32.1.2B; A32.1.5C |
| 27499 | Adler, Claire | <p>As a native of Salt Lake City, Utah, I strongly oppose the construction of Gondola B. As the projections indicate, it will be a disruptive eyesore in one of the most beautiful canyons in the world. It's an unnecessary and frivolous project whose function could be easily satisfied by an additional bus lane. It's clearly aimed not at the community, but at tourists, and it's an embarrassment that the UTAH department of transportation is even considering this expensive, disruptive, and hideous development.</p> | 32.2.9E; 32.2.9B | |
| 34137 | Adler, Claire | <p>I strongly oppose the construction of the Little Cottonwood Canyon Gondola. Its too expensive, disruptive, unnecessary, and hideous. Why should my taxpayer money fund ski resorts frequented by out-of-state tourists??</p> | 32.2.7A; 32.2.9E | |
| 25977 | Adler, Emily | <p>Wow. This is a terrible idea. The environmental impact from adding this gondola will be massive. These canyons are important wildlife corridors that are irreplaceable. DO NOT PUT UP THE GONDOLA.</p> | 32.2.9E; 32.13A | A32.13A |
| 28670 | Adler, Frederick | <p>The gondola is an extremely expensive way to serve two ski resorts without significantly addressing the many other users of the canyon. A fleet of electric buses that stopped at trailheads would be a much more equitable approach.</p> | 32.2.9A; 32.2.6.3C; 32.1.2D; 32.2.6.3F | A32.2.6.3C |
| 25407 | Adsit, Kyrin | <p>Please don't destroy another peoples playground/resources just for another more privileged group to enjoy theirs, especially since it's only 4/5 months outta the year. Seriously don't know why this is even being considered, the gondola YouTube page is full of propaganda about why we should put a gondola in. If you watch these from anyone else's point of view they are misleading and not factual. Please please consider these comments.</p> | 32.1.2B; 32.2.2PP; 32.2.6E; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28059 | Aerts, Sally | <p>I do not feel the gondola is the correct choice because it doesn't allow for the flexibility to add pickup and drop off sites to accommodate snowshoers, backcountry skiers, hikers and bikers. The climate is changing bringing warmer temperatures and reduced snow pack. A public transportation system in little cottonwood canyon should be able to adapt to potential change in recreational activities in the canyon. Buses provide that flexibility, a gondola does not.</p> | 32.2.9E; 32.2.2E; 32.2.9A | |
| 26933 | Affleck, Lance | <p>Been skiing at SB and Alta since prob 1987. I hike and use the trails in LCC also. I like the idea of the gondola. Better than busses that I don't/won't ride or widening the road.</p> | 32.2.9D | |
| 37914 | Affleck, Michael | <p>I am writing in opposition to the gondola. The greatest part of greater SLC is the natural beauty that surrounds it. As stewards of this place, it is our responsibility to preserve that beauty. Erecting a gondola through the Little Cottonwood Canyon would destroy the natural aesthetic of our beautiful home.</p> <p>The benefits derived from the Gondola also also myopic. It is obviously catering only corporate ski resorts, while its construction and mere presence would disrupt other seasonal recreational activities, especially climbing.</p> <p>It is not worth destroying our beautiful views by permanently altering the canyon.</p> <p>Please reconsider any decision in favor of the gondola.</p> | 32.2.9E; 32.1.2D | |

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| 29179 | Agardy, Andy | As I resident of [REDACTED] - I once again feel the need to comment on this issue. I am concerned that these comments are not fully considered in final recommendations - yet that does not stop me from chiming in. The gondola does not seem either a cost effective solution nor a practical solution to the traffic problems in LCC. If built - it will be utilized by a select few who can afford it - or wish to partake in the novelty of it. The majority of recreationalists will continue to drive and park - as the road will not be restricted. Parking will be a cheaper alternative than the gondola ticket. With the rapid increase in green transportation technology - in but a few years - electric buses will be the norm. Replacing the current drive yourself model with a free, mandatory bus will be a benefit to all. This technology will only improve. A few other overlooked issues... why should tax payer dollars fund this? What happens when it inevitably goes over budget? What becomes of the recreationalists who do not use either the Snowbird or Alta stations? Every year - the numbers of such recreationalists increases. What about our climate? Skiing will likely be pinched by global warming in the very near future. This seems a short sighted solution made by politicians who have become friends by the few that favor the landowners who stand to profit. This is 2022 - we need to be smarter than this. | 32.2.9E; 32.2.4A; 32.2.6.3F; 32.2.2E | |
| 25946 | Agnello, Jayden | Focus on improving the canyon transportation. Please do not build the gondola. | 32.2.9E; 32.1.2B; 32.2.2PP | A32.1.2B |
| 29189 | Agnew, Kim | I do not want to see a gondola up our beautiful canyon. It would detrimental to the canyon. | 32.2.9E | |
| 36672 | Agnew, Richard | I support the gondola plan. Thank you. | 32.2.9D | |
| 36746 | Agranovich, Brandon | I am an outdoor enthusiast, a climber, and a skier. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction. The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered. Thank you! | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2I; 32.2.6.3F | A32.2.2I |
| 28510 | Aguayo, Franklin | Hello, As a Utah native, and diehard snowboarder. Little cottonwood has always had a piece of my heart. Seeing the traffic over the years has been a major problems, but no matter how bad the traffic, the beauty always remained. I could always be happy I was stuck in one of the most beautiful places in the world. A gondola would simply ruin the beauty of the canyon, and ultimately is a terrible way to combat this problem. I urge you to reconsider a way that would not impact the canyon in this way. There are much better options and hope between me and the majority of Utahns find a better solution. Thank you. | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 33930 | Aguilar, Ronaldt | You can never trust your local government, you will mess up the natural beauty of Little Cottonwood with this monstrosity | 32.2.9D | |
| 27846 | Aguilar, Sandra | My submission of opposition to move forward with the Gondola project. This is not a project the public should pay for, which is mostly used by tourists and the subscribers of the resorts in that canyon. Our money is better spent on alternatives that don't manipulate the natural terrain even further. | 32.2.9E; 32.2.7A | |
| 26802 | Aguirre, Mckinley | Please don't build the gondola it will ruin the beautiful canyon | 32.2.9E | |
| 25462 | Ahern, Michael | PLEASE do not build a gondola. To use taxpayer dollars to strictly benefit the ski resorts is extremely irresponsible. The public does not want this and we are the ones affected by the congestion issues. Not to mention, this will not solve congestion issues considering the parking lots will still be full every day. All this will do is increase the number of skiers on a given day, which is already as massive issue. Please save the beauty of our canyons and require parking reservations instead. This is the only way to reduce and spread out congestion. | 32.2.9E; 32.2.2K; 32.2.7A; 32.7C; 32.1.2B | A32.2.2K; A32.1.2B |
| 37112 | Ahlstrom, Elizabeth | No gondola. A bus service would be cheaper and more effective. | 32.2.9E; 32.2.9A | |
| 33059 | ahmad, shahzad | I support the Gondola project 100% Having lived here for 12 years the traffic situation for locals AND tourists is atrocious The ski resorts are world renowned , climbers and hikers have rights also but the impact is on hundreds of thousands of skiers | 32.2.9D | |
| 31435 | Ahmed, Ahmed | This gondola would be a disgrace. To spend such an obscene amount when we have much more pressing needs is a direct insult to the people who live here. | 32.2.9E; 32.1.2B | A32.1.2B |
| 32946 | Ahrens, Glen | I am concerned about the constant addition of people and traffic to many of Utah's treasured natural wonders. Not only our national parks but also areas like Little Cottonwood Canyon. I believe that other methods such as what Mayor Wilson has proposed makes sense. I think electric buses are a great option along with something for parking regulation and other things might be good. A main point that I would like to see considered is regulating over-crowding in a way that affects everyone the same regardless of income level. | 32.2.6.3F; 32.2.2K; 32.2.20C | A32.2.2K; A32.2.20C |
| 37342 | Ahrens, Leo | Decisions made today will last with us forever. Let every voice be heard and all concerns be settled. Our goal is sustainable growth, healthy growth, community growth. Today our community is divided. Today is no day for action. | 32.2.9D | |
| 27646 | Aiken, Barbara | I will not be at the meeting but totally support the gondola project. Barbara Aiken | 32.2.9D | |

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| 31380 | Akerblom, Ingrid | <p>I do not support the choice of the Gondola option for Little Cottonwood Canyon. I implore UDOT to use "a lower impact, adaptive approach" to transportation issues in the canyon to protect a vital watershed that supplies water to more than 450,000 county residents.</p> <p>The gondola comes with a hefty minimum price tag, serves only two private ski resorts, creates an additional transportation route, has limited flexibility as fixed infrastructure, and has not shown it can reduce the number of vehicles that travel the canyon each hour during peak times.</p> <p>Most importantly, the environmental study failed to effectively consider many of the risks to water resources that SLC raised throughout the process, including those associated with the construction and operation of the gondola, and the strain of increased visitation to the watershed.</p> <p>As a taxpayer in Utah I do not support using my tax dollars to fund the elitist Utah ski industry desire to add more profit to their bottom line. They should fund it themselves. They clearly have funds considering they slyly purchased the land for the landing tower near their resorts. In addition, climate change and reduced snowpack coming in future years will reduce the viability of this massive structure with limited use. There appears to be no plan to reduce traffic making the gondola an add that doesn't change much on the ground for those accessing resorts. Finally, it reduces the recreational attractiveness for any other lower cost uses of the canyon like snowshoeing, climbing, cross country skiing etc. through noise pollution, construction noise and blocked sight lines.</p> <p>Please reconsider and pursue a less costly and disruptive alternative.</p> <p>Thank you, Ingrid Akerblom</p> | 32.2.9E; 32.2.7A; 32.2.20I; 32.2.2E | |
| 26701 | Akerlow, Thomas | Instead of using 500 million on a gondola, why don't we use the money for a frontrunner that is emissions free??? | 32.1.2B; 32.2.2PP | A32.1.2B |
| 38695 | Alam, Shawn | <p>Hello Josh,</p> <p>Attached is a copy of DOI Comment I Letter for your consideration. If you have any questions please contact Karen Skaar. Thank you,</p> <p>Shawn</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.26A | A32.26A |
| 25353 | Alba, Carly | Little cottonwood has been a place with lots of memories for me. From spending time with my friends to watching the sunset and scenery. With this change that would not be the same. | 32.29D | |
| 38123 | Albano, Thomas | The Gondola will be a huge boondoggle that will destroy the beauty of the Canyon, and nobody will use it. I live at the bottom of the canyon and it takes me 15 minutes to get to Snowbird. Why would I waste an hour or more parking, waiting in line, and then taking the Gondola. I wouldn't take it if it was free and I am hearing it will be very expensive to ride. I am a season ticket holder and there are maybe 10 or 15 days a year where the traffic is really bad. This is a horrible idea. It will cost hundreds of millions of dollars. It will destroy the beauty of the canyon. And very few people will want to waste their time and money riding it up. | 32.2.9E; 32.1.2B | A32.1.2B |
| 38379 | albano, tom | <p>I am a long time Snowbird season ticket holder and I have skied the Cottonwood Canyons for 40 years. A Gondola would be the biggest boondoggle since the great Salt Lake Pumps. 40 years ago, after three record years of moisture, Governor Bangerter spent 54 million on pumps that were never used because you don't get record moisture forever. Little Cottonwood has 10 or 15 days a year where the traffic is really bad. It makes no sense to defile the beauty of the canyon with something that is not needed. I will never in a million years take the Gondola up. I live at the mouth of the Canyon. Why would I pay big money to go park, wait in line, and turn a 15 minute drive into an hour or more of inconvenience to take the Gondola. If you build it they will not come as it will be a total hassle and expensive to get up the canyon that way. Please don't waste all this money and destroy the beauty of the canyon.</p> <p>Thomas Albano</p> | 32.2.9E; 32.1.2B | A32.1.2B |
| 35758 | Albers, Eric | <p>I am deeply disappointed to hear that the gondola is the preferred transportation alternative for Little Cottonwood Canyon. This decision was based on a flawed analysis that ignored public input, chose the alternative which is objectively the worst at addressing congestion (per UDOT's own analysis), and is by far the most expensive. The Western United States is rife a history of public land fraud, gargantuan infrastructure investment for the benefit of the few, and fragrant violation of the public trust. If the gondola is constructed, it will be added to this list, and serve as a case study in western governmental lunacy. Wilderness Values Designated wilderness is incredibly important both ecologically and socially for the Wasatch Front. This is becoming more apparent with an increasing population. A cherry-stem for Highway 210 and other private in-holdings in Little Cottonwood Canyon already diminish the wilderness qualities of the adjacent Twin Peak and Lone Peak Wilderness areas. Adding a gondola to the mix would be a blow significantly worse than the others mentioned. I go to these wild places to seek solitude. The gondola will DESTROY that. Despised by Utahns Please do not shove this decision down our throats. Utahns do not want it. The Hinkley Institute recently found that only 20% of Utahns support a gondola. The other 80% are adamantly opposed to this alternative. What will the rural Utah farmer think when he hears that the state is subsidizing two of the richest ski resorts with tax payer money. What will the fiscal conservative think? This will draw ire from people of all political leanings. If you choose this alternative, prepare for a firestorm of outrage from the public. My Story I spend a minimum of three days each week in the central Wasatch, much of which is spent in Little Cottonwood Canyon. Even though I am an avid snowboarder, I don't Ride at Alta (clearly) or even at Snowbird. This Gondola will not benefit me. Additionally, I spend countless hours in the canyon back-country touring, climbing, running, and hiking. Not only would the gondola not service me in these</p> | 32.2.9E; 32.1.2D | |

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| | | activities, it would actively detract from the experience I go to the canyon seeking. I beg you not to proceed with this alternative. It will forever destroy Little Cottonwood Canyon. Sincerely, Eric Albers | | |
| 35775 | Albert, Cindy | Opposed to the gondola. Let Utah stay in its original beauty. We don't have the snow to support this piece of equipment or the eye sore it will bring to our residents. Leave our canyon alone | 32.2.9E; 32.2.2E | |
| 33830 | Albert, Erik | Toll the road today and adjust the toll to amount of visitors in the canyon. More busses and make them electric. No Gondola | 32.2.2Y; 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 26411 | Alberts, Jo | The LCC gondola will only lead to more ecosystem destabilization and higher congestion of humans and human travel. Not to mention the exponential increase of direct human to environment impact due to such increased amounts of people in the canyon. Trails will be expanded, litter will increase, and wildlife will be more scarce. | 32.2.9E; 32.2.20C; 32.2.20A | A32.2.20C; A32.2.20A |
| 37347 | Albertson, Kelan | Please listen to your community! The harm that the gondola will cause to the canyon and our watershed is not worth the ability to increase the number of people at the resorts. I do not feel that fewer people will drive to the resorts and so this will only add the people on the gondola to same number of people in their cars. The environmental damage and the immense price tag to build the gondola has been enough to turn your community against it, so why do you keep pursuing the gondola as if it is the only option? Let's try a less damaging and less costly alternative first. If implementing a toll or improving the bus service truly does not work then I will be able to accept that a gondola may be the best option. But until we try that first, I am very strongly against the gondola. Please listen to your community. | 32.1.2B; 32.2.9E; 32.2.4A; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 37148 | Albertson, Susie | The Snowsheds need to be put in first. It has been the top recommendation of Avalanche experts. If Resort employees were required to ride the bus, a Gondola or 4 lane highway would not be necessary. | 32.2.9A | |
| 31237 | Albi, Isabelle | I love the gondola. its a great idea. I have been on these before in other countries and they are amazing. the views are spectacular and will be a great addition to the canyon. I know people think it will be an eye sore but that is a small minority of people that use the canyon. we can't all skin the backcountry all the time, but we should be able to enjoy the views too! | 32.2.9D | |
| 33817 | Albrand, Karen | The estimated cost of the gondola option is too high and it might go even higher. Taxpayers should not have to fund transportation costs for the 2 ski resorts in Little Cottonwood Canyon - the project does NOT benefit taxpayers enough. I would like to see other, less invasive approaches like frequent electric buses, large parking hubs outside of the canyon for those buses to service and even parking reservations at the resorts (if ANY vehicles are allowed up the canyon during the winter). The gondola will be a blight on our beautiful canyon. Please reconsider the options and throw out the gondola. | 32.1.2B; 32.2.2K; 32.2.2L; 32.2.2PP; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 26939 | Albrecht, Justin | I support the gondola option. | 32.2.9D | |
| 35123 | Alcorn, Carl | We are very much against the proposal to build the gondola in the canyon. It is too costly and will be inconvient to use. | 32.2.9E | |
| 32176 | alder, steve | access is already limited by excluding dog owners and by inadequate capacity at certians times. better to limit skiing access too than have me a taxpayer whose use is limited subsidize ski industry | 32.2.9E; 32.2.2K | A32.2.2K |
| 30969 | Alder, Wes | A light rail train line from the u of u to lcc along foothill and wasatch Blvd would be more beneficial on a daily basis than a gondola. | 32.2.2I | A32.2.2I |
| 28371 | Aldous, Adrienne | A majority of residents do NOT want this gondola. I do not think this is a solution to our problem. As a resident of BCC, the traffic and parking issues are growing rapidly. This will benefit the ski industry only. Shows you who has the voice. Having lived I. Europe for many years, a cable car or train would benefit the entire stretch of the canyon, not just the resorts. And the fee station in BCC several days a year is an insult to our grave problems. Please to not put in a gondola. | 32.2.9E; 32.2.9F; 32.2.0D; 32.1.1A; 32.6A; 32.2.9N; 32.2.2PP | A32.1.1A; A32.2.9N |
| 32200 | aldous, adrienne | Why are we not looking into a train up the canyon. They are in all the canyons in Europe. Seems like a no brainer to me. hell of a log less money too. | 32.2.9F | |
| 28133 | Aldous, Steve | Dear UDOT, The gondola should be a very last resort. The visual impact alone is unacceptable. Most of LCC is still beautiful and natural looking. This should be preserved. But we already have to endure the visual impact of a tram, and countless lifts on the upper south side of LCC. The gondola would spread the eyesore that is Snowbird and Alta infrastructure along the entire length of the canyon. Forever. Altering the look and feel of the entire canyon for the sake of moving skiers on peak days is unnecessary, and wrong-headed. All portions of the enhanced bus alternative WITH shoulder lane should be tried thoroughly before any decision to move ahead with a gondola. This includes peak period tolling, snow sheds, all of it. This alternative also provides considerably faster peak transit times than the gondola alternatives. Thanks you for your consideration in this matter. | 32.2.9E; 32.1.2B; 32.2.9B; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |

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| | | Steve Aldous | | |
| 36815 | Alessini, Mary | Please do not go to the gondola option. It will require tax dollars paid by all locals for a very few users and will forever change the character of the canyon. There are better options, and we need to try them. Who is really benefitting from this gondola? | 32.2.9E | |
| 28686 | Alex Evans, W. | I strongly oppose the plan to build a gondola in Little Cottonwood Canyon for many reasons. I am a frequent visitor to the canyon. A gondola would be a horrendous scar, would not solve problems with overcrowding and is otherwise outrageously expensive and frankly stupid. Please reject this option. Please consider that traffic has been manageable since Alta implemented parking reservations. Thank you for considering my comment. | 32.2.9E; 32.2.2K | A32.2.2K |
| 27537 | Alexander, Dennis | I am strongly opposed to a gondola in Little Cottonwood Canyon. it appears to be the least effective in mitigating environmental impact and least convenient for those seeking the canyon experience beyond skiing. | 32.2.9E | |
| 27022 | Alexander, Dylan | I am thrilled on the choice of gondola option B as it can operate independent of road conditions, accidents, canyon closures, etc. A long, winding, crowded bus ride up LCC is not enjoyable. Having plenty of accessible parking at the base of the gondola is critical. The Wasatch boulevard lot is often full on weekends and powder days. It is a deterrent to use public transit if I have to drive farther out of my way to find parking and spend a longer time on the bus. | 32.2.1X; 32.2.9D | |
| 33183 | Alexander, Kevin | The proposed gondola project will not reduce the number of cars up the canyon, nor will it reduce traffic woes. All it's going to do, just like building extra lanes on a highway to reduce congestion, is to add more people into the equation. The number of cars will stay the same and the resorts will profit, all at the expense of a gorgeous piece of PUBLIC land and the wallets of the public taxpayers. Don't build the gondola. | 32.2.9E; 32.2.0C; 32.2.4A | A32.2.0C |
| 27403 | Alexander, Pamela | I do not want my tax dollars going to the ski resort. If they want to pay for it great. I vote no. | 32.2.9E; 32.2.7A | |
| 37762 | Alexander, Pierce | After investigating the proposed gondola project, I am opposed to it on a number of grounds. First and foremost, skiing as a sport is dying in this region of the country due to climate change. Projections show that the snow water equivalent will decrease by 50% by 2100 and 35% by 2075. It is claimed that the project will be "carbon neutral" however, there is no evidence given on how this was determined or what assumptions were made in those calculations. I find "carbon neutrality" highly unlikely given the amount of steel and concrete that will be needed for such a megaproject. Furthermore, the gondola will damage the natural beauty of the canyons and compromise access to climbing and hiking areas during the years of construction. My suggestion to alleviate the congestion in the canyon would be to install a checkpoint at the base of the canyon to restrict the access of high risk vehicles (like those without all wheel drive and chains) as well as single passenger vehicles. If high risk vehicles are turned away and single passenger vehicles are required to pay a fee, then these steps alone would go a long way in alleviating congestion without the need of a half a billion dollar megaproject. | 32.2.9E; 32.2.2E; 32.1.2D; 32.2.2M | |
| 25523 | Alexander, Samuel | I won't ride the bus but I will ride in a gondola. No one wants to ride in a bus and deal with potential slow traffic, crashes and slide offs. I fully support the gondola. I have been a little cottonwood user for 30 years. It's precious and the gondolas make it usable. | 32.2.9D | |
| 37851 | Alfonsi, Anna | We support building the gondola! Vote for gondola alternative please. Great all year around; less cars, less noise. | 32.2.9D | |
| 37841 | Alfonsi, Shawn | We support building the gondola! Great all year around, less cars, less noise. | 32.2.9D | |
| 30065 | Alibegovic, Emina | I stand unequivocally in opposition to the gondola solution. The enhanced bus service is a superior solution with the smallest impact on the environment and is also the cheapest. Gondola serves one purpose and one only: to get the skiers to the resorts which make a pretty penny on public lands and now we are also supposed to subsidize their business agenda? There are many other uses of the canyon that will be continue to impact the traffic problems in the canyon because their needs would not be served by the gondola. To summarize: NO to gondola. | 32.1.2B; 32.1.2D; 32.2.9A; 32.2.9E | A32.1.2B |
| 36555 | Alicandro, Sarah | This is a terrible idea and no one likes it. No gondola! We need something that aids all people going to enjoy the canyons, not just skiers. And something that will be good year round. Invest in public transportation!! | 32.2.9E; 32.1.2D; 32.2.6.5F | |
| 30555 | Alicandro, Sarah | No Gondola! So many people use the canyons besides just resort skiers! Public transit can work if it's prioritized and adequately funded! | 32.2.9E; 32.2.9A | |
| 30349 | Alikadic, Emir | As a climber and backcountry skier who lives by the canyons, I stand firmly with Wasatch Backcountry Alliance and other conservation minded organizations and in FIRM OPPOSITION TO CONSTRUCTION OF GONDOLA IN LITTLE COTTONWOOD CANYON! | 32.2.9E | |
| 32258 | Allan, Jololene | The gondola project only services the few and not the mass. Too expensive and not in our or the canyons best interest. | 32.2.9E; 32.1.2D | |
| 36617 | allegra, michael | The Best solution is still the Cog rail for the following reasons: 1.)It is the best long term transit solution when considering a 50 year horizon. Keeping in mind, that UTA developed the original Canyon transit plan 50 years ago, the impacts of today's decisions will impact us for at least the next 50 years. 2.)The real issue is the need to reduce or eliminate autos in the canyon. When a transit priority philosophy is applied (as opposed to a car centric attitude) COG rail is undisputedly the best environmentally sensitive solution and the least costly solution. 3.)A COG rail can be built for half of what the highway department has projected. As a point of reference, Pikes Peak just upgraded their COG railway for \$10 million dollars per mile. There is NO rationale explanation for UDOT's \$100 million dollars per mile. 4.) The COG rail would be a battery electric vehicle and become connected and run on UTA's TRAX line, thereby eliminated the need for transfers. 5.) With appropriate pricing and auto policies, a COG rail could pay for its operating expenses from the farebox. 6.) Stops at trailheads would be allowed (and encouraged). 7.) a COG railway (without the concurrent traffic recommended by UDOT) would have the least (and best) impact on our watershed. Please keep in mind that under | 32.2.9F | |

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| | | UDOT's proposal, traffic will continue to increase. 8.)A COG rail alignment is available that eliminates the need for costly, unsightly and environmentally damaging avalanche sheds. A COG rail (without more auto traffic) is the only solution that brings the diverse interests of economic development and environmentalists together without costly and time consuming litigious outcomes. Change in these canyons are difficult. Strong leadership with a vision are required. | | |
| 38365 | Alleman, Carly | Please do not build a gondola. It will be a horrible eye sore and only a bandaid to the problem. Prioritize bussing and charging tolls for vehicles. Please don't do something that can never be undone. And don't make tax payers pay for this senseless machine. Thank you, Carly Alleman | 32.2.9E; 32.2.4A; 32.2.9A; 32.2.7A | |
| 28118 | Alleman, Kathleen | As a >50 year tax payer, I think there are much more legitimate problems in the SL valley that need the 1/2 billion dollar remedy. Don't waste our hard earned dollars on such a focused minority problem. | 32.2.9G; 32.1.2B | A32.1.2B |
| 28804 | Allemeier, Katherine | As a Utah and Salt Lake City resident, I strongly oppose the building of the gondola. It WILL NOT fix the problems it is seeking to fix and will only cause greater environmental harm to the canyon. What happened to the rail line that was proposed and found to be the most efficient and cause the least harm to the environment? | 32.2.9F; 32.7C; 32.2.2I | A32.2.2I |
| 33256 | Allen Jenkins, Amanda | This is just a way to keep UDOT busy. This will not solve any of the problems in Little cottonwood. It will greatly affect climbing, hiking and general recreating n the canyon. The impact for the base and subsequent parking is too great. This project is excessive and will be totally underutilized. Visually the impact is far too great. I grew up at the mouth of this canyon and the thought of gondolas, cables and poles as part of the views is devastating. I say NO to the gondola! Too much money and too many consequences to the canyon. Stop this frivolous project. | 32.2.9E; 32.2.9G | |
| 33853 | Allen, Amber | I do not support this project! The gondola will take away from the beauty of the canyon and only serve skiers during 4 months of the year. It will be an eyesore, expensive, and will not cut down on traffic in the canyon. | 32.1.2B; 32.1.2D; 32.2.9E; 32.7C | A32.1.2B |
| 30008 | Allen, Annelise | Hello, What benefit does the gondola have above increased bus/public transport for the efficiency and sustainability of Little Cottonwood Canyon? I can imagine a gondola is slower, holds fewer people, may draw more people into the canyon (even from long distances), and cost more. For these reasons it is hard for me to see it solving any transport issues and actually creating more transport and sustainability issues. Please let me know how this is created to work for us and for LCC. I use the canyons regularly and carpool with the park and rides and haven't had issues so far. I am extremely skeptical of the gondola. I want to see people able to use LCC in a sustainable way and am hoping we can have a good outcome here. Please consider the majority of public opinion on this. | 32.2.9N | A32.2.9N |
| 26152 | Allen, Benjamin | I have lived near little cottonwood canyon for most of my life. Tearing up the canyon to build a gondola for UDOT transit fees is not only a visual and environmental travesty, nor will it effectively address the issue of traffic in the region. It is absolutely not in the public's best interest as we are seeing residents speak out against the gondola across the board. Using climate change as an excuse to further destroy the canyon is as ironic as it is tragic. Do not allow government agencies to overstep their boundaries in participating in this political circus to line their own pockets at the expense of residents and mother nature alike. There are other options worth exploring that have not yet been considered or attempted and these should absolutely happen before a single structure is built. | 32.2.9E; 32.2.4A; 32.2.2PP; 32.2.9R; 32.7C; 32.2.2E; 32.1.2B; 32.2.9N | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B; A32.2.9N |
| 26153 | Allen, Benjamin | As a lifelong resident of salt lake city I strongly oppose udots proposition to build a gondola in little cottonwood canyon. There are other less harmful options that need to be implemented and the gondola only serves special groups of interest. Not the public at large or for the benefit of nature. Climate change is not an excuse to further destroy the ecosystem with a gimmick like this. | 32.1.2D; 32.2.2E; 32.2.2PP; 32.2.9E | |
| 31123 | Allen, Beth | I have submitted comments on several occasions in the past. Today, I just want to commend the Salt Lake County council for making a strong statement against approving the gondola plan for LCC. I have been opposed to this project since the outset and there has been no information provided that has changed my opinion. I am a pass holder at Alta and guess what, it is not all about the ski resorts! We need a plan that protects and preserves this precious canyon as well as Big Cottonwood Canyon from further development and degradation. The gondola project benefits an elite few real estate owners to the detriment of the public who love the Wasatch. It's a very bad idea. | 32.2.9E | |
| 37063 | Allen, Bethany | Please listen to what the public and experts are saying about the impacts of the gondola. This is so unnecessary, not cost effective and would be a defamation to the landscape of the canyon. While I'm aware the traffic in the canyons is unsafe and unsustainable, there are so many other options to be considered first. The idea of a gondola through one of the most serene, historical canyons, makes me sick to my stomach. Oh and UTA just miraculously happens to decrease bus routes a few weeks back? Convenient. Buses are the answer here and there are so many brilliant environmentally conscious humans in this state, I am positive we can come up with a good plan. The gondola doesn't solve the traffic problems and is a band aid to a much bigger problem and isn't a viable solution for the future. We should be looking to do everything possible in our power to protect the canyon first and second make it accessible in an environmentally friendly way for those wanting to visit. I love driving up the canyon probably more than the next person, it's been a part of my life my whole life, but I would forfeit that for buses and a solution that actually makes sense and is scalable. Please please consider the many other options and protect our beautiful canyon. | 32.2.9E; 32.2.9A | |

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| 33643 | Allen, David | I think the Gondola is perhaps the most environmentally damaging of all the options. The views in Little Cottonwood Canyon are amazing. A wilderness type view just minutes from the city. The proposal for a gondola will destroy the look and feel of the canyon and do very little to solve traffic issues. It will be a forever destruction that can never be reversed. Just a bad idea and crazy expensive. | 32.2.9E; 32.7C | |
| 35062 | Allen, Emily | I do not support the gondola. Increasing busing and carpool incentives is my preferred alternative. | 32.2.9A | |
| 25340 | Allen, Gary | I am 100% in favor of the gondola. Something has to be done and this is the best option by far...regardless of what Mayor Wilson says or thinks. | 32.2.9D | |
| 27272 | Allen, Grant | I am truly saddened by the decision that was made Wednesday. I visited the canyon this summer and was amazed at the natural beauty it provided to the Salt Lake area. I've been to many other mountainous regions; the Colorado Rockies, the Rockies of Wyoming, and even the Alps in France, Italy, and Switzerland. Compared to all of those fantastic regions, there is something special about Little Cottonwood Canyon. Just a single two lane road carving through the canyon leaves so much room for the natural beauty of the canyon to flourish. An area that feels so raw and untouched by man. Building a gondola straight through this precious environment will damage the canyon beyond repair. Altering this environment means my generation and generations after me won't be able to experience this fantastic place in all it's true, natural luster. I really do hope you hear the public's call to reimagine a solution to this pressing issue. Please think about future generations and not just money in the pockets of this generations wealthy business leaders. Thank you. | 32.2.9E | |
| 34437 | Allen, Jacob | Hello,I am not in favor of the gondola option in Little Cottonwood Canyon for the following reasons:1. Tax payers should not be responsible to pay for an option that clearly only benefits two ski resorts. Much of the traffic is caused by unbounded increase in ski resort usage. Why are they not responsible for the solution?2. The gondola will completely ruin a priceless view of the canyon. Once the gondola is erected, it will not be taken down even if it stops being used. Similar to the gondola in Moab.3. The option does not benefit anyone but resort skiers. It will not stop at other popular locations to help with traffics for other uses like backcountry skiing, hiking, or climbing. 4. The relatively small area of the canyon hosts a fragile ecosystem that is already under stress from increased usage. Building the gondola will cause damage to the environment. Adding more structures to the canyon is not the way to protect it. 5. The new structures will damage world-class climbing. I should not have to pay for a solution that only serves to help ski resorts make money. Other options should be considered that take into account my concerns above. For instance, could a shuttle option be pursued? One that uses electric shuttles with different stops along the canyon. There could be different shuttle lines including a ski express line, one that gives access to lower canyon stops and another for upper canyon stops. The shuttle option could run on the existing road and could be electric powered. This option would be similar to the shuttle system at Zion national park. I'm not naive in thinking that this option would not impact the environment at all but it would be a much better alternative to a gondola that only serves the ski industry rather than the tax payers in this community. Thank you,Jacob Allen | 32.2.9E; 32.2.6.3C; 32.2.2B | A32.2.6.3C |
| 33377 | Allen, Kacey | Please look at other options. This will have a massive megative impact on all that people do in the canyon amd will only serve the ski resorts during winter months. I am completely opposed to the gondola!!! | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.2B |
| 29373 | Allen, Kathryn | You should consider using the monies on saving the Great Salt Lake. When it dries up, there will be no snow and no need for a gondola. | 32.1.2B; 32.2.2E | A32.1.2B |
| 33092 | Allen, Kelli | I'm a Utah voter who lives near the base of little cottonwood canyon for the last 10 years. For those of us who choose to live here, it's because we love the canyon - all of it. We are not just going to the ski resorts, we have our favorite trailheads and reflection spots up and down the canyon. We are hikers, bikers, climbers and mountain goat watchers. The gondola serves the patrons of ski resorts only- not the locals who support the project in our backyard with our tax dollars. We need green solutions that alleviate traffic for the WHOLE canyon. The Gondola is NOT the right solution. Thanks for your attention, Kelli Allen | 32.1.2C; 32.2.9E | |
| 27789 | Allen, Kirsten | I am a heavy user of Little Cottonwood Canyon and have been for many years. The prospect of a gondola is absolutely devastating. Choosing such a showy, ecologically and aesthetically altering option when much less drastic alternatives exist is wrong, and future generations will never know the wonder of the canyon we grew up with. I am also an attorney in Salt Lake City, and I find it telling that rich individuals and pro-business colleagues frequently support the gondola, while backcountry users, hikers, bikers, and average Utahns do not. Corporations stand to benefit from the gondola, not average Utahns. It is heartbreaking that those interests win out over average users and the environment. I wish I was more surprised. Please consider and select a less harmful alternative Sincerely, Kirsten | 32.2.9E | |
| 33478 | Allen, Madeline | This gondola is a horrible idea. You are taking bus lines from the west side to serve the already privileged skiers that can easily already drive themselves. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 37312 | Allen, Mandy | I am against UDOT's preferred alternative of installing a gondola in Little Cottonwood Canyon. I live in Sandy and have been hiking, climbing and sometimes skiing up Little Cottonwood Canyon for decades. I have seen the use in the canyon skyrocket during this time period. A gondola installation and subsequent increase in visitors to the canyon would lead to negative impacts on the watershed. Our watershed is a very precious resource, especially as we are in the midst of a megadrought. Installing a gondola is completely short sighted. Tax payers should not be on the hook to pay for a \$500 million dollar gondola that only benefits the ski industry. Locals who are in the middle to low income cannot even afford to ski in our resorts, and yet are going to be paying for a gondola that won't even solve the parking issues up the canyon. UDOT needs to listen to those who are using the canyon and would have to pay for this decision. We do not want the eye sore and negative environmental impacts of a gondola. We do not want to pay for something that is only for the ski industry. | 32.1.2B; 32.2.7A; 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A | A32.1.2B |

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| | | Better alternatives would be a toll system, increased buses, and other alternatives that do not permanently impact the watershed, beauty of Little Cottonwood, and cost the taxpayers half a billion dollars. | | |
| 36887 | Allen, Margaret | <p>Thank you for going to so much effort to study our canyon and suggest solutions!</p> <p>I am not in favor of a gondola to solve the LCC transportation challenges.</p> <p>I agree with using electric transportation vans or half-size buses being deployed from Park N Rides. In winter or busy times, a call-ahead system would expedite accommodating passengers. Passengers could "pull a cord" to request a stop. On busy summer days, we would like to be able to count on a shuttle bus to Albion Basin and hiking trails.</p> <p>At this time, I do not favor a gondola. The cost is out of sight! The construction and placement of giant towers would deface and damage a geological wonder. I'm not sure I could afford to ride it!</p> <p>Sincerely, Margaret A Allen</p> | 32.2.9E; 32.2.63F; 32.2.9A | |
| 30010 | Allen, Mark | I am opposed to the addition of a gondola to Little Cottonwood Canyon. It will irreparable mar the scenery of the canyon. It also lacks the scalability required of a structure that will be on the landscape in perpetuity. Please reconsider the current in plan and consider solutions that will provide access to the resorts and the pristine wilderness for generations to come. | 32.2.9E | |
| 25872 | Allen, Mark | <p>Tax dollars should be off-limits for any transportation solutions that benefit the resorts- directly used public money to support the private sector. The resorts should solve their own problems.</p> <p>#GondolaBadIdea</p> | 32.2.7A; 32.2.9E | |
| 25767 | Allen, Marshall | We the people DO NOT WANT the gondola built. | 32.2.9E | |
| 37381 | Allen, Mary | Where there are issues that will be seemingly fixed by the gondola's construction, negative consequences will absolutely appear. As a lifelong, tax-paying resident of Salt Lake who has a deep love for these canyons, please do not ruin them with this ill-conceived plan. | 32.2.9E | |
| 32529 | Allen, Matthew | Before a decision is made, there needs to be a comprehensive plan for both LCC and BCC as well as a consideration of multiple alternatives. The gondola option only attempts to fix issues in one canyon at an exorbitant expense. The cost will likely be a billion dollars once all is done. Materials and labor costs have increased substantially since the initial estimate was made. It seems far more cost effective to limit the number of vehicles allowed up the canyon on any given day, and implement a reservation and/or variable toll system. | 32.1.1C; 32.2.7F; 32.2.2K | A32.1.1C; A32.2.7F; A32.2.7C; A32.2.2K |
| 30590 | Allen, Monica | I have been following this story as well as I can, and all of the comments I've seen have overwhelmingly been in favor of expanded bussing over the gondola. I don't understand how the decision could have gone the other way unless no weight was given to the public who actually use the canyon. The cost is ridiculous for something that doesn't even solve the problem. Why only have a system that takes people all the way to the top of the canyon when many people only want to go part of the way? The buses aren't just the cheapest option, they are the most flexible and easiest. It can't be justified from a cost, ease of use, nor public support perspective. Can't we save some money for many of the other issues facing residents, since we are the ones paying for it? | 32.2.9N; 32.2.9A | A32.2.9N |
| 27522 | Allen, Rachel | I'm a resident of Cottonwood Heights and live between the entrances of LCC and BCC. I do not support the gondola. This is a poorly thought proposal they are trying to push on the taxpayers of the state. A gondola is a terrible option for the canyon and will not solve any traffic, commute time, or congestion issues. What happens when there is poor weather and the gondola is on hold for hours or the day? Other simpler, less expensive, and more viable options are available. Stop pushing your gondola agenda on taxpaying residents, we do not support it. | 32.2.9E; 32.2.6.5K | |
| 30072 | Allen, Robert | No Gondola Breeze by gate for certified 4WD with traction tires. Pay gate and inspection for all other traffic. Parking Reservations at both Alta and Snowbird. Make Car Pooling Count. UTA Busses. | 32.2.9E; 32.2.2M; 32.2.2K; 32.2.9A | A32.2.2K |
| 32858 | Allen, Sarah | <p>I am an outdoor enthusiast, a climber, and your constituent. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective.</p> <p>Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction.</p> <p>The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered.</p> | 32.2.9E; 32.2.9R; 32.2.2I; 32.2.6.3F | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2I |

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| | | I hope you will consider opposing the Little Cottonwood Canyon gondola in favor of better solutions. | | |
| 37877 | Allen, Sherry | No on the gondola. I'm a skier but feel the gondola only serves the ski resorts. Other options such as improved bus service should be tried first. | 32.2.9E; 32.1.2D | |
| 28635 | Allen, Spencer | You [REDACTED] better leave our [REDACTED] canyon alone. ???? | 32.2.9G | |
| 26284 | Allen, Stephen | Don't do the gondola! Protect Utah wilderness! | 32.2.9E | |
| 31827 | Allen, Susan | A gondola in Little Cottonwood Canyon does not solve any problems. It is too expensive (to build, maintain and to ride), too exclusive (in that it is so expensive to ride, which means there will still be lots of car traffic in the canyon, and it stops only at 2 downhill ski resorts instead of also at hiking and backcountry access trailheads, and only runs in the winter), too damaging to the environment (building and maintenance of the towers, including roads to the towers for maintenance, and the visual pollution, i.e., the view up and down the canyon will be damaged by images of the towers). A gondola is NOT the answer. | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.2.6.5F | |
| 33112 | Allen, Tayler | The gondola is irresponsible. It benefits the ski resorts more than the public or the canyon itself. Frequent busses all year long will be a better solution for the people of Salt Lake County, who will be the ones ultimately funding the project. | 32.2.9E; 32.1.2C; 32.2.9A | |
| 32482 | Allen, Travis | Please do not build a gondola in Little Cottonwood Canyon. The current plan to build such a gondola is a heinous and colossal waste of taxpayer money, and it will cause irreparable damage to one of Utah's most beautiful natural environments. Abandon this morally reprehensible plan and listen to Utah taxpayers: simply increase bus service in the canyon in the winter, and expand the number of bus routes to begin at other population centers (like in Salt Lake City, for example). This plan will cost less and be able to be scaled back if adjustments are needed. It will not forever change one of the most beautiful places on earth to benefit two businesses. Please do not build a gondola in LCC. | 32.2.9E; 32.2.9A; 32.2.2I | A32.2.2I |
| 35154 | Allen, Zach | Let's try more busses before making irreversible changes to LCC. Especially as the gondola will only service resort skiers/boarder in the wintertime. | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 33031 | Allen-Cotton, Jody | Do NOT approve the gondola. Save Little Cottonwood access for hiking and climbing!! | 32.2.9E | |
| 36888 | Allenick, Bradley | <p>Little Cottonwood Canyon, while not a wild or untouched place, has been altered enough. Adding numerous towers for a gondola would further impact the forest, ecosystem, and water supply for the Salt Lake Valley. Alta, Snowbird, and the national forest have a limited carrying capacity, especially in terms of skiers, and adding a solution with a goal of increasing the total number of users in the canyon is the wrong way to go. UDOT, the ski national forest, and the ski resorts need to determine the carrying capacity and work on a solution using the infrastructure already in place alongside increased bus service to safely get people up and down the canyon. Finally, the public should not be paying for an amusement park ride so resort skiers can access the resorts. IF a the plan to build a gondola moves forward, Alta and Snowbird should pay for this. Not taxpayers, not federal grants or subsidies, but the private businesses who will directly benefit from it.</p> <p>No gondola! More buses!</p> <p>From a concerned and frequent user of Little Cottonwood Canyon and loyal customer of Alta Ski Lifts.</p> <p>Thanks for your consideration.</p> <p>Brad Allenick</p> | 32.2.9E; 32.2.0B; 32.2.7A | |
| 29426 | Alley, Munro | The decision to build the gondola is extremely disappointing. Not only does it fail to fix the traffic problem in little cottonwood, it's expensive and only serves to further crowd and already overcrowded canyon solely for the sake of profit. If we keep making decisions to alter the land like this there won't be anything left. Buses are a vastly preferable option. Please don't do this. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N; 32.7C | A32.1.2B; A32.2.9N |
| 36634 | Alley, Timothy | No gondola more buses and road widening with snow sheds thank you | 32.2.9E | |
| 30856 | Alling, Danielle | <p>I vehemently oppose building a gondola in the Wasatch! It seems like very little effort has actually been done to seriously consider anything other than the gondola. I urge UDOT to be serious about the alternatives -- why not start with improved bus service? Hearing the recent news that the bus service has now been slashed for the upcoming ski season is extremely counterproductive. UDOT needs to create programs to INCREASE bus use. If UTA cannot afford competitive pay and working conditions for its bus drivers, then UDOT should step in to make that happen. It could be part of a feasibility study: make the bus system as appealing as possible, and see how it changes ridership and helps with canyon congestion.</p> <p>Please, please, consider improving bus service up the canyon. Let's focus on the most low-hanging fruit and the most affordable solutions before building a behemoth gondola that would damage our canyon forever.</p> | 32.2.9E; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 32116 | Allison, Emily | Why are taxpayers' money being used to harm one of our treasures? There more reasonable ways to keep the canyon usable and protected! Thoughts- charge a fee like Milkcreek, limit the number of cars allowed in each day- for example by license plate with every other day type access. Skiing may become a obsolete past time with global warming and it seems very very narrow | 32.2.2Y; 32.2.2K; 32.2.2E; 32.2.9E | A32.2.2K |

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| | | sited of UDOT to focus on a gondola as a solution - just not a good use of MY taxpayer money- and cutting bus service to gerrymander support is really loathesome-see it for the manipulation intended- Please, respect our nature areas that are beloved by all - and leave our canyons gondola free! | | |
| 32244 | Allison, Scott | The proposed gondola up little cottonwood canyon makes no sense to me. It carries an enormous cost and benefits only a small number of users at the expense of all taxpayers. I urge this recommendation be reconsidered in light of many other opportunities to manage the situation. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 26115 | Allred, Conner | As a resident of Salt Lake City, who owns a home on Wasatch Boulevard, I believe it's in our community's best interest to simply limit the amount of daily traffic being used to access the ski resorts. We live here because of the natural beauty that surrounds us. A five-lane highway or gondola is an eye-sore. Not only that, it only serves the ski resorts and their wallets. Tax revenue be damned. | 32.1.2B; 32.2.9E; 32.2.9C | A32.1.2B |
| 29793 | Allred, Curtis | The gondola is a terrible idea that only benefits one user group, those skiing at the resorts on weekends and powder days. I frequently visit little cottonwood canyon for many reasons climbing, skiing, hiking and biking. Every one of those would be poorly impacted by a gondola. It would only give me access to one part of the canyon while visually being horrendous for the whole area. Waste of money that could be better spent on improved bus service. | 32.1.2B; 32.1.2D; 32.2.9A; 32.2.9E | A32.1.2B |
| 29287 | Allred, Josh | Very disappointed about the decision for the gondola. Majority of the people don't want it. What's the point of having these comments. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 32234 | Allred, Julie | I don't want a gondola! It will drastically change the view of the beautiful canyon. There is only an issue with traffic when the canyon is closed, very few times per season. I live at the base and don't want the natural beauty of the canyon changed!! | 32.2.9E | |
| 26662 | Allred, Julie | It would be nice if the area residents desires were considered! We do T want this to happen. And, we don't want to have to pay for it. | 32.29D | |
| 34813 | Allred, Sarah | I am concerned that the gondola only caters to those using the ski resort and doesn't give a viable option to people accessing other parts of the canyon. Using the large amount of resources to build something that can only be used by people who can afford to ski ignores the large amount of people who use the canyon for other reasons. | 32.2.9E; 32.2.4A | |
| 31829 | Allred, Tony | I am a Sandy City resident near the base of LCC and frequent LCC user. The impact and cost vs. benefit seems very poorly tilted toward the benefit of Snowbird and base area developers. The gondola option provides no benefit to any canyon users other than Snowbird customers on the busiest weekend days. I would support an expansion of the LCC roadway to give buses a dedicated lane up-canyon in the morning and down-canyon in the afternoon. A driver toll at the top of the canyon combined with user-tax on the primary beneficiaries (Snowbird and Alta resorts) to subsidize the increased bus service seems very appropriate. A gondola system would possibly provide more customers to Snowbird but is not likely to noticeably reduce private vehicle traffic. My family and I strongly oppose a gondola system funded with our dollars to simply provide increased profits for Snowbird and base area developers. Options with that are less expensive, less impactful on the scenic and environmental assets in the canyon, and more likely to have real benefit exist (tolling, road improvements, 4-wheel drive enforcement) exist and should be tried first. Given what seems to be an ulterior motive to benefit certain private entities, the gondola project should not be considered as an option. | 32.1.2D; 32.2.2D; 32.2.2Y; 32.2.7A; 32.2.2Y; 32.2.2M | |
| 33993 | Allsop, Brent | I'm a resident of Sandy. I'm for the phased approach that ends with the gondola once nothing else works. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 34287 | Allsop, Natalie | I am an outdoor enthusiast, a climber, and your constituent. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction. The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered. I hope you will consider opposing the Little Cottonwood Canyon gondola in favor of better solutions. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 28187 | Allsopp, Wendall | Traffic equals population buses must be electric soon electric grid can't keep up with basic electricity now and you going to add all electric vehicles gondola is best | 32.2.9D | |
| 30532 | Allum, Stacey | I believe that we should increase bus services in the canyon. The gondola is a terrible solution. We must protect our canyon, and installing a gondola will have a huge environmental impact. I believe that increasing bus services, and building another couple bus lots would be the better option. This alternative can start immediately, and we will be able to gauge the effects right away. We should not be putting tax payer dollars into a gondola that will only benefit the few. Additionally, the boulders in little cottonwood canyon must be protected. There are many reasons increasing bus services is the better alternative. | 32.2.9A; 32.29R; 32.4B | A32.29R; A32.1.2H; A32.2.6S |
| 35380 | Almquist, Melinda | I am against the gondola. It will ruin the canyon for how little it will get used annually. People use the entire road all year long, they will drive. The gondola does not benefit all.I am a 3 decade skier at Alta with some in my family having season passes. I have had a season pass for the last 3 years.I along with many skiers from Alta that I have spoken with don't believe we will be using the gondola. It will be a hassle with parking, cost, schedules, cramming in with people shuffling about and the wait. For many years we wait for the bustle to die down and then drive up the canyon or take the bus.I know that a plan for more buses, snow sheds, widening | 32.2.9E; 32.2.9A; 32.2.2Y; 32.2.9N | A32.2.9N |

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| | | the road and tolls has got to be better for the environment, the people and the esthetics of the canyon. We the people should be able to vote at the polls when their tax dollars are going to be spent. Private entities will only benefit from the gondola. Please Do Not build this gondola. Thank you. | | |
| 26314 | Alpert, Kyle | This is like performing surgery when physical therapy can do the trick. Invest in an electric bus fleet and increase tolls, both of which can be tweaked and adjusted as data comes in, unlike the gondola which is irreversible infrastructure. There's plenty of research that shows that increasing throughput doesn't reduce congestion. Car traffic will remain the same in LCC with the gondola. The only effect will be that more people can get to the resorts, plus a giant impact on the landscape of the canyon and the experience of people who recreate in it for reasons other than skiing. | 32.2.6.3F; 32.2.9E; 32.2.4A; 32.7C | |
| 28562 | Alpizar, Miguel | The gondola is and will be a massive waste of taxpayer dollars. It is blatantly obvious that this "identified preferred alternative" is nothing more than corrupt officials trying to line their own pockets as well as the pockets of the landowners and those that will be building this unnecessary and inefficient mode of transportation. Please listen to the voices of the majority and look at other alternatives. Look for alternatives that will benefit us all instead of the one that is quite clearly a cash-grab for the few that will be involved. | 32.2.9E; 32.2.2PP; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 26896 | Alpizar, Stephanie | This is a private ski resort problem and state tax payers should not have to pay. That money should be going to something more important. They have plenty of tourists and pass holders they can come up with the money themselves. | 32.1.2B | A32.1.2B |
| 36686 | Alter, David | After looking into the options of gondola vs. added buses, I am an advocate of the gondola, for the following reasons: 1. Likely lower long-term operational costs 2. Fewer employees required to operated the gondola 3. Greater reliability with the gondola (no interruptions from avalanches or heavy storm events) 4. Lower emissions 5. Quieter, more pleasant experience traveling up the canyon, including an enhanced ability for riders to enjoy the views 6. Less maintenance 7. More enjoyable experience, which will encourage more people to travel up the canyon and enjoy hiking or site seeing 8. Wild life will be less effected by the gondola vs. bus traffic (fewer animal deaths from collisions, and lower noise/pollution) | 32.2.9D | |
| 35991 | Altice, Kris | My family lives [REDACTED] and probably are affected by the ski traffic more than most people. My son commuted to Alta for four years. I think we know more than UDOT about what's happening. The gondola is pointless- the choke points are the resorts themselves and everyone rushing for first snow. All the gondola will do is cause a major traffic jam trying to park there instead- and create wealth for Snowbird and debt for us taxpayers. It's a bad idea pushed by those few who will get rich from it. Just like UTA and Inland Port- the politicians and politically connected stick their snouts in the trough as soon as the legislature gets their share first. Stop this insanity! | 32.2.6.5E; 32.2.9E | A32.2.6.5E |
| 26928 | Altman, Cheryl | After the enhanced bus service and the county-wide hubs are completed, the problem with be solved. Nothing else will be needed. Anything additional will only create more problems for the homeowners of Sandy and Cottonwood Heights without helping anyone else in the county. I am totally opposed to my tax dollars being spent on a gondola to service Alta and Snowbird, and further crowd Wasatch Blvd. We all know snowfall will be decreasing over the years, and as the Great Salt Lake dries up, we will have still less snow and more toxins. Put our tax money where it is really needed by all of us. | 32.2.2E; 32.2.7A; 32.2.9A; 32.2.9E | |
| 25619 | Altman, Ravi | I along with the majority of salt lake taxpayers do NOT SUPPORT the building of a gondola. This project would destroy the canyon, but the main reason I don't support this is that it spends a LOT of taxpayer dollars on infrastructure that only benefits private corporations. There will be no increased access to wilderness for under served communities, there will be no green transportation to trailheads. This only gets people with money to spend on the gondola ride (an hour long with 35 people???????) up to a private corporation to spend more money. Please Please Please Please do not go forward with this flawed gondola project. | 32.2.9E; 32.2.6.5C; 32.2.4A; 32.2.7A; 32.1.2D; 32.2.2PP; 32.1.2B | A32.1.2B |
| 31815 | Altman, Ravi | Please don't build a gondola. More buses and more tolls will work. | 32.2.9E; 32.2.2Y; 32.2.9A | |
| 31616 | Alton, Jeff | My concern with a toll is, what about disabled veterans? I already live on VA disability and with inflation the cost of everything has increased especially gas prices. So if a toll is supposed to lessen the impact of how many people use the canyon I would assume that the rising cost of everything had already done so. Please consider giving Veterans like me a break by incorporating a Free toll pass into the Utah State Park pass which I already qualify for. The irony with being disabled I've only used that pass a handful of times and I've had it almost 6 months. Please don't make those of us who served our Country pay more when we already can't afford basic goods and services. If you don't want to make it Free than please consider subsidizing the toll based on the Disabled Veterans disability percentage similar to property taxes or DMV vehicle registration tags. Now I have provided two separate alternatives. Thanks for your consideration! | 32.2.4A | |
| 36105 | Alvarez, Dylan | After all the feedback, comments, and pushback that UDOT has received against the gondola it is appalling to see that it is still being considered as a solution to the LCC winter traffic issue. I feel like I'm just constantly repeating myself here with the countless reasons why this more destructive, incredibly expensive option is not in the taxpayer's best interest, let alone the vast majority of the LCC user groups. The climbing areas that will be affected, the stunning visuals of the canyon that will be affected, the cost that could be better used elsewhere instead of lining the pockets of corrupt stakeholders and the resorts that will benefit, there are so many reasons to avoid the gondola and move forward with a solution that checks all the boxes needed. MAY I SUGGEST EXPANDED BUS SERVICE. We are not Europe, we are not Chamonix. We don't need a soaring mess of cables through the LCC skyline, we just need a solution that will allow users to access more of LCC while reducing traffic congestion. The gondola will ONLY serve the resorts, while they shoulder none of the cost, whereas a bus has the capability to stop at multiple | 32.2.7A; 32.1.2D; 32.2.9E; 32.1.2F; 32.2.9A | |

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| | | areas throughout the canyon, expanding travel options for climbers, backcountry skiers, hikers, runners, photographers, cyclists, bird watchers, and literally anyone who wants to enjoy what this beautiful canyon has to offer that does not include the boundaries of Alta or Snowbird. Not to mention the cheaper cost of improving existing services and not starting from scratch with an extravagant, unnecessary solution. | | |
| 36883 | Alvarez, Felicia | Dear UDOT people, as a citizen of Salt Lake County and an avid outdoors person, I do not think that everything has been done to limit car congestion up LCC. The cost, which would be funded with tax dollars, will be enormous and it sounds like how things are planner, only Snowbird will really profit. It also truly does nothing to limit the number of vehicles allowed up the canyon so it does nothing for controlling the congestion. It does nothing to preserve the value of the Wasatch Mountains, nor the fragile watershed, environment and wildlife we all care about. Why haven't you all thought of shuttle services, like Zion park has? You HAVE to ride the shuttle, unless you're staying at a hotel in the park. Win win for all. Most people need to take the shuttle, people would be required to park elsewhere (bigger park and ride lots, get rid of the gravel pit) AND if you do have a hotel room booked, then BOOM, you can stay up there and take your own car. | 32.2.9E; 32.1.2D; 32.2.2B | |
| 32409 | Alvord, Lynn | The gondola at best wouldn't solve the problem because there is going to need an additional lane eventually so paying for the less needed gondola now will lower our chance later of getting the extra lane which is a much greater need. | 32.2.9B | |
| 37904 | Alvord, Shelley | Against the gondola. Unsightly and huge impact on ability to take more ski gear on a small gondola. And what about everyone who wants to enjoy the canyon all year? It's a huge cost for a small segment of society. The skiing has already become so expensive that most locals can't afford it. So we have to pay for something that's going to negatively impact locals financially for something they can't afford to use. It's just wrong. | 32.2.9E; 32.1.2D | |
| 26057 | Alyvi, Elissa | I am not support Gondola, because the cost very high and not meet with utah residents expenses!! | 32.2.9E; 32.2.7A | |
| 29706 | Amann, Grant | Environments Where Bus Infrastructure May be More Effective Than Rail 1) Corridors of Low Human Population Areas that have low density simply aren't able to fill trains to capacity. Due to rail transportation's ability to carry more passengers than buses, they are literally designed to work in cities of high density. Buses can be smaller depending on the size of demand and can run more frequently if demand increases. In cities with low populations, rail construction will be excessive and unnecessary. 2) Areas that Require More Miles of Infrastructure In locations that suffer from sprawl, public transportation networks require more lines and more miles of track to be able to reach individual neighborhoods. If two neighborhoods are too far apart from each other, they might both require a separate rail line. Sprawled cities require more miles of infrastructure. When more miles of infrastructure are needed, bus networks are cheaper per mile than rail networks. This is because bus networks can utilize the same infrastructure that automobiles are already using, whereas rail needs completely new development. The head of a transportation center at the University of South Florida claims "you can build up to 10 Bus Rapid Transit lines for the cost of one light rail line" (Dennis Hinebaugh). It should be noted that some improvements to bus networks, such as Bus Rapid Transit are comparable in some cases to construction costs of Light Rail in some cities. Boston, however, claims that 25 miles of BRT infrastructure would be the same cost of less than 4 miles of light rail. 3) Areas Where Buses Have Already Been Given the Priority In areas where buses have already been given the priority, it will be difficult for cities to build successful rail transportation networks that integrate well with their bus systems. Usually cities will have one mode of transportation that has the majority share of public transportation infrastructure. If this mode of transportation is bus, then many argue that money spent on new rail infrastructure could go to improving existing bus infrastructure. | 32.2.2I; 32.2.9D | A32.2.2I |
| 31401 | Amaral, Richard | Why is tax payer money being used for this project. Alta and Snowbird should be putting up the money for this gondola and the tax payers. The gondola will be benefiting the out of staters more than the average Utahans. This exactly what the big sporting teams do when they want a new stadium. They want the taxpayer to pay for it when they should be using their own money. I'm against the gondola and using taxpayer money to fund and build it. | 32.2.9E; 32.2.7A | |
| 31042 | Amaral, Robyn | I Do NOT want my tax dollars to pay for a gondola to service rich out of state skiers visiting the elite ski resorts. A gondola is too costly and wouldn't serve local visitors that want to hike along trails midway up the canyon. Less expensive solutions to traffic congestion such as enhanced bus service and toll booth metering should be employed. | 32.2.9E; 32.2.9A | |
| 31690 | Ambrose, Chad | I continue to be saddened by the decision made by UDOT to pursue the Gondola option. For decades, we locals have faced a handful of years when the roads are grid lock due to large storms causing challenging conditions in Little Cottonwood. This has not changed. What has changed is the volume of people wanting to access Alta and Snowbird. I believe and increase in busses, an entry gate limiting the number of vehicles up the canyon is the answer. Not simply adding to the people volume through the use of an aerial gondola. Restrict canyon access, say no to the capitalists demanding more revenue (Alta and Snowbird). A simple app could be created and regular canyon volumes monitored so people can plan trips. Busses take priority and make em electric too where possible. The Wasatch Mountains have given us valley folks life from the beginning and now with this Gondola option UDOT is telling mountains, "thanks but we want more from you." Stop the greed and start the gratitude and restrict canyon access! Please! Sincerely, Chad Ambrose | 32.2.9E; 32.1.2B; 32.1.2B; 32.2.9A; 32.2.2K | A32.1.2B; A32.1.2B; A32.2.2K |
| 26769 | Ambrose, Marni | I'm not absolutely against the gondola project, but I am concerned the main beneficiaries are ski resorts. I have lived in the Salt Lake Valley for almost 30 years and I can no longer afford the ski resorts. I think before this project is built, we should look into: 1. Bus service that goes not only to ski resorts, but to trail heads. I would not mind riding the bus to a hike, and could possible connect by catching a city bus in front of my house. 2. Charging tolls, I am sure we will have to pay for a gondola ride, so how about trying a road toll first. 3. I would be for canyon reservations, to lower the environmental impact. 4. Since the gondolas will benefit ski resorts the most, they should pay a large share of the cost. I currently feel that all the trail/canyon plans around the Salt Lake Valley are geared towards either skiers, or mountain bikers. Hikers, trail runners, etc need consideration as well. A Gondola that goes to only one trail head (which will inevitably make that trail the most crowded in the canyon) is not fair. Unless, once again, ski resorts pay a large share of the cost. | 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.9A; 32.6A | A32.2.2K |
| 32678 | Ambrose, Michael | Please do not build this gondolas. Respect nature and offer better solutions for public transportation, and encourage the ski areas to take action too. | 32.2.9E | |

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| 33347 | Amburgey, Jonathan | As a resident and tax payer of the Mill Creek area, and someone who frequently visits and recreates in the Little Cottonwood Canyon and surrounding canyons, I strongly oppose the proposed gondola. There are more cost-effective and less environmentally damaging alternatives that can be implemented to alleviate vehicle traffic concerns including, but not limited to, rapid bus/transit and limiting visitation in the canyon during peak times of the year. These more cost-effective and less impactful alternatives that don't fundamentally alter the landscape of the canyon are the preferred options. Thank you. | 32.2.2K; 32.2.9E | A32.2.2K |
| 25348 | Amerling, Eric | The gondola does not support what LCC needs, which is SURGE travel up the canyon. There's no way to increase capacity (like with buses) on a gondola and will be a drop in the bucket to the many thousands of people that still need to get up to snowbird/alta | 32.1.2B; 32.2.6.5A; 32.2.9E; 32.7C | A32.1.2B |
| 29758 | Amis, Carla | I can't believe the power we have given ski resorts. The damage and contention this is doing to our community is amazing to see. My family works in the ski industry and has for over a decade. It is a selfish and greedy world. Wish we could push the clock back and get rid of both Snowbird and Alterra. This is our last season in that industry. On retiring in a few yers I had considered moving to Alta, not a chance now. | 32.29D | |
| 30351 | Amis, Caroline | I have lived here for 38 years and I believe very strongly that we need an enhanced bus system. That is the cheapest, fastest implemented, and most flexible option. I am 100% against a gondola in any form. It's totally impractical, inefficient use of money, will spoil the view, and the footprint it will have in our canyon is unacceptable. Caroline A Millcreek, Utah | 32.2.9A; 32.2.9E | |
| 36494 | Ammirato, Joseph | The Gondola is a terrible idea. It's a massive waste of money and resources and will not solve the issues at hand. Please do not allow this to be built and ruin our pristine canyon. | 32.2.9E | |
| 26131 | Amornwithayawech, Purachet | I do not agree with this idea of reducing the traffic jams while damaging the beauty of little cottonwood canyon | 32.2.9G | |
| 26988 | Amoss, Lezlee | As a Utah resident for 65 years, I believe the money for the proposed Gondola should be used for many other more important needs. I have worked with adjudicated youth for the State of Utah for many years and we need many more prevention programs, rehabilitation programs and programs for the homeless. I am against the proposed Gondola program for the impact in Little Cottonwood Canyon! | 32.1.2B; 32.2.9E | A32.1.2B |
| 30970 | Ampil, Josh | This gondola is clearly beneficial to select persons and organizations at the cost of the taxpayers throughout the state. I fully reject any proposal of its construction. | 32.2.9E | |
| 32006 | Amundsen, Axel | Imagine the new views of the canyon like never before! | 32.29D | |
| 34321 | Amundsen, Spencer | The gondola does not address parking issues anywhere other than at the resorts. Traffic was a big issue back during the Olympics and everyone got worked up. Maybe we should back off and let it settle down. Years ago there was a train up the canyon, why not consider that option again. Maybe even underground? | 32.2.9F | |
| 35043 | Amy, Darrell | No I don't want more taxes for us to pay for skiers | 32.2.9G | |
| 28554 | Anand, Moushumi | The gondola is a giant money pit... as a resident who stays on Wasatch boulevard, I know that the traffic is bad only 10 days in the year. With resort opening later and later in the year and closing earlier in spring because of lack of adequate snow, the validity of a gondola makes no sense. As a resident who accesses Wasatch 12 months a year, I see no reason to spend \$1bn of tax payer money on a problem that lasts only 10 days a year. And it only helps 2 resorts. Many of the employees are not local but from South American countries. And you are going to charge me \$30+ to ride the gondola. The state needs to use tax payer money more wisely. | 32.2.9E; 32.2.4A; 32.2.2E; 32.1.2B; 32.2.7A | A32.1.2B |
| 29623 | Anand, Moushumi | Please don't spend my taxpayer money on the gondola and change Wasatch blvd. this is my neighborhood and for 2 resorts for 15 days a year, you will change my neighborhood. | 32.1.2B; 32.2.9E; 32.2.9L | A32.1.2B |
| 37146 | Anctil, Carolyn | The gondola is a horrific idea: The goal of the project is? To help more people enjoy LCC? But it doesn't stop for hiking at popular spots? The goal is environmentally sound? Scarring our beautiful canyons with enormous towers seems so ugly What have we really tried? UDOT has made several fantastic road changes, we need more Money changes peoples behavior, tolling he road will help significantly. A steep toll similar to bridges in San Francisco would change everything. This would need to be supplemented with frequent buses during peak times. The simple change of \$25 a vehicle would alter behavior drastically. You could issue yearly residence and employee passes and frequent user passes for a more reasonable fee of \$1,000 year. This would rapidly pay for the infrastructure needed to support this system PLEASE try some tolling before spending billions on a horrific tall tower metal scar to our pristine canyon | 32.2.9E; 32.2.6.5G; 32.2.4A; 32.2.9A | |

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| 33309 | and David Frisby, Kieu | We live at the foot of [REDACTED] and moved here because of the natural beauty of the mountains. We are Utah voter and don't mind the traffic on powder days - we believe tolling and increased bus service would solve this problem as opposed to spending millions of taxpayers money on gondola. We would not want to stay here as we would no longer get to enjoy the natural beauty. Thank you UDOT for reviewing our comments and representing our community's wishes. | 32.1.2B; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 32815 | and Debbie Anderson, Brent | As Sandy residents who frequently access Little Cottonwood Canyon, we are strongly OPPOSED to the gondola alternative. Such a gondola would permanently spoil the natural grandeur and public lands of Little Cottonwood Canyon. In addition to decimating the beauty of the canyon, the exorbitant costs in order to construct and operate only during the winter ski season (and serving only two private ski resorts) should be offensive to all Utah tax payers. Further, climate change may render a gondola obsolete within our lifetimes. Finally, it is our understanding that a gondola would result in the removal of no more than 30% of vehicle traffic from the canyon road. It is evident that a gondola is NOT the solution for Little Cottonwood Canyon. Thank you for your consideration. | 32.2.9E | |
| 27709 | And Dianne Anderson, Leroy | While we appreciate the difficulty of your job, we are disappointed with your decision to build a gondola in Little Cottonwood Canyon as a means of reducing traffic. Since you are choosing to build the gondola in phases, we hope you'll still give attention to alternative plans, such as carpooling, to help the congestion in that canyon. Thanks for listening! LeRoy and Dianne Anderson | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 29316 | And Georgene Bond, Robert | It seems foolish to spend huge amounts of money on a gondola system when climate change could severely limit snowfall. Also, with the Great Salt Lake greatly diminished in size the "lake effect" would also be reduced, further reducing snowfall in our canyons. | 32.2.2E | |
| 38348 | and Ida Wilson, Robert | Dear Committee, I am not in favor of the Gondola idea for Little Cottonwood Canyon because: Gondola Cost is too cost-prohibitive. The Gondola Idea would be serving only the rich & wealthy patrons The Gondola would prevent the everyday public from enjoying access to the canyon. The Trailheads & campgrounds need vehicles to access The Gondola Environmental Impact on the Canyon is bad for future generations. The only real problem with Little Cottonwood Canyon is a crowd on "powder days" during the Holiday weekends and occasional avalanche danger, which access is controlled at the gates. Robert Wilson | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.6.5G | A32.1.2B |
| 31398 | and Kathy Soltys, walt | We are writing regarding the proposed gondola in little cottonwood canyon. As long time residents of Sandy, Ut. we have seen many changes to this area and most have been positive. This gondola is the most unnecessary change to our beautiful canyon. The cost to erect this structure is extremely high for a system that would only be used by a select group of "elites". Who is going to pay for this "eyesore" of steel towers, miles of cable and ugly metal and glass cars?? The taxpayers ?? Who will supply the power to run this "Sandy?? the citizens of all of Utah?? even though only a select few "elites" will use it. Apparently there are approximately 20-25 days in the snow year when travel up and down this canyon is a problem and yet the "power elites" want to build this monstrosity that will be seen ALL YEAR LONG, disfiguring our beautiful canyon. In our opinion this "boondoggle" is a total waste of money, totally unnecessary and will only be used by a select few. We are requesting our ELECTED OFFICIALS, the leaders of the D.O.T. and all rational individuals to stop this utter nonsense of building a gondola in Little Cottonwood canyon. Walt and Kathy Soltys, Sandy Utah | 32.2.9E; 32.2.7A; 32.1.2B; 32.1.4D | A32.1.2B |
| 34586 | and kristen Iversen, Ed | We have yet to see convincing arguments that this alternative, serving ski resorts, is the best alternative to the transportation needs. Taxpayers absolutely should not pay for this boondoggle. If we have that much money, let's put it into far more important things!!! | 32.2.9D | |
| 32391 | and Laura Perry, Lon | Please stop envisioning high-cost solutions (gondola) at taxpayer expense. There's a half dozen or more ideas that are cheap and simple. If the ski resorts want to increase their annual revenues, let them pay for it 100%. | 32.2.9E; 32.2.7A | |
| 29008 | And Linda Davies, Richard | Comment on Gondola: Since this is a tax-funded proposal, it needs the voice of the people. Why is it not a referendum issue for all Utah? My perspective is that this sounds like a proposal for a small part of the population, the skiers and the ski resorts who should pay a significant amount of the cost. If the issue is really about pollution and not just making it easier to get to the ski resorts, why don't you keep buses (EV) in place and have sufficient free parking and ban private vehicles. Have permits at a reasonable cost for commercial vehicles such as deliveries to the resorts, for people who live and work there, and taxis and ride shares. If it is really about pollution give EVs a free pass. Heavy fines for parking in residential areas. Alternatively, allow private vehicles but charge a lot to those who wish to drive up the canyon but regulate the flow to avoid gridlock. Keep buses running. Permits as above. | 32.2.2B; 32.2.6.3F; 32.2.4A; 32.2.9N; 32.2.2Y; 32.7C | A32.2.9N |

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| | | <p>The gondola proposal seems to allow people to drive the canyon in personal vehicles. How does that help pollution?</p> <p>When the parking volumes drop after the ski season, return to the current patterns.</p> <p>Richard Davies Bountiful Utah</p> | | |
| 34713 | and Louis Barrows, Andrea | <p>We are writing in strong opposition to the building of a Gondola in Little Cottonwood Canyon, as a solution to the future transportation concerns. We are not in support of UDOT's preferred Gondola alternative B. We are residents of Salt Lake City, we ski and hike, and we believe in protecting the watershed and canyon environment. This past winter, the majority of the canyon's transportation and parking problems, were solved by requiring parking reservations at the ski resorts. We do not need to build fixed infrastructure in the form of a Gondola, costing the public millions dollars. A Gondola is short sited; it will create a permanent eyesore in the canyon and potential irreversible environmental damage. It is not scalable and does not allow for public access to the entire canyon. It serves only the users of Alta and Snowbird resorts. We do not need to increase the daily number of people accessing the canyons rather we need to carefully address year round public access. A more thoughtful solution, addressing ALL canyon use, with an emphasis on changing expectations, needs to be found. We strongly oppose spending public money on a drastic plan that does not benefit of the majority of the canyon users and Utah taxpayers.</p> <p>Sincerely, Andrea and Louis Barrows</p> | 32.2.9E; 32.2.6.5N; 32.1.2B; 32.2.6.5G | A32.1.2B |
| 26379 | And Marilyn Douglas, Hugh | No to the gondola!!!!!!! | 32.2.9E | |
| 31277 | and Miller, Kathy | The gondola is not an appropriate use of tax dollars. Please use other solutions. | 32.2.9E | |
| 32937 | and Patricia Morris, Linda | I agree with using mass transit through UDOT. Use the smaller buses like for handicapped so they have room for skis and poles. Mass transit could bring people to the parking lots close to the canyon stops and then transport them to the resorts. We disagree with the gondola or road widen in little cottonwood. Nor should more parking lots be made along wasatch blvd. We also agree with tolls for those driving their own vehicle. | 32.2.9E; 32.2.9C; 32.2.2I | A32.2.2I |
| 37960 | and Rene' Bowen, Bruce | We are absolutely OPPOSED to building a gondola in our mountains! Nor do we want to pay for it with our taxes. Please stop this ludicrous idea!!!! | 32.2.9E | |
| 34051 | and Robbie McFarland, Robert | <p>We think the Gondola is a poor choice for our canyon. Our reasons are:</p> <ol style="list-style-type: none"> 1. It benefits two ski resorts of out of state owners. It is a huge waste of taxpayer money. Money that could be spent or saved (imagine that!) benefitting more people in the state. 2. The damage to the canyon by building huge towers would be irreversible. 3. We feel that you are influenced by a small group of people who stand to make a significant profit. It smells of corruption. 4. We feel that you are so in love with the gondola that you are unwilling to start with smaller and less expensive ideas. 5. Why does UDOT get to decide this huge project? It is like putting the fox in the henhouse. 7. Cost overruns which are inevitable. 8. UDOT has admitted that this plan will only alleviate 30% of the traffic problems in the canyons. That is a lot of money to spend to only solve such a small amount of the problem. 8. The ski resorts have stated that the ski experience is diminished with more people at the resorts. Another reason for a reservation system. 9. All of the residents in Utah would be paying for a small percentage of elite users, many of whom are out of state. We can't afford to ski so why should we be forced to fund those who do with this project? 10. The future looks bleak for snow. Have you heard of Bangeters pump? <p>Our ideas include 1. parking lots spread around the city to eliminate congestion in Cottonwood Heights and Wasatch Blvd. Why build a massive parking lot in one place? Spread it around. 2. Electric Busses (Wouldn't that be obvious?) 3. Reservation System at the ski resorts 4. Tolling those with only one person in the car.</p> | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2E; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.2.9R | A32.1.1A; A32.1.2B; A32.2.2K; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 29094 | And Ruth Hoffmann, Larry | The gondola is a boondoggle. it is wrong in so many ways, and it's efficiency has been misrepresented. It cannot run during avalanche control, just as road traffic cannot pass. An eventual dedicated bus lane with electric busses, substantial canyon use-fees, and universal reservation systems provides the best solution. | 32.2.2K; 32.2.9A; 32.2.6.3F | A32.2.2K |
| 34201 | and Sandra Lee, Justin | We are not in favor of the gondola, nor are we in favor of widening Little Cottonwood Canyon. We live just below Wasatch Blvd. between Big and Little Cottonwood Canyons and we feel that the reservation system worked very well to controll traffic. Several years, when the big snow it and it was a bluebird day, we would have folks lined up on our street to try to get up Little Cottonwood. This has not happened since the implementation of the reservation system. If we have to choose between two evils, it would be the widening of the canyon road. The gondola is too expensive for the taxpayers. | 32.2.2K; 32.2.7A; 32.2.9E; 32.2.9L | A32.2.2K |

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| 35243 | and William Stahly, Diane | We are writing opposition to the proposed Gondola up LCC for the following reasons: -It is an inordinately expensive solution (500M+) to a modest problem. Traffic jams occur in the canyon a few (10-12 last year) powder morning each ski season. Parking reservations at the ski areas helped last season. Fees to drive up the canyon on those high impact days has been proposed and should be tried. - the canyon is already crowded. How many people can you cram into one 8 mile box canyon before you ruin the experience and environment for everyone. - Snowbird General Manager, Dave Fields, stated in his op-ed in the SL Tribune that the Gondola is similar to the TRAX and Frontrunner projects 30 years ago. Those projects serve millions in their daily lives. The Gondola will, at best, serve a few thousand people on winter snowy mornings at enormous public cost. Diane and Bill Stahly Alta | 32.2.9E; 32.1.4D; 32.2.2K; 32.2.2Y; 32.2.20C | A32.2.2K; A32.2.20C |
| 32166 | Andelin, Jennifer | I support the gondola, alternative B. I believe it is best for the public, canyon and environment. | 32.2.9D | |
| 36599 | Anderegg, Cathy | We have lived at the mouth of Alta Canyon since 1975 and have suffered terrible traffic congestion each time it snows. Last winter when cars now only were bumper to bumper up 94th south, but many also tried to take side streets, we could not even get out of our driveway to get to church. PLEASE build the gondola! | 32.2.9D | |
| 28165 | Anderes, Roxan | I very much support the Gondola solution it is the only one that makes sense. There was no information about the concept of charging for the usage of the gondola. I think a small usage fee would be indoor. As of now people drive up pay gas and wear and tear on their car and I assume a bus fee. Plus Parking fees. Seems like to me especially in the winter a per ride usage fee is called for. That income could offset and possibly pay for the cost of running this service. This is a win win and the sooner you get this up and running the better off we will all be. Thanks for all of your hard work it has been a long process, Roxan | 32.2.9D; 32.2.4A | |
| 36706 | Anders, Peter | To Whom It May Concern: I just wanted to make my voice count in the Gondola alternative issue. I AM STRONGLY AGAINST THE GONDOLA CONSTRUCTION IN THE LITTLE COTTONWOOD CANYON. Let me explain my WHY I am against and what I would like to see instead. First of all the gondola alternative is hugely expensive (500K-1B!), benefits only the ski resorts there (yet everybody is gonna pay the bill) & has a very negative impact on the LLC environment (eye sore, trails destruction). The solution should be focusing on the bus system that I have been using for decades as a resident/skier. The problem that I see with the bus system is that the buses don go up often enough during the busy times & that there is lots of wasted time checking for tickets; the busses should be free for all; not just season pass holders. Honestly, what are we doing trying to put a freeway to the resorts no matter what so the Resorts make profit and the rich get richer? I have seen a huge impact on the quality of my ski experience deminish with the sales of the ICON pass and the resulting crowds. The Gondola Alternative is going to make things even worse and we all gonna be paying for it as a result. | 32.2.9E; 32.2.9A | |
| 27847 | Anders, Rachel | Hello - As a lifelong Sandy resident and LCC user, my family and I disagree with the preferred Gondola B Alternative. I believe in maintaining the scenery of Little Cottonwood Canyon as much as possible. Save the canyon's natural beauty, save the watershed, and save the existing trails and habitats. I do agree with the phased portion of the plan - enhanced bus service without widening the LCC road. Additionally, I would add a \$25-30 toll on weekends, holidays, and "powder" days during the winter to encourage private car drivers to take public transport. This toll should be implemented by UDOT on both BCC and LCC. To make canyon access equitable, make the BCC and LCC buses free for all users (not just season pass holders). The cost of the toll would ideally offset any lost revenue for free bus fare. Finally, do not allow parking on the side of the road, since this tends to slow traffic down at the end of the day. The bus system is a tried and true method. I already use the bus almost exclusively to ski (>50 days per season). It is also a system that can be easily tapered down in the summer. In contrast, the gondola will be year-round, when it is really only needed in the winter. It will also have more significant up-front costs. I plead with UDOT to consider the voices of the masses, and not just the voices of private companies (Alta and Snowbird). Thank you for putting us locals first, | 32.2.9E; 32.2.9R; 32.2.4A | A32.2.9R; A32.1.2H; A32.2.6S |
| 37827 | Anders, Suphithaya | I am against the gondola Using huge amount of tax money to profit private ski resort Cheaper and less of environmental impact to fund more buses going (make them fare free) and lottery for private parking at the two ski resprts | 32.1.2B; 32.2.7A | A32.1.2B |
| 30669 | Anders, Susannah | No to the gondola! The gondola is not the best overall solution for our community! It's prioritizes corporations over the people who actively recreate in the canyon! It will impact climbing and our access, as well as destroy iconic Boulder problems. | 32.2.9E | |
| 25548 | Anders, Susannah | I am opposed to the gondola. As a climber it destroys history and access to our recreation! | 32.2.9E; 32.4B | |
| 31846 | Andersen, Andrea | As I'm out working in my yard on a 78 degree October day I really question if we will have enough snow in the valley or mountains when the gondola finally gets funded and built. I'm opposed to the gondola unless it is free or nearly free, has more than stops at Snowbird and Alta and is year-round enjoyment for everyone. Snowbird and Alta can and should figure out a way to get their customers from point A to B, this is not something the tax payers should be doing. Please consider what environmental projections are 10 years from now before funding the gondola option. | 32.2.2E; 32.2.7A; 32.1.2D | |
| 25273 | Andersen, Andrea | After watching the video and researching the current decisions, I hope UDOT implements VERY AFFORDABLE summer service. If we have a \$500million gondola, it should be year round. I would also like to see Snowbird and the Town of Alta or the Alta Lift Company kick in to help pay. | 32.2.6.3G; 32.2.7A | |

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| 27489 | Andersen, Beckie | I am for the gondola. They work well throughout Europe and could work well in LCC. Cars and bus traffic are not a long term solution. | 32.2.9D | |
| 33586 | Andersen, Geoff | This whole idea must be scrapped, there's an overwhelming negative view on the gondola. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 27910 | Andersen, John | I can't believe that the gondola has been found to be the preferred option when I haven't met a person that prefers it other than the ones that stand to gain from it financially. I'm disappointed and unimpressed. | 32.2.9E | |
| 36865 | Andersen, Karla | I'm opposed to anything that will deface and scare the canyon. You can always hand out passes for an allotment on canyon roads. | 32.2.2K | A32.2.2K |
| 31629 | Andersen, Leslie | Please don't add such a large toll for access to the canyons. That will price some of us out of using the hiking trails. And if we need to use the parking at the resorts we'll be double charged. Think about how you're impacting regular people! These are public lands and should be accessible to the public. I'll gladly pay a small fee for use of a shuttle if it stops at the trailhead I want to use. But \$20 is just greedy and unfair. | 32.2.4A | |
| 31224 | Andersen, Leslie | Can we just stop all the romance of having a gondola? A gondola will help me not at all. Can it stop at trailheads? No? So who does it benefit other than the fat cat resorts? Give me an energy efficient shuttle that can make stops and I'll gladly use it. Add a third variable lane. | 32.2.9B | |
| 36383 | Andersen, Lorie | In reality the gondola will end up costing Tax Payers far more than it has been represented to cost and Sandy residents will end up with a special tax or assessment represented as a recreation tax or something along those lines. All for a truly unnecessary project. | 32.2.7A | |
| 35624 | Andersen, Malinka | Those who use the canyon and or resorts, as well as the resorts themselves should pay for this project. Those who do not use the canyon should not be made to pay for the project. It should be a pay for use type system in my opinion whether that's residents, visitors, etc. Not the taxpayers in general. | 32.2.7A | |
| 36013 | Andersen, Maria | Why can't we just add a flexible middle lane that can be uphill traffic in the mornings and downhill in the evenings? | 32.2.2D | |
| 32754 | ANDERSEN, MICHELLE | <p>I DO NOT support the decision of UDOT that a gondola is the best solution to address traffic congestion in Little Cottonwood Canyon. The use of taxpayers monies, monies designated for ALL of Utah is nothing more than political graft to serve NOT the people of Utah but the ski resorts. I agree with Jenny Wilson's comments: The Utah Department of Transportation (UDOT) has identified the Gondola Alternative B (Base Station at La Caille) with a phased approach as the preferred alternative in its Little Cottonwood Canyon Environmental Impact Statement (EIS). If you agree with me that we should invest in common-sense solutions instead, click here to submit a comment.</p> <p>Although I applaud UDOT's acknowledgment of the value of a phased approach, I disagree with its conclusion that the gondola should be the preferred alternative. The gondola option is flawed for many reasons, including that it will:</p> <ul style="list-style-type: none"> - Cost over a half billion dollars (not considering inflationary cost increases); - Only make stops at two private ski resorts: Snowbird & Alta; - Remove no more than 30% of car traffic from the canyon road; - Operate only during the winter ski season; and - Permanently mar the inherent beauty and public lands of Little Cottonwood Canyon. <p>The gondola is an unwise public investment for a 50+ year solution serving a limited group of people, given that it's irreversible and incapable of pivoting in the face of changing circumstances. But it isn't the only option.</p> | 32.2.9E; 32.2.9R; 32.2.9A; 32.2.2PP | A32.2.9R; A32.1.2H; A32.2.6S |
| 26637 | Andersom, Megan | This is a horrible idea and damages so much of the natural beauty in Utah we have all been striving so hard to maintain. Check your greed at the door and protect our mountains! | 32.2.9E | |
| 25887 | Anderson, Ace | This is nothing but a money grab for the resorts and Wayne neiderhouswr and Chris mccandless who currently own the land for the parking and main hub. Their past connection to house leadership screams corruption and personal benefit at the tax payers expense. Again, proving money and who you know is what matters in Utah! Not one good thing in this for ALL taxpayers. Shame on everyone involved who are railroading this through with big money and personal agendas. | 32.1.2B; 32.2.9D; 32.2.9E; 32.2.9N; 32.2.2PP | A32.1.2B; A32.2.9N |
| 34424 | Anderson, Alex | The gondola is a bad idea. Historically, the 2002 Olympics, this canyon was found to be too fragile to handle an infrastructure like this one. If this is to satisfy private companies and developers this is so wrong. The Utah tax payers should not have to fill the already silver lined pockets of these corporations. Tourism benefits Utah, but it should not come at the price tag that this gondola costs. The gondola costs more than money. It costs access to climbing, hiking, and back country skiing. It could cost us our water supply. It costs us in wilderness we can never recover. This will potentially take homes and properties of residents. It's fiscally irresponsible. Let's join together and come up with a much better idea. | 32.2.9E | |
| 25597 | Anderson, Alvin | I am not in favor of the Gondola. Traffic is only a concern in the canyon about 15 to 20 days out of the year. An enhanced bus system - along with carpool incentives (discount ski passes for carpoolers), etc. - on those days and during the ski season would solve that problem. Please don't build a Gondola. It will destroy the natural beauty of the place. | 32.1.2B; 32.2.2Y; 32.2.9E; 32.2.9A | A32.1.2B |
| 25599 | Anderson, Alvin | Please don't build the Gondola. It will destroy the natural beauty of the place. There are other simpler options. Please start there! | 32.2.2PP; 32.2.9E | |

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| 28495 | Anderson, Ashley | <p>Hello-</p> <p>I am against the Gondola for the following reasons:</p> <ul style="list-style-type: none"> - It is a high cost for something that will only be used a couple times a year. Unless you shut down driving in the canyon completely on weekends and holidays, the incentive to ride the gondola will only be on avalanche days - It does not solve the traffic issue. You are putting the base at the highest traffic area. In order to accommodate the flow of traffic you will need to widen the road. Once cars get into the canyon, traffic flows well. The main points of traffic are wasatch blvd and 9400 leading up to wasatch. - it will take too long. We need a solution now. -The ski resorts can only hold so many people. Alta has about 7 chair lifts. Unless they are looking to expand their terrain, there is only room for so many skiers. At some point they will have to cap skiers and the gondola will be unnecessary. <p>Solutions</p> <ul style="list-style-type: none"> -move parking to the Walgreens parking lot on 9400 south and 20th east and run bus routes from there. This will pull traffic away from big cottonwood. That area already has 4 lane roads. You can turn this area into a parking structure that can hold 2,500 cars. -make snowbird only and Alta only buses shortening the time to each resort. -close the canyon to cars on weekends/holidays or require parking reservations. This has been working extremely well for Alta. It allows for a flow of cars throughout the day and avoids the mob mentality trying to get up the canyon first thing in the morning to get a parking spot. - get zero emission busses. This will greatly reduce the carbon footprint. <p>We need solutions now that will work rather than waiting for a long term project to be implemented.</p> <p>Thanks! Ashley Anderson</p> | 32.2.9E; 32.29R; 32.20C; 32.2.2B; 32.2.2K; 32.7C | A32.29R; A32.1.2H; A32.2.6S; A32.20C; A32.2.2K |
| 34130 | Anderson, Ashley | The gondola does not provide equal access to residents and doesn't respond to longterm needs of the area. Sustainable transit solutions must be prioritized: no gondola. | 32.1.2B; 32.2.9E; 32.5A | A32.1.2B |
| 25314 | Anderson, Ava | This gondona would affect many iconic climbs that are part of the climbing history and culture in Salt Lake City. These climbs are irreplaceable. Other outdoor recreaters in the canyon (climbers, hikers, bikers) need to be considered as well - not just skiers and the resorts. | 32.2.9E; 32.4B | |
| 27638 | Anderson, Ben | <p>I am devastated that the state would choose to mar a pristine landscape with a gondola. In years to come, i believe this will be looked at as a devastating mistake as a natural environment falls victim to short sighted policy. For numerous reasons, I beg you to consider other options before progressing with the gondola.</p> <p>In many ways, the gondola is an answer to a problem created by the ski resorts. The ski resorts, without concern for consequences, have increased their number of skier visits without increasing parking, lifts, amenities, or lodging services. The expanded gondola service serves the ski resorts to bring more skiers to an already crowded mountain and puts the burden on taxpayers. Ski resorts have been able to expand ticket sales without any recourse. The formula that supports the number of skiers, parking stalls, and amenities is extremely out of calibration. I know it is not the governments job to dictate how a private business is run, but why are taxpayers on the hook to support a business that is not offering the same consideration. I am not sure how I benefit from paying for a gondola that will serve only ski resorts.</p> <p>The gondola does not serve other recreational users in the canyon. Parking will continue to be dangerous. There should be paved pull outs at Lisa Falls, Gate Buttress, and Tanner's Flat, among other locations similar to the new parking lot at the vault. Additionally, police presence on snow days is abysmal. They consistently allow cars without chains, bald tires, 2 wheel drive, etc. up the canyon without a second thought. On the majority of occasions, the police are not even there. Given the number of LCC users, it seems that advertised canyon plans and thorough organization from law enforcement could address some initial needs that have not been met in the last decades as traffic has increased without regulation. There is no question that much of the traffic problems are caused by drivers who are unprepared and unfamiliar with what it means to drive the canyon in winter conditions. Although the gondola is purported to remove traffic, unless UPD does its job, there will continue to be unprepared drivers that cause concern and hazards to others on the road.</p> <p>As a personal editorial, those in power in Utah seem to be very concerned with making Utah the best place to live. My family has been fortunate enough to know "This is the Place" since the 19th century. However, in our quest to be economically progressive, we are damaging many of the reasons why I love to call Utah home. Destroying LCC is another step in the wrong direction as we damage a wonderful place to find solitude and wilderness. Hiking the other day, I ran into a man. We greeted one another and I asked how he was. He replied "suffering", to which I responded, "that's wonderful". And continued "wild spaces should be hard to get to, because then it keeps them away from the insincere".</p> <p>I could go on, but I'm sure you are busy. Please keep our spaces wild. Please do not mar the beautiful skyline that exists in Little Cottonwood Canyon. Not everything that looks good on paper is good in real life. Don't destroy the natural beauty of LCC. The flare and sparkle of this type of progress will fade, eventually to stand as a cautionary tale. LCC will never be the same; once it's gone, it's gone forever. Don't be the one to take it away, protect it. I beg you to reconsider.</p> | 32.2.9E; 32.29R; 32.20C; 32.1.2B; 32.2.2M | A32.29R; A32.1.2H; A32.2.6S; A32.20C; A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31251 | Anderson, Ben | I would like to say that putting a gondola in the canyon will harm its aesthetics in such a way that it will never be the same. A road is understandable and necessary to access the area. An increase in car pool lots, hitch hiker pick up zones, better bus service, and an increased of responsibility from the ski resorts would go a long way to mitigating the problems people are currently experiencing in the canyon. Although there are no metrics yet to measure the effect 22 steel and concrete towers will have in the canyon, I can't help but feel that in an effort to save people, we are harming a canyon. I will take the hard road every time if it means we can save our natural spaces. Ironically, in trying to meet the requests of progress, we are ruining the very thing we are trying to save. | 32.2.9E; 32.2.9A; 32.2.2Y | |
| 25723 | Anderson, Ben | No to the gondola. There is a huge list of reasons why but first and foremost is do not mar our canyon, keep its natural pristine beauty. I'm happy to talk if you want more reasons, call me. No to the gondola | 32.2.9E | |
| 37175 | Anderson, Boyd | Please go with the gondola. It uses less land and seems to be the best solution for clean air. | 32.2.9D | |
| 29536 | Anderson, Boyd | The gondola is a great idea. | 32.2.9D | |
| 35112 | Anderson, Brian | A gondola isn't going to solve the traffic issue in the cottonwoods. What the canyon needs in a system of stoplights to filter traffic and keep vehicles moving. | 32.2.200 | |
| 31512 | Anderson, Bryan | As a frequent user of this canyon, I don't think the gondola is necessary and would be an eye sore and would increase the time to get to the resorts. It would also contribute to an already overcrowded experience. The items needed are the following: 1. Snowbird should continue to use the FREE parking reservation system they used to limit the number of skiers and cars. Alta should adopt the same system which they have never done to this extent. Combined, this will also help with the end user experience by eliminating overcrowding. We don't need to increase skiers' cost and travel times to limit the number of cars. It can be done for free!!!! No parking spot, to car! 2. Build nice looking snow sheds at only the very worst 2 or 3 avalanche paths to maintain traffic flow, safety and minimize destructive construction. 3. Increase existing bus service, but do not widen the road or add lanes in the canyon. Once up the canyon a little ways the traffic flows well even on the worst of days. 4. Add just one (1) southbound express bus lane on Wasatch Blvd from BCC to the mouth of LCC. This alone will incentivize people to use the bus because this is the area with the worst traffic problem. Please don't wreck Wasatch Blvd with more than one lane added!!! 5. Increase the busing and canyon transportation services for tourists from their hotel who don't know how to drive in the canyon. 6. NO TOLLING!!! Tolling will cause increased traffic congestion at the tolling site, which we are trying to reduce, and is totally not necessary to reduce the number of cars in the canyon as the parking reservation system will solve it. As you can see, this involves not just a UDOT solution as item 2 solves much of the problem with zero costs. | 32.2.9E; 32.2.9A; 32.2.2K | A32.2.2K |
| 26008 | Anderson, Carly | The canyon traffic should be the least of your worries in the salt lake valley. My recommendation is to require bus transport on weekends. It's that easy and it's more cost effective in the long run. We should be focusing on the fact that the great salt lake is almost dry and the entire valley will become inhabitable in the next 10 years... what good will a gondola do then? Please focus on the environmental issues we are facing rather than an astronomically priced gondola that NO ONE will use. Please. | 32.1.2B; 32.2.9A; 32.2.9G; 32.2.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 36868 | Anderson, Christian | I feel that the proposed gondola will only minimally improve traffic. The cost compared to the benefit of only providing service to the ski resorts does not outweigh the costs. The gondola does not assist any other users of the canyon for backcountry skiers, hikers or trail runners. If the ski resorts want a gondola to their resorts they should pay for the entire project as they are the ones that reap the benefits. | 32.2.9E; 32.1.2D | |
| 32138 | Anderson, Christopher | We don't want the gondola. The idea should be completely scrapped and other less permanent solutions should be used instead. I support the Zion electric busses idea as a less impactful alternative. | 32.2.9E; 32.2.2B; 32.2.6.3F | |
| 28974 | Anderson, Collin | Literally nobody wants a gondola except the ski resorts. Gondolas are not efficient, and they are hideous. The best solution is to have better parking and buses. Don't tax us to death and destroy little cottonwood just so the ski resorts can make more money. I dare you to put it to a vote -- frankly, I think you know the answer, which is why you won't do it. This is universally panned by all who don't stand to profit from it. | 32.2.9E; 32.2.9A; 32.2.9N | A32.2.9N |
| 28986 | Anderson, Daria | Stop proposing to destroy the canyons. We DO NOT want a gondola. Please put it up to a vote!!! This is not a decision that should be made by anyone other than the population of SL County! Of course you won't do it because you know that absolutely nobody supports it. | 32.2.9E; 32.2.9N | A32.2.9N |
| 37412 | Anderson, Davis | The preferred solution being suggested by UDOT does not address accessibility of riding the gondola. Loading a gondola requires a quick load time to allow all passengers to board. Is there a study of what belongings passengers will be bringing? Many people will need to bring bags and extra gear with them for the ski day. Additionally, I have not seen discussion about serving the many hotels in the canyon. Loading a moving gondola will be a challenge for guests that need to bring multiple luggage bags. Why is this not being considered? A train would allow more loading time and a more comfortable ride for visitors. It would also be possible to add more than the two proposed stops. A gondola will be absolutely crammed at full capacity. It is not the right method of transportation to travel over 8 miles. A train is much better. Look at Wengen and Zermatt. In most European towns served by public transit, private cars are not allowed. Building a gondola but still allowing private vehicle access is unnecessary and unreasonable. Snow sheds should first be implemented before any of the other extreme solutions are considered. Reducing the time of road closures will significantly improve the canyon flow on the crowded powder days. Please listen to all the concerned citizens and groups. You will make a massive mistake that will negatively impact generations to come if you chose to move forward with large scale canyon destruction by building a gondola. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 37428 | Anderson, Davis | Implement 3 lanes the entire length of the canyon. 2 lanes up in the morning. 2 lanes down in the afternoon. Add snowsheds to vulnerable areas for avalanches. Try these solutions first before embarking on a half billion dollar endeavor that the majority of canyon users are opposed to. Thank you. | 32.2.2D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35602 | Anderson, Diana | <p>My husband and I are opposed to the Gondola proposal for Little Cottonwood Canyon:</p> <p>1- Cost for taxpayers 2- Environmental impact 3-Esthetic impact 4-Snowbird and Alta should pay for the gondola but really the number of users/skiers should be capped and parking improved at the resorts and at base of canyon to make bus riding easier and more appealing 5- Having all skiers, users and employees parking at the base of the canyon to use the gondola is going to impact neighborhoods all along Wasatch Blvd more than it already does. 6- who knows if we will have snow in 10-15 years? Ruining the canyon for more people to use it, is short sighted and limited, not to mention extraordinarily expensive. We need to think of long term environmental impact and preservation for ourselves and future generations. Access should be limited or capped for long term sustainability.</p> <p>Thank you-</p> <p>-Diana & Mike Anderson ██████████</p> | 32.2.9E; 32.2.7A; 32.2.2K; 32.2.2E | A32.2.2K |
| 35884 | Anderson, Donna | In favor of Gondola B, Thanks for asking! | 32.2.9D | |
| 30562 | Anderson, Elizabeth | <p>To whom it may concern,</p> <p>I am a salt lake county resident. I am an avid rock climber and skier and spend considerable time in Little Cottonwood Canyon. I am concerned about the environmental impact as well as the impact on rock climbing that the proposed gondola would create. I think there are also other/better options that will have less effect on tax payers. I truly believe that residents of the salt lake valley will not use the gondola and that the gondola will be for tourists almost exclusively. Please consider other options. The gondola is a bad idea.</p> <p>Thanks,</p> <p>Elizabeth Anderson</p> | 32.2.9E; 32.2.9I; 32.2.2PP | |
| 27176 | Anderson, Evan | <p>While there is a very real need to address the traffic pressure placed on LCC. Let it be known that the UDOT plan to endorse the gondola project is incredibly flawed and appears to be a project based on the desires of special interests not the actual individuals that will have to pay for it, We the People.</p> <p>What stops will the gondola serve? Just the ski resorts? Each and every point of interest that a person may want to visit?</p> <p>It would seem that closing the canyon to all traffic with a few exceptions ie: residents, deliveries, and guests with hotel accommodations while increasing bus service would have the biggest impact towards actually providing a significant improvement towards the sighted concerns. This requires rather minimal improvement to 210 in the form of additional bus stops where there is not already adequate space. Obviously this will require a parking area or series of areas that the gondola plan would include. However, due to the existing bus structure it would not be an unrealistic thing to spread these out to existing bus lines that service access to the canyon.</p> <p>If UDOT chooses to force this option onto the taxpayer it will be a clear sign that the special interests control the outcome and the taxpayer is simply here to be bilked not heard.</p> | 32.2.9E; 32.2.6.5G; 32.2.4A | |
| 35282 | Anderson, Greg | The proposed gondola is an absolute terrible idea. Widen the road increase busses. -- Thanks Greg Anderson ██████████ | 32.2.9E; 32.2.9A; 32.2.9Q | |
| 36010 | Anderson, Hannah | Do NOT support | 32.2.9E | |
| 27734 | Anderson, Ileana | Public funds should not be used to fund a project that will benefit private, for profit industries (Alta and Snowbird). The environmental impact on the canyon would also be devastating. The bus is the best option. Charge a \$30-\$40 toll to enter the canyon in a private vehicle and improve the bus system to incentivize canyon users to carpool, or take the bus. | 32.2.9E; 32.2.9A; 32.2.9B; 32.2.4A | |
| 27031 | Anderson, Isabella | The building of the Gondola will not only disturb people living in Utah, but it will be disturbing our beautiful wildlife in LCC. This would be a very expensive form of transportation that would likely come out of tax-payers while only serving two resorts. This is absolutely unnecessary. | 32.1.2B; 32.2.7A; 32.2.9E; 32.6A; 32.13A | A32.1.2B; A32.13A |
| 27107 | Anderson, Izabella | There are more problems than just simply getting people from point A to point B. The bigger problem is how many people ban point B hold? There are potential solutions to the transportation problem. They can make the road wider, they can make parking lots a bit away and people could take busses from the overflow | 32.20C; 32.2.4A; 32.2.6I; 32.2.9E | A32.20C |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | parking, they can make gondolas to take people up the canyon to the ski resort, but what good will all this money effort and time do if the ski resort cant hold all the people that they are sending up there? Another concern is what would the resort charge to ger people on the new gondolas? It would seem that they would over charge simply because they are able instead of charging a reasonable cost, no one could stop them for this. By making the gondola system to get up the mountain, they are kind of making it a necessity so they could charge whatever they want to. They could do things like sell passes for gondolas to make it more cost effective. Another limitation to taking a gondola or something up to the ski resort is that people are forced to only take what they can carry. Not only is this inconvenient it could be a safety risk. people would be pushed to carry more and maybe hurt themselves or others, it also can make it easier for other people to steal their personal belongings. Although gondolas could help with traffic and travel efficiency by having a steady stream of people going up and down all the time, I think there are more drawbacks than advantages. | | |
| 27267 | Anderson, Jacob | I think adding 2 bus-only lanes to the road would be a good solution. Buses can move without traffic and more people will take buses instead of cars, reducing overall congestion | 32.2.9B | |
| 25609 | Anderson, Jessie | This is extremely disappointing. The gondola will not fix the traffic issues as it will not even operate year round. In addition, it will cause irreparable damage to the natural beauty that draws people to the area. This is a waste of money that will only benefit a few. Disturbing to see a willingness to destroy what brings people to Utah in the first place. | 32.2.6.5F; 32.1.2B; 32.7C; 32.2.9N | A32.1.2B; A32.2.9N |
| 34339 | Anderson, Jessie | I am opposed to the gondola. It will not help with traffic management and will cause irreparable damage to the canyon. A shuttle service like in Zion national park would make so much more sense. | 32.2.9E; 32.2.2B | |
| 31363 | Anderson, John | The people of Salt Lake County will be the big losers if udot proceeds with this foolish idea. Use some common sense and look for other ways to solve this traffic problem. | 32.2.9E | |
| 30268 | Anderson, Jonathan | I am against the gondola idea. I do not utilize the resorts, and so by being forced into a gondola I would loose my ability to take transit to trail heads. A massive increase in busses, and a toll / limit of vehicles up the canyon would be a much more efficient way of ensuring every can get access to all aspects of the canyon, instead of spending a massive pool of money on a system the is of only benefit for the resorts. No Gondola. Yes buses. Yes single occupant vehicle limits. Yes single occupant vehicle toll. Yes expanded parking at mouth of canyon. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 34657 | Anderson, Joseph | I strongly support the gondola option. I understand that the other option would be to widen the Little Cottonwood Canyon Road and we would destroy 80 acres in the canyon for this project. Along with destroying 80 acres there are other concerns that come along. One is that that road is treacherous in the winter do to avalanches, icy roads and packed snow on the roads. All we would need is one bus to slide off the road and that would end up being a major scandal. Plus, with other environmental concerns are more pollution from many more buses that would need to ferry people up and down the canyon. I have heard that electric buses have been mentioned. How many EV buses would we need? I'm sure these buses can't run all day on one charge. Would they actually work on these icy roads? | 32.2.9D; 32.2.6.3F | |
| 27495 | Anderson, Julie | I oppose this gondola. There are less expensive solutions that meet the needs of the public without taxing them outrageously! | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 32269 | Anderson, Justin | Please re-evaluate. The estimate for the Gondola alternative is likely very low compared to final construction costs as this is a novel structure with no applicable bid history that can be used for a cost basis. Also it requires highly specialized contractors to design and build not only the gondola vehicles but the entire system. On top of that, a phased implementation will dramatically drive up the costs. Then there is the question of long term operation and maintenance. This is not within UDOTs experience and ultimately UDOT would likely rely on an expensive third party to perform these functions. Construction of this plus the interim stop gap measures while funding is sought for this would yield the worst of all options by not solving any problems in a timely manner and wreaking the most environmental havoc. UDOT should re-evaluate traffic models with a canyon entry fee / pass system and investment in electric buses partially funded through a P3 with the resorts. | 32.2.9E; 32.2.2Y; 32.2.6.3F | |
| 27963 | Anderson, Karli | I am writing against the gondola in Little Cottonwood Canyon. This decision will be a detriment to not only the environment, but all individuals throughout Utah and the Salt Lake Valley. This decision will ruin so many great things in the canyon. | 32.2.9E | |
| 25902 | Anderson, Kathryn | 60% of the impacted residents to not want a gondola in this area! Why are tax paying citizens never heard! This is a private enterprise issue for ski resorts. Reserved parking, regular scheduled busses dedicated to Little Cottonwood canyon could handle this traffic problem! Please listen to the people and respond accordingly! | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.9N; 32.2.7A; 32.1.2B; 32.2.2PP | A32.2.2K; A32.2.9N; A32.1.2B |
| 27410 | Anderson, Kelli | From what I can tell the local people, the ones that will be the most impacted by the gondola and or widening of the road, don't want any of it. We have always advocated for enhanced bus service and maybe tolls. Yet, here we are basically being told we have no say and as long as funding for the gondola can be found that's what is happening. This all leads me to wonder if the "comment period" is merely a formality and we actually have no say whatsoever because that few percent | 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9L; 32.2.9N | A32.2.9N |

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| | | of those who have the influence, power and money are going to get what they want regardless of what the general public wants. And excuse me, not a "government handout to the wealthy businesses"? Sorry Mr. Maughan that's exactly how it looks. | | |
| 28846 | Anderson, Klay | Although the road modification appears to be the lesser choice, the gondola is the absolute *wrong* choice. The Ikon pass and others have ruined the resorts for the locals and the gondola will continue this horrible slide. Not only is the gondola an eyesore that serves to enrich but a few, it will not solve the traffic problem. If any of you even skied, you'd know that the tourists that can *afford* a ski vacation to Utah will drive their own cars and not have anything to do with the gondola as it will take too much time to get to the resorts and the two stops are beyond inconvenient. Additionally, there isn't one local that will take the gondola for the same reasons. Reworking the existing road is the way to serve all. NO to the gondola. | 32.2.9E; 32.2.9B; 32.2.4A; 32.7C | |
| 29901 | Anderson, Klay | So now we're going to get taxed on a project we don't want, tolled at the mouth of the canyon, and pay for parking at the resorts themselves. This whole murky project is so anti-consumer, it's impressive. | 32.2.7A; 32.2.9E | |
| 32723 | Anderson, Kristin | This benefits no one with the exception of the Resorts. Too Big, too expensive, not to mention that it's ugly, will be running through and over residential neighborhoods. No way is this the best option for the people or the environment. Buy more buses. | 32.2.9A | |
| 28569 | Anderson, Laura | I support the gondola model of relieving traffic congestion and minimizing environmental impacts of additional traffic and activity in the canyon. | 32.2.9D | |
| 35246 | Anderson, Lindsay | Please do not implement the gondola option in LCC. It does not solve the problem of congestion if cars are still allowed up the canyon. Given the option to wait in traffic for 50 min to get to the resort but have my vehicle to store gear/ transport children is still going to win over a 50 min ride in a gondola with no bathroom. This option is so biased and only serves the for-profit resorts. It does not help users get to other places in the canyon and in fact not only degrades the visual resource, but it removes climbing resources and extremely disrupts the way the rest of the users see and interact with the canyon. Please do not cater to these resorts, one of which (Alta) discriminates against half of winter resort users (snowboarders). Utahns should not have to pay for this! This is so much money for such a tiny fraction of users, none of which will be here in ten years if we do not save the lake. Save the lake first, utilize funds to create a better public transit system to the canyons from the city and utilize a regular bus schedule up the canyon. People will use it if there are enough of them and they can get to them easily. I strongly disapprove of the gondola option. | 32.2.9E; 32.2.9A; 32.2.2I; 32.1.2B | A32.2.2I; A32.1.2B |
| 37028 | ANDERSON, LUCY | I am OPPOSED to gondola alternative. Other very feasible and implementable options need to be put into place prior to even considering gondola. Tax dollars to fund a gondola that would benefit two private businesses is not the approach that makes sense. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 31741 | Anderson, Lyndsey | No gondola! Using public funds to benefit two private business is incredulous. | 32.2.9E; 32.2.7A | |
| 30397 | Anderson, Madison | The gondola will destroy world class climbing areas. | 32.2.9E; 32.4B | |
| 26815 | Anderson, Mark | I do not want to wait in line for a gondola which will then take 50 minutes to get to the top. The whole plan is so unnecessary . It is [REDACTED] | 32.1.2B; 32.2.9E | A32.1.2B |
| 32167 | Anderson, Mary | I Support using a gondola to go up the canyon. | 32.2.9D | |
| 27726 | Anderson, Maryann | The gondola is a HORRIBLE IDEA!!! Why should the taxpayers pay \$500 million for something that destroys the beauty of the canyon and only benefits the ski resorts. UDOT is programmed to ram this through. STOP!! | 32.2.9E | |
| 27291 | Anderson, Mckenzie | Please don't do this. This is horrendous and will ruin the beauty of our canyon. I couldn't be more vehemently against this if I tried. Please, NO. | 32.2.9E | |
| 28041 | Anderson, Megan | I still can't believe that you would ruin rock climbing up Little Cottonwood to make the ski resorts more accessible. This is absurd, especially considering the majority of Utah residents don't ski. You are going to sink probably 600,000,000\$ of their money into this invasive trash that will tear up the precious canyon, endanger watershed and wildlife. This disgusts me. | 32.2.9E; 32.4B | |
| 29508 | Anderson, Mike | My wife, Diana Anderson, and I are both opposed to the proposed gondola in Little Cottonwood Canyon. | 32.2.9E | |
| 33411 | Anderson, Mike | I like the idea of the gondola. | 32.2.9D | |
| 29409 | Anderson, Morgan | Better, more convenient buses please. Once you build this gondola which does not serve the tax base (except for a very limited few) there's no going back. NO GONDOLA! | 32.2.9A; 32.2.9E | |
| 27616 | Anderson, Perrine | A gondola will cost many millions and not solve the congestion problems in LCC. Wish I could attach the photo of the cars parked along the road at Red Pine today 9-5. Please do not spend my tax dollars on this expensive gimmick which will serve only Alta and Snowbird. | 32.2.9E | |
| 31990 | Anderson, Phyllis | I could not be more opposed to the Gondola! It would primarily benefit the ski areas, at taxpayer expense, and then just during ski season. If our drought continues, we cannot even be sure that our ski industry will survive in coming years. As someone who hikes and snowshoes in LCC, I need access to the trail heads, so the Gondola would be useless to me. Ski areas should implement a reservation system to insure that parking or busing is available for skiers. Reservations would also limit the number of skiers on the hill for safety. Carpooling and use of electric buses is essential. This latest ploy from UDOT about limiting the number of buses due to a driver shortage is a crock! If nothing else, the ski areas could contribute to driver salaries that were high enough to get takers. What a shameless weak argument! PLEASE don't permit anyone to build those huge towers that will forever ruin our beautiful canyon just so the powers that be can line their pockets. It always comes down to politicians and money doesn't it? For once, just do the right thing for the future and forget about that Gondola. | 32.2.9E; 32.1.2D; 32.2.2K; 32.2.2E | A32.2.2K |
| 25509 | Anderson, Ray | I am 74 and a life-long skier. As an Alta/Bird season pass holder I often head up the canyon for half-day ski jaunts in my trusty Subaru Outback, which is outfitted with Blizak snow tires. I've never had a problem getting up and down LCC. In fact for two season, I had a UDOT sticker that confirmed that my vehicle was properly | 32.2.4A; 32.2.2M; 32.2.2Y | |

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| | | <p>equipped to make the journey. That pre-check pass should be continued.</p> <p>At present it takes 15 minutes door-to-door for me to get from my home to the Creekside lifts at Snowbird. The Gondola and/or bus increases that time to an hour.</p> <p>My recommendation is three-fold:</p> <ol style="list-style-type: none"> 1) Sell "annual" unlimited trip toll passes for Utah residents to expedite trips up LCC. 2) Require vehicle winter inspection stickers to purchase an annual toll passes to assure snow tires, four-wheel drive, etc. 3) Enforce ride-sharing requirements (at least two people per vehicle). <p>I may not be around by the time the Gondola is built but my grandchildren and great grandchildren will be. I want them to enjoy the wonders of LCC as I have.?????</p> | | |
| 34359 | Anderson, Ray | <p>One alternative that should be explored is re-directing access to LCC via additional lifts either from Park City, Deer Valley, American Fork Canyon or Midway.</p> <p>The back-country enthusiasts may not like this too much, but there is plenty of other untouched terrain available to them.</p> <p>By inter-connecting Alta and Snowbird via Big Cottonwood Canyon (and Park City, Deer Valley and Midway), we would not do not reduce the need for a Gondola, but also create a multi-area ski mecca unparalleled worldwide.</p> <p>Two or three lifts from existing access routes may be the best of all worlds.</p> <p>The alternative should at least be evaluated.</p> | 32.1.1A; 32.1.5B | A32.1.1A |
| 30647 | Anderson, Robert | No gondola! Add a parking lot, a toll boot and increase bus frequency instead! | 32.2.9E; 32.2.9A | |
| 32380 | Anderson, Roger | This is a huge waste of taxpayer dollars and is not a viable solution. I'm highly against it. | 32.2.9G | |
| 32374 | Anderson, Ronald | <p>I don't think that a generous gift of a gondola to the two ski resorts in Little Cottonwood Canyon is what I expect of the State of Utah. \$500 million+ of spending is a waste of my money and every taxpayer in the state to support wealthy skiers who are coming from out of the state to recreate. If the ski resorts feel that they need to have this built, they should figure out how to come up with the funds themselves.</p> <p>I have lived in the state for most of my life and continually marvel at the way this state can find so many ways to spend taxpayer fund to benefit the well to do and the wealthy to expand their wealth and prosperity. I would vote no for a gondola system to make it easier for the ski resorts to make more money at the expense of every taxpayer in the state.</p> | 32.2.7A; 32.2.9E | |
| 31437 | Anderson, Sharylane | The Gondola would abstract the beautiful view and is not the neighborhood choice. More people in the mountains means more damage not less. | 32.2.9E; 32.20C | A32.20C |
| 29219 | Anderson, Shayne | <p>I will just reiterate my opposition to the gondola. I do not want my tax dollars to go to an option that will primarily benefit two private businesses. While I appreciate the tax revenue generated by Alta and Snowbird, I would much prefer to just increase the number of busses, with stops at popular trailheads and climbing areas, and decrease the number of private cars allowed up the canyon. I would even support closing the road entirely to uphill traffic by private vehicles during peak morning hours. I live in the granite community and hate the back-up that occurs on great powder days or when the canyon is closed, but I'd rather put up with those handful of days than see a gondola ruining the natural beauty of LCC. Finally, I would also propose that two separate buses run, one that goes directly to Alta and one that goes directly to Snowbird. I've taken the bus frequently to and from the resorts and it seems like the biggest hassle is that it takes forever to get from Snowbird to Alta and then, if loading at Snowbird, the bus is already full from Alta riders.</p> | 32.2.9A; 32.2.6.3C; 32.2.9E | A32.2.6.3C |
| 31761 | Anderson, Skyler | <p>Concerns:</p> <p>How does the Gondola actually benefit people who aren't going to Snowbird or Alta? There is significant traffic that goes up the canyon during the winter for back country skiing. They will still be affected by avalanches and be dangerous on the road.</p> <p>And if there is a significant storm with heavy winds, will the Gondola be able to function?</p> <p>Also, what is the benefit of the Gondola during the summer? At least a bus system could reduce the number of buses needed to go up the canyon.</p> <p>It is hard to give more description about the impact when there isn't a true plan for where the Gondola will go. I don't know. Yes the actual poles for the Gondola won't have significant impact on the area, but what about the initial installation? It seems like big trucks and machinery would be needed to get poles where they belong, which would damage significant parts of the canyon environment.</p> <p>Overall, the Gondola seems like a bad decision that only benefits the resorts during the winter.</p> | 32.1.2D; 32.2.6.5K; 32.2.6.5F; 32.19A | |
| 29422 | Anderson, Taylor | Don't build the gondola. | 32.2.9E | |
| 25571 | Anderson, Tom | It blows my mind that the gondola is looking like the choice, yet no one appears to want this? Goes to show that UDoT is for sale | 32.2.9E; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |

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| 37699 | Anderson, Zack | Improved bus system like an additional bus lane is a better option for access to the canyons and all they have to offer including hiking trails and various trailheads. A gondola only services two private companies with taxpayer dollars and does not serve to improve access to the entire canyon. Using OUR money solely for private company gain should be against all of our morals as a collective outdoor community. | 32.1.2D; 32.2.7A | |
| 35541 | Anderstrom, Aaron | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean," the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium," parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | 32.2.9E; 32.29F; 32.2.6.5E; 32.20B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |
| 34844 | Anderton, Katelyn | We can handle the gondola but the thought of having to pay a toll each time we want to access our own canyon is heartbreaking to us. Please remove the tolling options. It's already getting unbearably expensive to live here. Don't toll our access to nature or our ability to use the canyon as part of our mental health strategy. | 32.2.9E; 32.2.4A | |
| 29745 | Anderton, Katelyn | Do not toll the canyons. I can't think of a worse consequence for Utahns than not being able to afford to go into their own mountains. We use the mountains as a REAL and powerful mental health strategy. I cannot emphasize that enough. Do not toll nature or our access to it! | 32.1.2B; 32.2.2PP; 32.2.4A | A32.1.2B |
| 38922 | Anderton, Maddie | <p>Dear Utah Department of Transportation (UDOT),</p> <p>I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):</p> <ol style="list-style-type: none"> 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |

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| | | enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. Sincerely, Maddie Anderton [REDACTED] | | |
| 31790 | Andes, William | I oppose the gondola. As the cities and county involved oppose the gondola due to the impact on water supply to the communities. Also, the idea to pay millions of tax payer dollars to benefit two ski resorts is irresponsible. | 32.2.9E; 32.12A | A32.12A |
| 26154 | Andes, William | I oppose the gondola and modifications to the road up Little Cottonwood Canyon. The resorts need to deal with the problem they are creating. | 32.2.9E; 32.2.7A | |
| 37657 | Andreasen, Natasha | I do not support the gondola | 32.2.9E | |
| 27071 | Andreason, Brynn | The Gondala is not a good idea for Utah. There are many reasons why; wildlife will be destroyed, climbers won't have as much access to the places they want to climb, and it will be costing a lot of money. An enhanced bus, like an electric one, sounds the best. Less gas usage so less air pollution, it still takes people up the way they'd original go if they were driving themselves, and it won't ruin wildlife. Multiple buses could go up at one time, and people would have to know the schedule of each bus (ex; Bus A, Bus B, Bus C...). There are other alternatives. | 32.1.2B; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.4B; 32.13A | A32.1.2B; A32.13A |
| 34055 | Andrenyak, David | October 15, 2022Utah Department of TransportationLittle Cottonwood Canyon Draft Transportation Alternatives Environmental Impact Statement, September 2022 This letter is in response for comments on the Final Environmental Impact Statement (DEIS) for Little Cottonwood Canyon (LCC) Road and Wasatch Boulevard. I am David Andrenyak and I am a resident of Salt Lake City, Utah for over 30 years. I have been an active hiker, nordic skier, snowshoer, and volunteer in the Central Wasatch Mountains. I respect the beauty of the Central Wasatch and hope that its natural character can be maintained. I recognize the importance of LCC and Big Cottonwood Canyon (BCC) as sources for drinking water used in the Salt Lake Valley. The water quality of LCC and BCC needs to be preserved. I also note increased number of recreation visitors to the Central Wasatch and the need to reduce traffic congestion at corridors such as the Little Cottonwood Canyon (LCC) Road. I oppose the construction and operation of a gondola system as proposed in the Gondola alternative B for the Final Environmental Impact State (September, 2022). A gondola would ruin the beauty of Little Cottonwood Canyon and spoil the experience for LLC visitors. There are many visitors to LCC that seek a natural and primitive outdoor experience. These visitors would be appalled by sights of tall towers, extensive cables, and gondola cars. The gondola system will impact experiences at LCC rock climbing areas and the Tanners Flat campground. Yes, I understand that the main concern of the LCC EIS is to improve mobility and reliability to the LCC ski resorts during peak hours in the winter snow season (LCC DEIS 2.6.2). However, focusing on winter travel improvements to Alta and Snowbird does not address the overall vehicle traffic problems in LCC. Having a mass transit system that only serves one stop at Snowbird and one stop at Alta would not reduce vehicle congestion in LCC. Mass transit solutions should include stops at the White Pine-Red Pine trailhead, Lisa Falls trailhead, Little Cottonwood Trail, and Grizzly Gulch trailheads. Yes, I am smart enough to realize that it would be too expensive and not practical to have gondola stops at trailheads that I listed. That is another reason for not supporting a gondola system in LCC. Also, the proposed gondola system will have only one stop at Snowbird and one stop at Alta. Some resort visitors may not choose to to use the gondola because the gondola stop is not near to where they prefer to ski or visit. For example, visitors that want to ski from the Sunnyside lift at Alta would choose not to use the Gondola because the proposed Gondola stop is near the Alta Lodge area and not near the Sunnyside lift. Another example is Snowbird Octoberfest visitors choose not to use the Gondola because the proposed gondola stop is at By Pass road and not near Snowbird plaza. The Final EIS points out that gondola travel will be safer and more reliable with respect to avalanche and winter weather hazards. Please keep in mind that gondola travel may not be safe during high wind conditions and winter electrical storms (Last season, ski lifts at Solitude had to close at least two times because of "thunder snow"). The Final EIS preferred alternative has proposed a phased implementation plan starting with components of the Enhanced Bus Service. I do support some of this plan. I support increased bus service in LCC without roadway expansion. The increased bus service should be all year round. I support tolling for private vehicle in LCC. I support plans that restrict private vehicle usage in LCC. Throughout the Mountain Accord process and this LCC EIS process, I have consistently argued that the transportation plans for the Central Wasatch should include increased bus service and restriction of private motor vehicle use. I continue support those two actions. I disagree with the EIS conclusion that visitors will not use the bus in the summer. If private vehicle use in LCC and the other Central Wasatch transportation corridors is restricted, visitors will have to take the bus. I am also concerned about the high cost of the gondola system. The well over 300 million dollar cost to construct the gondola system is very high for something that will ruin the beauty of LCC and probably not solve the traffic congestion in LCC. That money would be better spent to improve mass transit throughout the Salt Lake valley as well as bus/shuttle service in Millcreek and Big Cottonwood Canyons. Thank you for taking on this challenge. Thank you for considering my comments. Respectfully David M. Andrenyak Salt Lake City, Utah | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2Y; 32.2.6.3F; 32.2.6.5K; 32.2.9A; 32.2.9E; 32.2.9N; 32.7C; 32.4B | A32.1.1A; A32.1.2B; A32.2.9N |
| 31050 | Andrews, Katy | Installing a gondola up Little Cottonwood Canyon (LCC) is the wrong solution for protecting the canyon and resolving the traffic congestion. If the focus was on preservation of LCC rather than reducing traffic, then traffic reduction would happen naturally. This canyon is small and fragile and is already negatively impacted by the number of visitors it sees every day in the winter. Installation of a gondola would not change the number of cars visiting the resorts, but would increase skier visits by 20%, per UDOT's EIS, thus causing further harm to the canyon. The first thing that should be done before any changes are considered is to support a capacity/visitor management study to better understand how many visitors LCC can support. Once this is determined, then the solution should be focused on limiting the visitors, which will reduce traffic. This is just one of several unanswered questions and there is no reason to invest what is likely to be much more than \$550 million in a permanent project that may not be the best solution once all questions are answered. It is much less expensive and much more environmentally friendly to implement enhanced bus service, tolling, parking reservations, and enforcement of traction laws. | 32.1.2B; 32.20C; 32.2.9A; 32.2.2K; 32.2.2M; 32.2.9N; 32.2.6.5O; 32.2.4A; 32.2.6.5E; 32.2.9E | A32.1.2B; A32.20C; A32.2.2K; A32.2.9N; A32.2.6.5E |

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| | | <p>It seems that building a gondola in LCC is only to serve the businesses of Snowbird and Alta, yet is funded by tax-payers. The majority of tax-payers oppose installing a gondola up LCC (80% of Utahns, according to a Deseret News/Hinckley Institute of Politics poll) and the resort executives are the main people supporting this terrible idea. UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6] Installation of a gondola completely ignores public and political opinion (the tax payers!). It also completely ignores other tax-payer uses such as trailhead use.</p> <p>Building a gondola is also not a convenient or necessary solution and adds significant travel time to and from Snowbird and Alta. How are people incentivized to not just drive up the canyon and park, which is much faster and convenient? For the gondola strategy to be effective, there will need to be a major change in public habits. UDOT has no plans to limit cars up the canyon or even analyze demand, so it seems that the original traffic issue is not being solved with a gondola. The gondola will not solve traffic issues. It will simply push traffic out of LCC onto Wasatch Blvd, I-215, and surrounding neighborhoods in the Cottonwood Heights community.</p> <p>Instead, UDOT should implement solutions that they already know reduce the traffic problem like tolling (see Millcreek Canyon) and parking reservations (see Solitude, Snowbird, and Alta). These are things that can be planned and executed for this coming ski season and if done well, data can be collected on the effectiveness of these various solutions. The expense and environmental damage caused by installation of a gondola is not commensurate with the traffic problem at hand and seems like a very unnecessary solution. This gondola would not even run during avalanche mitigation or the eight months of the year that are not winter.</p> <p>Little Cottonwood Canyon is a true treasure of our local environment and attracts skiers, climbers, and hikers from around the world to enjoy its beauty. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of LCC would destroy the canyon's natural beauty. Altering the canyon's footprint will also destroy popular climbing and hiking areas including Alpenboch Loop Trail.</p> <p>Do not build a gondola up LCC. Instead, work to understand how many visitors LCC can handle at any given time and then implement a solution that enforces that limit. This will reduce the traffic problem.</p> | | |
| 27497 | Andrews, Ken | Build it already. | 32.2.9D | |
| 34317 | Andrews, Lecia | I am not in favor of the gondola. That's a lot of money and changing the Canyon for skiers. Whatever you do please keep in mind not all utahns ski. Whatever you do, families need access to nature and tolls will limit that. No solution should exclude the citizens of the county from accessing their canyon. | 32.2.9A; 32.2.4A | |
| 34319 | Andrews, Lecia | I am not in favor of the gondola. That's a lot of money and changing the Canyon for skiers. Whatever you do please keep in mind not all utahns ski. Whatever you do, families need access to nature and tolls will limit that. No solution should exclude the citizens of the county from accessing their canyon. | 32.2.9A; 32.2.4A | |
| 35965 | Andrews, Mimi | Hello, I am submitting my comment against the proposed gondola in Little Cottonwood Canyon. I believe a gondola would completely ruin the natural beauty of LCC, while completely avoiding the issue of congestion in the canyon. The gondola would only service the ski resorts and neglects the fact that the canyon has many non-resort visitors all year round. The gondola would only increase the amount of people in the canyons, but would not solve the issue of car traffic. We also have an environmental catastrophe on our hands with the Great Salt Lake drying up. If the lake dries up there will be no snow for the ski resorts to profit off anyways. If the ski resorts want the gondola, they should be the ones paying for it, not the tax payers. | 32.2.9E; 32.1.2F; 32.1.2B; 32.2.2E; 32.2.7A | A32.1.2F; A32.1.2B |
| 33957 | Andrews, Robert | I have been riding the bus up to Snowbird about 60 to 100 days each year for the last 10 years. Please do not do the gondola - one of the stupidist options ever. It should be investigated for corruption of those developers and supporters. Please restrict cars (by added parking expense, etc) and upgrade bus service (free, electric buses). Thank you. | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 31414 | Andrews, Symmer | There are several reason why we should not build a gondola in LLC. LLC is a main source of water in Utah, the destruction of wildlife would be devastating, and the proposal will not fix traffic. There are other solutions that would use tax payer dollars in a more sufficient way. Instead of decreasing the bus schedule we should increase. Not only have more busses but more parking lots through the valley that accommodate the busses. The solution is not simple, but it doesn't not require destroying our canyons with a gondola to not have any change in traffic. | 32.2.9E; 32.2.9A; 32.2.2I | A32.2.2I |
| 38506 | Andy, Andy | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.9A | |
| 37296 | Anemikos, Vasiliki | Please! For the love of this earth and it's community consider the environmental impact this will have as well as the recreational impact for the folx who treat this place with love. | 32.2.9E | |
| 29160 | Angelides, Mark | I honestly don't understand why UDOT is spending so much time and money trying to figure out a way to get travelers to TWO ski areas in Little Cottonwood Canyon. If skiers aren't happy with the traffic in Little Cottonwood, there are plenty of other places they can go to ski. I'm guessing the major reason for UDOT choosing the gondola option is that they're getting a financial kickback from the ski areas in Little Cottonwood, who are really the only ones who would benefit by bringing more customers to their businesses. Find something else to do with your time and money, UDOT, like maintaining the existing roads in the state and getting rid of the trash on our highways. | 32.2.9E | |
| 34935 | Angell, Heather | Please don't. | 32.2.9E | |

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| 31411 | Angell, JL | 1. UDOT should conduct a capacity/visitor management study to better understand how many visitors LCC can support before completing the EIS (i.e., inadequate information to decide anything yet). 2. The gondola won't solve Little Cottonwood Canyon's traffic problems, but we already have solutions that are proven to work, including enhanced buses, tolling, parking reservations and enforcement of traction laws. 3. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of Little Cottonwood would destroy the canyon's natural beauty. 4. Committing hundreds of millions of taxpayer dollars to the world's longest gondola without a commensurate effort to reduce auto traffic in the canyon nor addressing spring/summer/fall traffic amounts to a government-paid lift for two ski resorts (inappropriate uses of taxpayer funds). Thus do not approve a dime or any action until the missing studies are complete | 32.2.9E; 32.20B; 32.2.9A; 32.2.4A; 32.2.2M; 32.2.2K | A32.2.2K |
| 28700 | Angle, Max | As a 25 year Salt Lake City resident, avid snowborder and user of the canyons year round, I fully support the Ariel tram proposal. | 32.2.9D; 32.2.6.4 | |
| 32549 | angus, scott | Another burden for the tax payer's. Another pet project for UTA. Definitely NO gondola! | 32.2.9E | |
| 32550 | Angus, Scott | Leave the canyon as it is. | 32.2.9G | |
| 30196 | Anklan, Benjamin | I support the gondola alternative B as a solution for Little Cottonwood canyon. | 32.2.9D | |
| 29077 | Ann Bartlit, Elizabeth | There is NO reason for a gondola in LCC! It is unnecessary when only 10 days a year(give or take A few) the canyon is impacted with avalanches. Why should the UT tax payers be burdened with a tax that private ski resorts will profit from? Is UDOT getting some financial benefit from this??? Why is this overkill option of a gondola even a consideration when it is not only cost-prohibitive but will damage the natural beauty of LCC forever? The parking reservation systems at both Alta & snowbird worked extremely well when instituted over the past years. This gondola proposal is the last option that should be considered! Electric buses, LCC tolls and ski resort parking reservations are all better options to maintain the natural beauty of LCC! Please NO GONDOLA | 32.2.9E; 32.2.2K; 32.2.6.3F | A32.2.2K |
| 33472 | Ann Curtis, Mary | I am disgusted by the fact that UDOT is not listening to the taxpayers who will be footing a large portion of the bill. Every single person I have met is STRONGLY opposed to a tram being built in the canyon. It will destroy the natural aesthetics, cost taxpayers, will not help the traffic situation and as a dedicated hiker and backcountry skier, it will not benefit me or my family in ANY way shape, or form. From all outside appearances, it looks like LOBBYISTS and self-interested public "servants" have gained too much influence and power in local politics. Absolutely disgusting! | 32.1.2B; 32.1.2D; 32.2.6.4, 32.2.7A; 32.2.9E; 32.2.9N; 32.7C | A32.1.2B; A32.2.9N |
| 27749 | Ann Glade, Ruth | I am a local resident who has been skiing for 40 years. I am not in favor of the gondola. Those that want it do not ski - they are the ones who will make money from the gondola! The cost to park and ride the gondola on top of a ski pass will out price the local skiers. Not to mention the tax burden to build the gondola! As a local I will not ride the gondola. There are other solutions...such as certain hours use both lanes to drive up the canyon. Set hours to drive down using both lanes. Why don't you run the resorts like Disneyland? Have Local discounts days and weekends with others blocked out for tourists. Lastly, cap the number of skiers to accommodate the traffic. Thank you for considering these ideas. The gondola is not the answer! | 32.2.9E; 32.2.2K | A32.2.2K |
| 37856 | Ann H Dresher, Mary | I oppose the gondola as serving only a limited population and terribly ugly and expensive | 32.2.9E; 32.1.2D | |
| 32845 | Ann Homer, Brian | My only concern with a gondola is it sounds like it doesn't serve hiking trail heads so it just helps skiers. Question: Will the ski resorts who benefit from all this expense be helping to cover any of the costs? Will it allow them to expand ski load? Is so then they need some skin in the game. | 32.2.9E; 32.1.2D | |
| 30821 | Ann Jones, Sue | I do not support the gondola. I feel it is a resort problem. The people should not pay to support private business. Let's do something with the money to help more people. | 32.1.2B; 32.2.9E | A32.1.2B |
| 28191 | Ann Morgan, Mary | I feel quite against the gondola--too expensive for too few people, aesthetically not good for the canyon I am in favor of Mayor Wilson's suggestion of satellite parking lots throughout the city and use of electric buses. | 32.2.9E; 32.2.2I | A32.2.2I |
| 32142 | Ann Morse, Leigh | I am opposed to the gondola plan for the Wasatch Front.I live in Utah and a registered Republican. | 32.2.9E | |
| 28084 | Ann Petersen, Terri | After riding the gandolas in Whistler and hiking for three weeks in the Swiss Alps, I am sold on a Gandola for Cottonwood Canyons. | 32.2.9D | |
| 31295 | Ann Van Alstyne, Mary | The gondola proposal is an expensive project that cannot possibly reduce the number of cars going up the canyon. The decision that impacts the beauty of the canyon will be irreversible. Once the gondolas are in place no amount of effort can eliminate them. It appears to me that the gondola is designed to benefit the developer not the preservation of the canyon. Are we really thinking about the future of the canyons for coming generations or are we just focusing on how much the developers will benefit? The reality is that the ski resorts can only handle so many skiers anyway. Why is UDOT coming up with plans to increase the number of people up the canyons? There are other ways to mitigate against avalanches, parking restraints, and crowd control. Do not let the hyperbole and pressure of developers get in the way of clear thinking. | 32.2.9E; 32.1.2F; 32.1.2D; 32.1.2B | A32.1.2F; A32.1.2B |
| 35346 | Ann Vascotto, Mary | I am a long time skier at Alta, a home owner in Sandy UT, and a licensed Engineer with over 30 years of experience. I love Little Cottonwood Canyon and am happy to do my part for the environment. Although a gondola might be a lovely way to get up to my favorite place, the financial price is obscene and way to self serving for us skiers and especially the resorts! From my engineering experience, I understand the whole process of sifting through options and coming to the optimal solution for all! Somehow in this case the UDOT process got derailed. The gondola is a ridiculous solution to a problem of traffic that only occurs a few days during a 14 week season. To alleviate the issue UDOT needs to restore a bus schedule with frequent runs and dedicated buses to each of the 2 resorts - Alta & Snowbird. This will make the buses much more appealing. If that by itself does not alleviate the issue, UDOT should impose at toll for private cars accessing the canyon. Those funds collected should be used to keep improving the bus system. Also as a further deterrent, private cars could be postponed to a later start time up the hill. This is | 32.1.2D; 32.1.2B; 32.2.9E; 32.2.9A; 32.2.2Y | A32.1.2B |

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| | | a skier problem and the solution should come from skiers, not the general Utah public. Please restore better bus service this season and throw out the gondola option. | | |
| 27505 | Ann Vidrine, Mary | Please don't destroy the beauty of the canyon. Find another viable alternative. NO GONDOLA. | 32.2.9E | |
| 34175 | Ann Vidrine, Mary | No gondola! | 32.2.9E | |
| 36472 | Anna Facelli, Julie | The plan to put in a gondola does damage to our beautiful canyons, is expensive and only serves a small fraction of the community. There are many other solutions that do not have as many downsides and can be executed on a trial basis with no permanent commitment and destruction of precious natural resources. | 32.2.9E; 32.1.2D | |
| 38664 | Anna, Anna | Hey there, my name is Anna and I just had kind of a specific question about the gondola be and what access there will be to existing trailheads that aren't the resorts. So yeah. I look forward to hearing back from you. My number is [REDACTED]. Thank you. | 32.2.6.5G | |
| 35710 | Anne Clay, Jo | Utah DOT identified the Gondola Alternative B with phased in implementation as the best way to improve transportation in the canyon. I do not agree and am disappointed with this choice for the following reasons. <ol style="list-style-type: none"> 1. The Gondola will operate in the winter during the ski season and will have two stops, Alta and Snowbird ski hills. It will not address traffic needs during the other 8 month of the year. Clearly, the Gondola option only supports the two ski resorts. 2. Using tax dollars that support two ski resorts and the land owners at the base of the canyon is a miss use of our tax dollars that benefit three private entities. Our tax dollars should be used to support the needs of the general public who use the canyon for a variety of recreational activities. 3. No where in the proposal address the disadvantages of the Gondola that will make it unattractive for the public. <ol style="list-style-type: none"> a. The ride is estimated to be 45 minutes one way. People are reluctant to use the existing bus service because they need to carry their equipment and the time to catch the bus each way. The gondola will require inconvenience to carry ski equipment and the time to get to the ski resorts is lengthy. I wonder how easily handicap people will be able to access the gondola. b. The cost of riding the gondola is not disclosed. Cost can be a detriment to individuals and families who pay a high price for seasons tickets or day passes. Many local people will be resistant to use the gondola to ski at the resorts. I will end up not skiing because of the cost and inconvenience. c. The gondola will impact the beauty and esthetics of the canyon and will impact the safety of the water during construction. It will be an eyesore to those who enjoy the canyon during the whole year. d. Traffic will continue to back up on Wasatch as people enter and leave the proposed parking lot for the gondola. 4. UDOT considered the plan's ability to substantially improve transportation-related safety, reliability, and mobility for all users on S.R. 210. The problem with the Gondola Proposal is that it benefits only 2 user groups, ski resorts and people skiing at the resorts. Please note that the public that goes skiing multiple times during the season who do not stay at the resort will be resistant to using the gondola regularly. Traffic and safety are addressed only during the ski season. <p>I support alternative ways to improve traffic and safety along S. R. 210 and some of these alternatives have been utilized to improve traffic flow.</p> <ol style="list-style-type: none"> 1. Ski resorts require reservations to park on site. I live along Wasatch between the two canyons and have noticed a dramatic reduction of traffic along Wasatch when this policy was implemented. 2. Maintain 1 lane of traffic each direction with a center left turn lane for side streets. In addition to these three defined lanes, a separated bike lane needs to be built for bikers and hikers who use the street for transportation and recreation. The 3' lane next to the road is not safe. 3. I have noticed that many of the parking lots for people who use the bus during the ski season are full. Communication needs to be developed to let skiers identify where they can park. To reduce inconvenience of local skiers using the bus, more lockers need to be available at the resorts. 4. More buses need to travel up and down the canyon during peak hours. The current proposal by UTA to reduce bus transportation is detrimental to solving transportation needs during the ski season. <p>Further note, I attended approximately 10 meetings throughout the development of the plan to improve traffic and safety for S.R. 210. The gondola proposal was not discussed at any of the meetings that I attended. It appeared after a massive solicitation by Snowbird of people purchase seasons passes or stay at the resort. I am disappointed that the plan gained support of UDOT after the public meetings were completed. I am also disappointed that the two resorts, their patrons, and landowners of property to be used for the gondola have such a large voice in determining UDOT's improvement plan.</p> | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.2.6.5F; 32.2.7A; 32.1.2F; 32.2.2K; 32.2.9A | A32.1.2F; A32.2.2K |
| 30604 | ANNE KILGORE, TEK | I think that the visual impact on the residents and the tourist going up LCW would be a total shame. What is projected now to be a 550 million dollar expense will surely double by the time the gondola is ready to be built. I think making riding the bus mandatory, adding parking structures and the timeliness of bus route would be a better way to go. It seems a bit suspicious to me that snowbird just happened to buy the land associated with the start of the gondola. Who's paying who in this political scheme? Anne Kilgore Millcreek Utah | 32.2.9E; 32.2.9A; 32.2.2L; 32.2.2B | |
| 26824 | Annoni, Pat | As an environmentally concerned Utahn, I think that a gondola in Little Cottonwood Canyon is not the way to solve the traffic problem and would be a huge burden on taxpayers. | 32.1.2B; 32.2.7A | A32.1.2B |
| 28326 | Annunziata, John | I support the gondola proposal | 32.2.9D | |

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| 34105 | Anson, Courtney | <p>I am an outdoor enthusiast, a climber, and your constituent. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective.</p> <p>Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction.</p> <p>The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered.</p> <p>I hope you will consider opposing the Little Cottonwood Canyon gondola in favor of better solutions.</p> | 32.1.1A; 32.2.2Y; 32.2.2PP; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B; 32.29R | A32.1.1A; A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 27465 | Anson, Daniel | <p>That \$600 million is a desecration of natural wild spaces, leading to darkness (remember the Lorax?). It could be an *investment* in a brighter future by putting that money into education, where nationally, we are lagging...</p> <p>You can make the right choice. Invest in our future and our children's future. Not deep pockets.</p> | 32.2.9E | |
| 32155 | Anson, David | As a former geologist and psychologist in Salt Lake City, I am solidly against the gondola scenario that is not a solution, but more of a problem. Thank you for your consideration. David Anson PhD | 32.2.9E | |
| 26332 | Anson, David | As a concerned retired geologist and Salt Lake resident I am against the gondola. Please do not ruin our environment and scenic values. Thank you very much, David Anson, PhD | 32.2.9E | |
| 35638 | Anstee, Tammy | No gondola please!!! | 32.2.9E | |
| 33508 | Anthony, Ross | Please do not waste tax payer money to fix a small issue that is present 4 months out of the year. You are going to destroy so much climbing and out door areas in this wasted decision | 32.1.2B; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 37115 | Antonini, Amy | Please DO NOT put a gondola in LCC. It only serves 2 private ski resorts and ignores all other uses like climbers. I do not need my taxes to help get more people to Snowbird and Alta. It is already too busy! The price of gas and ski tickets will automatically fix the traffic problem. Don't ruin our beautiful, unique granite canyons that we all enjoy for the sake of a few skiers. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 32227 | Aoki, Kurtis | Why haven't there been a suggestion to build a Gondola from the Heber... Dropping it off to either both Cottonwood Canyons | 32.2.2N | |
| 36772 | Apedaile, Adeline | The tram will not solve the problem and will destroy other recreational areas. More time should be put into finding another solution. Also the fact that they will be using tax payers money for this project is unacceptable. | 32.2.9E; 32.2.7A | |
| 37154 | Aperghis, Adrienne | Please do not construct a gondola in the canyon. | 32.2.9E | |
| 33621 | Apple, Amanda | No to the gondola plans. I live [REDACTED] to the Gondola, and still think it is a terrible plan. We need to prioritize the beauty of the mountains and not creating an overrun ski resort. Avalanche shelters or more buses with parking away from canyon openings in the city would not only be more efficient for those recreating, but it would also be more cost effective. Only a small portion of the salt lake valley use the ski resorts (private institutions), and yet, you plan to use taxpayer money to fund two private orgs? I understand the importance of the tourists coming to use the mountain and spend money, but this gondola is likely being used to keep tourists at the mountain with hotels and make locals use the gondola. And finally, the parking structure would be an eye sore on a road that brings many bikers and tourists year round to visit the mountains. | 32.2.9A; 32.2.9E; 32.2.7A; 32.2.9K; 32.4B | |
| 31351 | Applegarth, Lia | As someone who lived in SLC for years and and Alta and lived to ski, this proposal is terrifying. The irrevocable change it will have on the canyon is huge and no where in this vast plan does this help big cottonwood. The cost and environmental impact this will have is so large. I have had friends forced to buy cars and drive in recent years due to bus limitations. The gondola is going to change our canyon and not for the better. Listen to the people and find another way!!!!!! | 32.2.9E; 32.1.1A | A32.1.1A |
| 25888 | Arabella, Sedona | The gondola sounds like an awesome idea, but it doesn't seem like a good fit for Utah when it destroys other recreation and water sources. The issue can be solved in other ways, a gondola is not the answer. | 32.2.2PP; 32.2.9E | |
| 28225 | Aragon, Lucas | <p>(Short answer: I am against the gondola)</p> <p>I want to start by saying I don't live in the neighborhoods which would be negatively impacted directly by the building of a gondola over their roofs.</p> <p>As a skier, I do want to see solutions to the road congestion in little cottonwood. I currently happily use the shuttle busses and encourage everyone I know to use the shuttle busses. But I don't see myself actually using the gondola. I believe overall public adoption of the gondola to be low. Shuttle Bus service is significantly more convenient and quicker than a gondola option. (especially if bus options are expanded to support more users and things like single occupancy car travel up the canyon is banned) Additionally, I would hate to see the pristine canyon view and experience changed forever by the unavoidable obstruction that an overhead gondola would pose. The canyon is a world renowned location and adding a gondola will forever scar the landscape. Please please please do not make the gondola and instead invest in adding additional bus service and bus pick-up parking lots around the area. Spread out the traffic by allowing people to get on shuttle busses from more areas. Electric buses would help the carbon impact.</p> | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.2I | A32.2.2I |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Again. Please do not build the gondola. Ban single occupancy cars and add a bunch of bus infrastructure...I assure you those of us who love the canyon will use it and the public habits can be changed to make bussing up the canyon the expected and obvious choice. Thank you! Lucas | | |
| 37782 | Aranda, Jared | The gondola project concerns me because of all the forest land that would have to be razed (both at the tower sites and below the cables.) I would prefer a large parking structure and bus station be constructed at the base of the canyon where more frequent/higher occupancy bus service can shuttle people up the canyon. Bifurcated busses such as those used on MAX lines could be used. Variable tolling could be implemented during peak times to discourage single occupant drivers and divert more drivers to the buses. A toll booth could also enforce chain laws. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 34756 | Arati, Ash | I am a resident of Holladay, UT and frequent the canyons. The alternative traffic proposal is extremely shortsighted because it does not address the MAJORITY of YEAR ROUND traffic. The proposal does not alleviate any of the personal traffic to trailheads which is the majority of load on the canyon. Also, by providing a direct transport to a concentrated portion of the canyon, UPSTREAM, you are concentrating the human footprint and impact that could have unintentional impacts downstream. Driving traffic to a small portion of the canyon upstream will have much more impact than designing a solution that will allow natural distribution of the human load across 100% of the canyon at multiple trailheads. Business problem: Traffic, air pollution, load on infrastructure, etc. What is the cost of implementing a strategy that will only address 1/4 of the CURRENT STATE year round load? What is the environmental impact of concentrating traffic to areas upstream? What are you doing to address traffic and recreational interest that occurs year round, long term, across the rest of the canyon? There are multiple recreational interests the canyon provides, and limiting access to the resorts does not consider 90% of the population that uses the other areas. Increases impact and human traffic on one small area. | 32.2.9E; 32.1.2B; 32.20C | A32.1.2B; A32.20C |
| 35893 | Araujo, Sandy | I have only lived in Utah for 9 years coming from the suburbs of Chicago. We bought a home in Riverton west of Mountain View Corridor. We loved the fact that there were open fields and wildlife. That is pretty much gone now because of all of the new developments in the area. Its a shame to get rid of just natural land. I think if the gondola is installed in the canyon, it would just take away from the beauty of the mountains. Can't we just leave nature alone? It would be a shame if the mountains would be changed forever. PLEASE NO GONDOLA | 32.2.9E | |
| 32808 | Aravena, Alisha | I am asking that UDOT reconsider its decision to build a gondola as a solution for traffic in Little Cottonwood Canyon. A gondola will permanently alter one of our state's most beautiful areas, so I think it's important that we exhaust all other less impactful options first - the gondola should be our last resort. I feel that UDOT (and the ski resorts) haven't done enough in leveraging the tools we do have to alleviate traffic in LCC, like increasing buses or supporting carpooling to make it easy and more convenient. The gondola will cost us - Utah taxpayers - \$550 million, and there's very little promise that it is even a solution. Furthermore, this "solution" doesn't support ALL Utah taxpayers' interests - it only supports two ski resorts'. It feels very unfair to make us pay for something that will affect our ability to recreate in LCC as we want (climbing, backcountry skiing). UDOT needs to reconsider this decision with EVERYONE's interests in mind. | 32.2.9E; 32.2.9R; 32.1.2D | A32.2.9R; A32.1.2H; A32.2.6S |
| 29924 | Arbon, David | It is irresponsible to utilize tax dollars on a billion dollar gondola project prior to considering other alternatives such as mandatory carpooling, mandatory bussing, or simply increased tolling at a per-vehicle basis. The utilization of this many tax dollars should benefit the majority of the residents that have funded them, not just the one percent of the wealthy, who will receive the convenience benefit. I find no value based proposition in a gondola for the public when the only people profiting from this will be the ski resorts and developers. | 32.1.2B; 32.2.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9E | A32.1.2B |
| 29561 | Archer, Shauna | I support the Gondola but do have concerns still about continued high traffic in the canyon. While the Gondola provides a means to get from the bottom of the canyon to the ski resort areas it will not be able to stop at other areas of high use for hiking, rock climbing, camping, picnicking etc. I still feel it is important to request an entrance fee for cars. Bus transportation option with stops at trailheads and a minimal fee for bus use would be great for those recreating in the canyons. Those bicycling/walking in the canyon should not have to pay as their impact for canyon entrance is minimal. | 32.1.2B; 32.1.2D; 32.2.4A; 32.2.6.3F; 32.2.9D | A32.1.2B |
| 26863 | Archibald, Creed | I'm opposed to the gondola. The price and the visual impact are unacceptable. Please don't use tax dollars to enrich private companies. | 32.2.7A; 32.2.9E | |
| 27218 | Archuleta, Isaiah | This is another example of governmental greed. I have to pay a fee to climb a public peak this is disgusting. | 32.2.9D | |
| 38790 | Arellano, Alejandra | Subject : Little Cottonwood Canyon y nuestra comunidad merecen respect! Dear Utah Department of Transportation, I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2I; 32.10A | A32.1.2B; A32.2.6.3C; A32.2.2I |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low- income communities. They will have less access to the gondola station and less access to Little Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low- income residents live. Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening. Thank you for your consideration. Sincerely, Alejandra Arellano [REDACTED] | | |
| 35468 | Arellano, Daniel | <p>Hello, I'm Daniel Arellano.</p> <p>As an active member of our community, I stand with the community to assure there will NOT be a gondola built as an alternative means of transportation. There is a better alternative, increasing pay to drivers. Making the bus driver career more appealing to the community so we have more applicants. Install the millions of dollars we would spend on the gondola and place it in a pension fund for bus drivers. Ensure the safety of a career is more appealing than spending millions on a short term solution. Please consider your community, insure your community by creating these new pensions for bus drivers. Backing our drivers will be the only solution to our problem as a community.</p> <p>My deepest regards</p> <p>Daniel Arellano [REDACTED]</p> | 32.2.9E | |
| 29124 | Arellano, Daniel | The gondola idea is the worst option we had. It upsets me the public will have to pay millions for only two PRIVATE owned resorts to benefit from the outcome. This true is the terrible. Improving the bus system and restricting vehicles from entering the canyon is far more valuable use of time and resources. If the gondola moves forward the community will be destroyed and the traffic problem will not be fixed. We need to improve the bussing system, make the system more appealing to travelers and locals. Make restrictions on vehicles entering the canyon and guiding the public to use the busing system. If that's not the answer, trains could be an alternative option. The gondola will only destroyed the integrity of our local community. | 32.2.9E; 32.2.9A; 32.2.2K;32.2.4A | A32.2.2K |
| 34265 | Argenta, Katie | The voice of the people should win. No gondola. Stop chasing the money. | 32.2.9E; 32.2.9N | A32.2.9N |
| 32018 | Argenta, Ryan | Gondola B is a fiscally irresponsible use of taxpayer dollars. Especially given the taxpayers themselves have spoken loud and clear that they do not want a gondola option at all. Tolling, increased bus service (staffed by appropriately paid employees), and year round traffic management options far exceed the benefit of a gondola not to even mention the environmental impact of such development. Not in favor. | 32.2.9E; 32.2.9A | |
| 31630 | Argyle, Larry | I paid taxes for the roads in these canyons. I shouldn't have to pay again! Only the poorer people will be prohibited from seeing the beauty of these places. What a pity this state only cares about those who can afford it! | 32.2.4A | |
| 29496 | Arhart, Jane | I am a Snowbird pass holder who is NOT in favor of the gondola. I believe it will be an environmental and aesthetic disaster in the fragile and natural LCC. I would prefer mandatory and more frequent bus service. | 32.2.2B; 32.2.9A; 32.2.9E | |
| 30731 | Arhart, Steven | <p>At first I was skeptical of all the options. Now, I am totally in favor of the gondola. I believe there is a lot of misinformation that is leading people one way or another.</p> <ol style="list-style-type: none"> 1. According to the Gondola Alt. B fact sheet, \$335 of the \$550 million is the gondola. The other costs are required base costs with nearly all alternatives. Even the base station parking worth \$56 million is a base cost whether a user will park and enter a bus or gondola. 2. Additional buses on a congested or potentially closed LCC road do not help solve the problem. More buses may not even be possible considering UTA has a driver shortage and may have to cut winter time routes 2022/23. The gondola can be operated in more conditions, with more reliability, and fewer staff. 3. LCC has previously had a train in the canyon and most people probably do not know that or have ever witnessed any "environmental damage" from it. When a project is done right, it can become utilized for its purpose and in the future be decommissioned without becoming an environmental concern. 4. Gondolas are a critical piece to European mountains and movement of people. Why can't we follow their model? | 32.2.9D | |
| 27300 | Armitage, Shane | Please no gondola! | 32.2.9E | |
| 29590 | Armstrong, Ally | As a tax payer I don't want to fund a gondola that will knit serve the ski resorts. There is still a lot of traffic in the lower part of the canyon. This is fiscally irresponsible. Use the money for a bus system. | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 28017 | Armstrong, Allyson | As a frequent visitor to little cottonwood canyon year round I would like to make the case to stick with enhancing the bus service. The bus service is the best option as it allows the existing infrastructure to be utilized without adding people to the canyon. The risk of the gondola is that it in itself will become an attraction increasing | 32.2.9A; 32.2.6.3C; 32.2.9E | A32.2.6.3C |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | visitation overall. The gondola will not service all trail heads like the enhanced bus service is. I think increasing access to busses through increased parking and frequenting of routes while also discouraging personal drivers through high tolls the bus service could meet the safety needs of the canyon. The gondola does not provide access to many of the summer trailheads in the lower part of the canyon. More over there are many days weather could prevent the gondola from operating. Adding snow sheds could help busses continue to run in the winter because of avalanches. We only get one shot at this, please do not let the ski resorts bully you into the gondola. | | |
| 35588 | Armstrong, Anna | <p>Hello!</p> <p>I am a Utah voter and regularly enjoy hiking in Little Cottonwood Canyon. I'm concerned that allowing the construction of a gondola system would forever impact the look and feel of the beautiful canyon. It is true that traffic and parking is a consistent problem in the canyon, but I firmly support exploring other alternatives. I would be happy to pay tolls or other fees in order to use the canyon if that helped maintain and develop parking areas. Increased bus service or bus service from carpool lots near the entrance of the canyon might also be an option.</p> <p>We Utahns love our beautiful Wasatch Front and we want to keep it as unspoiled and wild as possible. Stringing a gondola system throughout the canyon would not only be destructive in terms of the construction impact, but would also have a negative impact on the aesthetics and wildness of the canyon. Please reconsider your plans for this transportation system and protect the natural beauty of Little Cottonwood Canyon.</p> <p>Thank you for your kind consideration.</p> <p>Sincerely yours, Anna Armstrong [REDACTED]</p> | 32.2.9E; 32.2.4A | |
| 34847 | Armstrong, Anna | I am a Utah voter and regularly enjoy hiking in Little Cottonwood Canyon. I'm concerned that allowing the construction of a gondola system would forever impact the look and feel of the beautiful canyon. It true that traffic and parking is a consistent problem in the canyon, but I firmly support exploring other alternatives. I would be happy to pay tolls or other fees in order to use the canyon if that helped support developing parking areas. Increased bus service or bus service from carpool lots near the entrance of the canyon might also be an option. We love our beautiful Wasatch Front and we want to keep it as unspoiled and wild as possible. Stringing a gondola system throughout the canyon would not only be destructive in terms of the construction impact, but would also have a negative impact on the aesthetics and wildness of the canyon. Please reconsider your plans for this transportation system and protect the natural beauty of Little Cottonwood Canyon. | 32.2.9E; 32.17A; 32.2.9A | |
| 30117 | Armstrong, Beth | I am fully in favor of this important project! | 32.2.9D | |
| 31249 | Armstrong, Erin | I oppose this project! Do not build this project. We should be preserving our green and open spaces not ruining the land for the few interested parties who will profit from this build. Winter/ski season is not that long in Utah. Not everyone skis. Create a toll for parking for those who want to ski in these 2 resorts, force carpooling, increase buses during ski season when parking lots are full. There are better options then this massive financial project. Utah taxpayers do not need to be using our tax dollars for this pie in the sky project when teachers and schools and medical professionals and arts organizations and homelessness needs are far more important for us to focus on. Again, I vote no! | 32.2.9E; 32.2.2Y; 32.2.9A; 32.1.2D | |
| 37748 | Armstrong, Judson | The gondola up Little Cottonwood Canyon is an absolutely ridiculous concept that wastes tax dollars on two private businesses who are geared to profit and exploit the deal. The parking lot at the base of the canyon will be an eyesore and create traffic/parking issues for the adjoining neighborhoods and the canyon road. I grew up at the base of the canyon and support both resorts with business and season passes and I am completely against the gondola plan. Save our canyons, decrease and manage season overflow of traffic the supports Utahns and locals instead of providing profit based access for out to state tourist dollars exacerbated by the Ikon and Epic passes. Support our canyons and spend tax dollars wisely. Judson Armstrong | 32.2.9E; 32.1.2D; 32.2.6.5E | A32.2.6.5E |
| 32960 | Armstrong, Lauren | I think this sounds like a great plan! So much better than trying to drive up the canyon in the winter. | 32.2.9D | |
| 27663 | Armstrong, Tyler | The gondola would be a good course to take however the drilling and cost to take this course of action is heavily weighing it down. I think that the electric busses are probably the best alternative out of the ones provided. I like the idea that people can still drive up or take the bus because public convenience is a big matter at hand too. but with this course the money used towards taxes for the gondola could be used towards personally driving up if wanted. The cost for winter activities ie: ski pass, gear etc is already super high, the fee to drive up the canyon would be annoying but with the busses it would provide cheaper transportation than the gondola still leaving the option of driving up if for your reason you needed too. | 32.2.9A; 32.2.3.6F | |
| 30516 | Armytage, Veda | Terrific work! That is the kind of information that are supposed to be shared across the web. Shame on the seek engines for no longer positioning this post upper! Come on over and seek advice from my site . Thanks =) | 32.29D | |
| 31054 | Arndt, Martha | Gondolas only serve ski resorts. They should not use taxpayers money or other subsidies for private benefit. Buses serve the whole canyon and all the users. Please abandon the gondola and pursue buses to ease congestion. | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 33723 | Arnett, Jessica | The impact to the wildlife and natural environment of Little Cottonwood Canyon, in addition to the nearly 1 billion dollar price tag that this will cost the taxpayers (something that should be paid for by the ski resorts) is not worth whatever benefit that may be to those who use the ski resorts in the winter. NO on the LCC gondola project. | 32.2.7A; 32.2.9E; 32.13A | A32.13A |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25437 | Arney, Taylor | This gondola goes against the management plan set in place!! The intentionally vague language used so there are loop holes is not sneaky. Amend it or stop the project please!!! This is not the way!! | 32.2.9E; 32.2.9N; 32.1.2B; 32.2.2PP | A32.2.9N; A32.1.2B |
| 30630 | Arnold, Cole | I don't want the gondola it is a very stupid idea | 32.2.9E | |
| 37720 | Arnold, David | I do not think a very expensive Godola is needed for a problem which only exists four months out of the year. I would rather Park City connected via chair lifts or godolas to both Big and Little Cottonwood Canyons. This has been talked about for over 40 years and would not be that hard or expensive to do. | 32.2.9E; 32.1.2B | A32.1.2B |
| 36235 | Arnold, Doug | I support Phased Implementation of the project (Gondola Phase B). Increase bus service and widening of Little Cottonwood Canyon Road (if necessary). | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37075 | Arnold, Elizabeth | I'm opposed to the gondola option as it is using taxpayer money to benefit only a select, privileged group on Utahns. I'd like to see more of the money being footed by Alta and Snowbird and big corporations that stand to benefit from the gondola. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 34208 | Arnold, Everest | I am against the current proposal of a gondola going in up little cottonwood canyon. I don't believe this would be the best solution for the canyon. I'm not for using tax payers money to support two private ski resorts. I also believe that the majority of people will still commute up the canyon via vehicle. Where would one leave all their belongings they would like to have during a day of skiing. I believe the lkon passes and these other passes are killing these resorts. I would rather see tolling and use the funds to improve the canyon and preserve the existing infrastructure. Could also implement seasonal passes with a limit on them for tolling. People visiting would have to pay to go up that canyon and help bring money into the state and our public lands. I think there needs to be better patrolling on non 4x4 vehicles going into canyon when there is inclement weather. Stopping vehicles that could cause an issue with bad weather will help prevent accidents and canyon build up. I think there are better solutions for this issue. I think it became an issue when lkon came out and is attracting all these people to our state for vacation but none of the infrastructure has changed to accommodate larger crowds. People coming in for vacation have plenty of options to get to the resorts. Public transportation, private shuttle companies ie canyon transportation, and ride share companies ie uber and lyft. If they must there is also renting a 4x4 vehicle and having the knowledge to drive in bad conditions. I do not think a gondola is the best solution. I believe there are better solutions and ways to earn money from travelers to help maintain the canyon and surrounding outdoor recreation. | 32.2.2K; 32.2.2M; 32.2.2Y; 32.2.2PP; 32.2.7A; 32.2.9E | A32.2.2K |
| 28497 | Arnold, James | I don't understand why a toll road / bus option couldn't be tried first. Low initial investment, reusable infrastructure. | 32.29R; 32.2.9A | A32.29R; A32.1.2H; A32.2.6S |
| 37647 | Arnold, Jessica | Please no gondola. This is not what the community wants. Please invest this money elsewhere - better public transportation where it matters most, saving the great salt lake, etc. | 32.2.9E | |
| 37064 | Arnold, Landon | I agree with the Catholic Church! This is a substantial amount of money to benefit the rich and not benefit the poor. It's a very huge bill to benefit a very slim amount of people. I am very against the gondola. | 32.2.7A; 32.1.2D; 32.2.9E | |
| 26343 | Arnold, Makalu | There should be no reason for a gondola in little cottonwood canyon! This will only clog up the base of the canyon more. People will be waiting for hours before getting to the hill. Parking would be a mess with it already being a problem. More buses and having people car pool is way better not to mention all the damage you will be doing to the canyon by putting in a gondola. | 32.2.2Y; 32.2.9A; 32.2.9E; 32.7B; 32.7C | |
| 31153 | arnold, sarah | when something makes as little sense as this gondola, it's a good time to look at who stands to make a ton of money from it and how they are involved in the decision-making process. I cannot believe that there is actually a proposal to completely destroy an iconic and unique in the world landscape under the guise of "public good." Who paid you off to deliver the results of your supposed impact study? The gondola is bad for Utah and Utahns in the long term because it completely destroys the appeal of one of our natural wonders at the behest of a greedy few. Shame on you for recommending this and shame on you if you dare implement it. | 32.2.9E | |
| 35914 | Arnott, Jack | If the project is viable economically, then those that benefit from it should easily be able to pay for it. As proposed it is the worst combination of socialism and capitalism, privatizing the gains and socializing the losses. | 32.2.7A | |
| 26429 | Aronstein, Tate | There is so much possible improvement ti the bus system before a drastic decision needs to be made. Make the buses enjoyable to ride, use higher quality coach buses and attach ski racks to the exterior to leave the inside comfortable to ride. If the bus experience is as comfortable as a personal car we will use it. | 32.2.9A | |
| 27639 | Arrowood, Becky | Please do not listen to the naysayers. I have been to Switzerland and have seen them first hand. Gondolas are the way to go! | 32.2.9D | |
| 26150 | Arrowood, Scott | I fully support the gondola option! | 32.2.9D | |
| 35974 | Arrowsmith, James | I don't believe the taxpayers of Utah should have to pay to improve transportation to the ski resorts. Ski resorts should implement a reservation system. | 32.2.7A | |
| 35321 | Arroyo, Kristi | No gondola! It's invasive and was proposed with the ski resorts in mind. Tax payers want expanded bus services and focus on protecting the Great Salt Lake, the people, and our winters!! | 32.2.9E; 32.1.2B | A32.1.2B |
| 25953 | Arseneau, Morgan | This is so unnecessary and harmful to the mountains. Please rethink!!! | 32.29D | |
| 37616 | ARTEAGA, ARLYNE | First and foremost, it is disgraceful that although the public wishes to not proceed with any gondola plan, UDOT still is pushing for this agenda. A plan that asks for tax payer money, where the tax payers themselves do not want it, is truly disgusting. That aside, the gondola B plan should be scrapped in its entirety. This cannot go into effect until CONCRETE and TRANSPARENT plans are released regarding the new bus system and parking lot plan. There needs to be a statement and full plan given out to the public regarding HOW the gondola B plan will affect the canyons. | 32.2.9E; 32.1.2D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | This plan will ultimately affect the integrity of the canyon, where it's target users will only use it for a small amount of the year. The average Salt Lake City citizen cannot have access to the resorts for which this gondola is for. The average citizen enjoys their time outside in places that are accesible and free. Free and accesible options for our salt lake residents helps keep them healthy physically and emotionally. Forever changing the demographics of the canyon will negatively impact the access these residents have to the outdoors. Something that is ultimately needed for our well being. Little cottonwood canyon is one of the few areas where residents can enjoy the outdoors in their backyard. Salt Lake City urges you to take into account the needs of the public and not the needs of the financial stakeholders. | | |
| 31020 | Arthur, Bill | It is astounding that UDOT could take do long to come up with such a stupid solution. This is a transparent move to cater to the ski areas. It is a "solution" that benefits nobody else. | 32.2.9E | |
| 27384 | Arthur, Cory | STOP THE GONDOLA!!! This is not the long-term solution that will meet the needs of all canyon users. This solution meets only the desires of a few individuals and corporations. Please refer to the previously submitted feedback from Save Our Canyons, which includes much more viable approaches to our collective challenges: https://saveourcanyons.org/images/pdfs-doc/SOC_UDOT_DEIS_Comments_20210903_.pdf . | 32.2.9E | |
| 35385 | ArtlsLife 68, Syd | It will ruin the Canyon. The extra infrastructure you're going to need is worse than widening the road. The price to ride the gondola on top of ski tickets, is going to be out of reach for most skiers. This is just about UDOT doing whatever they want. I don't know anyone that wants the Gondola. | 32.2.9E | |
| 35382 | ArtlsLife 68, Syd | NO GONDOLA! YOU WILL RUIN THE CANYON. PLUS WE DONT NEED MORE PEOPLE UP THERE SKIING! | 32.2.9E; 32.20C | A32.20C |
| 36546 | Arvidson, Christina | To Whom It May Concern:I respectfully request that you step back from the decision you put forth and continue efforts in researching the solution for Little Cottonwood Canyon to find a more inclusive answer with less impact than building multiple permanent structures across our beautiful canyon.This decision doesn't solve for the entire problem. One comment I heard in response to issues with only having two stops was that the bus system also currently only stops at the resorts. That's the point - we are trying to change that. Having only two stops is part of the traffic problem that needs consideration and it is shortsighted to not address it. We cannot solve the traffic issue without adding a resolution for the trailheads that so many enthusiasts use.The current plan reduces the number of parking spaces at these lots. Meanwhile, the number of backcountry users increases yearly. This trend will continue as resorts become increasingly unaffordable for many.In addition, roadside parking will be eliminated in these areas- which I don't disagree with, because vehicles are often poorly parked and block the road. Unfortunately, I do not see any proposed resolutions for the displaced vehicles so that the growing backcountry community can experience the beauty that brought them to live in this incredible state. I strongly urge that you consider bus routes which include stops at these trailheads with hubs or stations where we can store shoes, etc while out in the wilderness.I want to also address a few other items that concern me about this project.The videos were highly unclear about the distance from parking lots to the gondola loading station. One said that the issue was resolved but the parking seems to be approximately .75mi from the loading dock. This will add a huge barrier for those who will struggle to get there, including for those with small children or with less mobility. Having buses shuttle people is a bit of a slap in the face since those buses could just continue right up the canyon. Where will others park when the premium lot is full? The conflict of interest in this project is completely unavoidable. Having members from Snowbird and Alta directly involved in the decision of what happens in our beloved canyon - and having that outcome be something that directly benefits themselves - should not be allowed. Anyone involved in either mountain should step aside from this decision because whether or not they are willing to admit this, their affiliation with the resorts is preventing them from making an objective decision. You can call this shrewd business, but you're ruining our landscape for a buck. Look to Yvon Chanaurd as an example of how to be a steward to your community. As an outdoor enthusiast who has enjoyed these mountains for years, I have personal experience with the ski bus. I used to ride the bus almost everyday to Snowbird. Then the route changed and left me stuck up the canyon for nearly a full day. I abandoned the bus because I frequently only had time for a half day of skiing so I could manage personal responsibilities. We are so close to incredible electric technology. It has already been well published that this project will take years to begin because of the massive funding requirements. I urge you to consider the technological advancements that will continue to take place in that time. You are measuring tomorrow's solution with today's capabilities. Companies here in Utah are developing technology that includes recharging stations built into the road so vehicles charge as they drive. We are so close to realizing these improvements. Please research this angle before downplaying the potential of bus improvements.Meanwhile, what is the truth about how the gondola will be fueled? It is being touted as a clean option, but you do not mention the electricity source that will power it - COAL-fired power from RMP.Recently, more changes to the bus schedule were announced because of driver shortages. I implore you to review the compensation package for that job and make it more appropriate for the risk drivers take in getting buses up and down the canyon safely multiple times a day. It is 2022 in Utah, where cost of living is exponentially greater than it was a mere 5 years ago.Please, listen to UTAH. Listen to the constituents. Do not take further steps toward the gondola without revisiting our other options with fresh perspectives and an eye on what we will be capable of in the near future.Respectfully,Christina Arvidson | 32.1.2B; 32.1.2C; 32.4B; 32.2.6.5J; 32.2.9A; 32.2.6.3F | A32.1.2B |
| 37371 | Arvidson, Jackson | Hi UDOT, As a frequent user of LCC during all months of the year I have several comments regarding your findings. First & foremost LCC is an amazing natural playground with many different types of outdoor recreation opportunities and it is awesome that so many people want to take part in them. Like many amazing places LCC cannot handle all the people that want to recreate all the time. The absolute worst traffic days are in part caused by more people | 32.1.2B; 32.29R; 32.2.2M; 32.2.2K; 32.2.6.5E; 32.2.6.5K | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S; A32.2.2K; A32.2.6.5E |

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| | | <p>attempting to recreate in the canyon than the canyon can handle. Does it make sense to spend millions on infrastructure to maximize the number of people in the canyon when it is overcrowded and the quality of experience is being eroded in concert with canyon conditions. There has to be a limit- time should be spent identifying an actual limit rather than figuring out how to move all the people up the canyon in the shortest amount of time.</p> <p>Jumping into the gondola path before exhausting all other, much less impactful approaches seems quite foolhardy. The gondola tower construction and visual appearance will permanently alter the canyon for the worse. All other less impactful strategies must be implemented prior to moving forward on this gondola project.</p> <p>Many of the severe traffic events are caused by car accidents mid canyon. Spending the money to enforce traction laws would go a long way in preventing those mid canyon accidents that exponentially increase canyon transit time.</p> <p>There already is a bus system, which has mobility hubs miles from the mouth of the canyon. Focusing on improving the bus experience and penalizing single car drivers aka tolling & parking fees would go a long way in incentivizing canyon users to ride the bus.</p> <p>I would like to point out that Alta's reservation system & paid parking strategy has certainly improved the traffic situation. I think if snowbird adopted a similar strategy that would go a long way to helping the situation with minimal impact.</p> <p>The goal is to reduce the number of vehicles travelling in the canyon, which in turn will alleviate the congestion at the canyon mouth, which negatively impacts residents in those neighborhoods. I still see a conflict if gondola access is provided by parking your car in a garage at the mouth of the canyon.</p> <p>The large drawbacks to the bus service I have witnessed are overcrowding and unreliable service. People want to take the bus, raising the pay wage for the drivers seems like a no brainer compared to the cost of the gondola.</p> <p>Moving onto the avalanche hazard of SR-210. I see avoiding that hazard as the best argument for the gondola. The final EIS shows avalanche closure through the 2017-18, I would be interested to see those numbers through last winter. We have certainly noticed more low elevation rain events and I wonder how long before the lower elevation slide paths are no longer a concern due to lack of snow to create a bed surface for avalanches to run all the way to the road. Impacts of climate change must seriously be considered prior to full heartedly recommending this gondola.</p> <p>While I know this comment area is to specifically address the SR-210 FEIS, I would like to mention that SR-190 has a host of its own problems that need to be addressed, most very similar to those addressed regarding SR-210 in this FEIS. Due to the length and shape of that canyon I'm going to wager that a gondola would not be at the top of the list for that canyon. Buses can be rerouted to address higher demand areas.</p> | | |

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| | | <p>Thank you for reading through my comments. Good luck!</p> <p>Sincerely,</p> <p>Jackson Arvidson</p> | | |
| 27919 | Asbrand, Heidi | <p>Please, please do not ruin the glory and beauty of Little Cottonwood Canyon by putting massive gondola towers up and throughout. The traffic is a pain, yes, but only for less than a month of the season, and this will not address the issue of people going up that are not skiing. It is not worth 500 million dollars of our taxpayer money to help TWO ski resorts, when we are struggling with so many other things. What an outrageous way to spend our money. Please consider bussing or other solutions.</p> | 32.2.9E; 32.1.2B | A32.1.2B |
| 28324 | Ash, Fred | <p>If I were part of the government entity assigned to make the decision, what would I have to do? First I would need to identify the scope of the problem. Then I would need to find out what people on all sides of the issue have been proposing to solve the problem. And then I would have to make a decision.</p> <p>So the first thing I did was take my wife on a drive up the beautiful Little Cottonwood Canyon, on a cloudy Friday afternoon. We were amazed at how many cars were parked along side the road wherever there was room to park, and in the several small parking areas, cars obviously belonging to hikers and fishermen. At the top of the canyon there was little available parking near the ski resorts. One could only imagine what it would be like on the weekends, especially in the snow season.</p> <p>Then I started research on the traffic problem in the canyon. I learned that year-round, Little Cottonwood Canyon visitors enjoy unparalleled access to some of Utah's greatest outdoor attractions, including hiking, climbing, skiing, snowboarding and more. Little Cottonwood Canyon alone sees "1.2 million vehicle trips into the canyon per year. Up to 7,000 vehicles (cars, trucks and buses) go up and down Little Cottonwood Canyon per day on the busy days in the winter.</p> <p>Another very important thing I learned was that skiing accounts for only about half of the canyon usage. Hikers, fishermen, and tourists account for the rest, and from what my wife and I saw, there is not room for many more parking places along the road. It is good that UDOT favored the Gondola option over the option of expanding the highway, which would have eliminated much, if not most, of the parking for hikers and fishermen.</p> <p>But the gondola plan includes drop-off stations only at Alta and Snowbird. So, while I feel it is the better option of the two options, it is clear that it mostly benefits workers, skiers, and visitors to the resorts. It would definitely improve traffic on the highway, with the fewest impacts and disruptions, and the ride could become an attraction in its own right, as one person noted.</p> <p>The Gondola plan is clearly an off-shoot of the problems brought into our state by those who have been doing everything they can to increase our population with financial incentives, promises of access to our beautiful canyons, quality education, etc. It is too bad those newcomers didn't check the facts before signing in.</p> <p>I like to follow the money. It is clear that no hikers or fishermen are about to get rich in this plan. But there is a coalition of individuals, stakeholders from the ski industry, public relations firms, and real estate firms that stand to make a ton of money.</p> <p>There are some questions that should be answered: Who will pay the bill? Whether the funding will come from state, federal or a private entity is unclear at this point, UDOT says. Funding from the State will require approval from the Utah Legislature.</p> <p>Now that UDOT has announced its choice to be the Gondola option, as the two private owned ski resorts at the top of the canyon are the only ones to be served by the gondola, shouldn't those two ski resorts be covering most of the cost?</p> <p>Is it wise to use over half a billion State or Federal dollars for such a project when that money could be better spent for public education and or other public needs? Is it a good idea to use State dollars to cover the cost of a project clearly geared to benefit two specific private owned ski resorts next to the Salt Lake valley, not government run businesses? Would this be an opening for our legislators to use tax dollars to improve access or other needs of other private ski resorts in the state, north or south of the Salt Lake valley?</p> | 32.1.2B; 32.2.7A; 32.2.2PP; 32.2.9N; 32.1.2D; 32.6A | A32.1.2B; A32.2.9N |
| 29244 | Ash, Fred | <p>Some Gondola Plan Comments UDOT has now accepted the Gondola plan to deal with the traffic issues in Little Cottonwood Canyon, but they have allowed some comment time, so these are some comments on the issue, based on my research. It is clear that there is a lot more traffic up the canyon, especially on weekends during the skiing season, than in the past, thanks to the increase of the Wasatch Front population. But I learned that skiing accounts for only about half of the canyon usage. Hikers, fishermen, and tourists account for the rest, and it is good that UDOT favored the Gondola option over the option of expanding the highway, which would have eliminated much, if not most, of the parking for hikers and fishermen. Also, the gondola plan includes drop-off stations only at Alta and Snowbird. So, while I feel it is a better option than expanding the highway, it is clear that the gondola would mostly benefit skiers, resort workers, and visitors to the two resorts. I like to follow the money. It is clear that no hikers, fishermen, or tourists are about to get rich in this plan. But I learned that there is a coalition of individuals, stakeholders from the ski industry, public relations firms, and real estate firms that stand to make a ton of money. Whether the funding for construction of the gondola will come from state, federal or a private entity is unclear at this point, according to UDOT. And funding from the State will require approval from the Utah Legislature. So there are some questions that should be answered about who will pay the bill? As the two private owned ski resorts at the top of the canyon are the only ones to be served by the gondola, shouldn't those two ski resorts be covering most, if not all, of the cost? The gondola will definitely reduce traffic on the highway. The highway is maintained through State and Federal funds, so it makes sense that some of the construction and maintenance of the gondola should be covered by state funds, but the question is how much? Is it wise to use over half a billion State or Federal dollars for such a project when much of that money could be better spent for public education and/or other essential State government funded services? Is it a good idea to use State dollars to cover the complete cost of a project clearly geared to benefit two specific private owned ski resorts next to the Salt Lake valley, not government subsidized businesses? Would this be an opening for our legislators to use tax dollars to improve access or other needs of other private ski resorts or other private entities in the state, north or south of the</p> | 32.2.7A; 32.1.2B; 32.1.2D | A32.1.2B |

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| | | Salt Lake valley? Once the gondola is completed, there will be maintenance responsibilities. How much of that expense will be covered by taxes, and how much will be covered by toll fees, ticket prices, etc.? This is not a simple issue. Sincerely, Fred Ash Legislative Chair of the URSEA | | |
| 30047 | Ash, Fred | I like what I have read above about the plans. My only concern at this point is who pays the bill. As the main beneficiaries of the whole process are the two privately owned ski resorts, their employees and visitors, those two ski resorts should be covering a big portion of the construction and maintenance costs. | 32.2.7A; 32.2.9D | |
| 32793 | Ash, James | You forget to note wind as a reliability issue to the gondola. Additionally nothing is mentioned about improving access to no resort recreation. You all note how this is meant to reduce traffic up the canyons but you fail to address the full problem at hand. Why are you trying to spend ridiculous amounts of funds for a non common sense solution. Toll and an enhanced bus system would systemically shift the supply and demand function going up the canyon. The tolls could pay for the improved buses. Additionally this allows stops up the canyon for individuals who cannot afford a resort pass or do not go to resorts. Honestly it seems like the resorts are the ones in charge of these government institutions. Crazy how spending hundreds of millions of tax payer dollars for giant corporations just to be able to squeeze and additional soul buying a day pass into their shareholder returns. | 32.2.6.5K; 32.1.2B; 32.2.9A; 32.2.6.3C | A32.1.2B; A32.2.6.3C |
| 35013 | ASHBY, BEVERLY | The gondola is a terrible idea. There are better less expensive options. I have been a skier at Snowbird for decades and I do not support the gondola! | 32.2.9E | |
| 28055 | Ashby, Chris | Please don't build the gondola. | 32.2.9E | |
| 27089 | Ashby, Evan | I don't like the idea of adding a gondola to the canyon. I believe instead of relieving the congestion and pollution from tourism it will bring more people from out of state to visit the attraction. It will not only affect Cottonwood canyon it will increase the housing prices, gas prices, pollution in salt lake, and traffic in the valley. | 32.2.9E; 32.20A; 32.20C | A32.20A; A32.20C |
| 26689 | Ashby, Karson | I strongly disapprove of the decision of UDOT to encourage the dismantling of democracy by ignoring the voices of thousands of concerned citizens across the Wasatch front who oppose the implementation of a publicly funded project to benefit two private ski resorts. The people of the Wasatch Front have spoken up against this gondola yet, the project has still not been stopped in it's tracks. I do not and will not support a project of this caliber to ever be implemented against the will of thousands of Utahns. Deplorable. | 32.1.2B; 32.6A; 32.2.9E | A32.1.2B |
| 27944 | Ashby, Tamra | Why is the gondola being paid for with public funds when it's only stops are private ski resorts? I do not support paying for this with public funds. The ski resorts should be paying for this or it should not be happening at all. On top of using public funds, which is wrong, it permanently destroys the land and our views for those of us who use the canyon for purposes other than skiing, yet again the only benefit appears to be to the private ski resorts. | 32.2.7A | |
| 35164 | Ashcroft, Colby | <p>Dear UDOT,</p> <p>Thank you for accepting public comments on the Little Cottonwood Canyon Final EIS and Draft Record of Decision. As a resident of Salt Lake County and a frequent user of Little Cottonwood Canyon during all seasons of the year, I would like to express my opposition to the preferred alternative, which includes construction of a gondola from a base station near the mouth of Little Cottonwood Canyon to its terminus at Alta, Utah. I also oppose any alternative that would widen the road in canyon. Prior to implementing either of these alternatives, UDOT should work with local communities, Alta and Snowbird ski resorts, the U.S. Forest Service, and non-governmental organizations representing a variety of users to implement prudent and cost effective measures that specifically address traffic and safety issues. As part of any solution, UDOT should move forward with construction of snow sheds, improved shoulders with bike lanes, restrictions on road side parking, and trailhead improvements. Regarding the preferred alternative, I urge you to consider the following:</p> <p>1) Local Input should be a primary factor taken into consideration in the decision-making process. While Alta and Snowbird are destination resorts, year-around traffic congestion in Little Cottonwood Canyon is primarily the result of local use. Residents of Salt Lake County are the primary users of Little Cottonwood Canyon and are disproportionately impacted by UDOT's decision. The majority of residents in the County have also expressed clear and unequivocal opposition to the construction of the gondola. Cottonwood Heights, Sandy City, Salt Lake City, and Salt Lake County have passed resolutions opposing the project. Not a single community in Salt Lake County has voiced support the gondola. It would be inconsistent with Utah values for UDOT to approve the gondola when it directly contradicts the will of local residents who are the primary users of the canyon are disproportionately impacted by current traffic problems.</p> <p>2) The gondola does not benefit all canyon users. Any transportation solution adopted should benefit all recreation users and provide year-round benefit. A gondola that transports people directly to Snowbird and Alta harms rather than benefits climbers, back country skiers, cyclists, hikers and other users. While other aspects of UDOTs preferred alternative (e.g., improved parking at trailheads and snowsheds) would have broad public benefit, the gondola only addressed the needs of a limited number of resort skiers. Of particular concern, construction of a gondola does not provide access to a single trailhead in the canyon or address traffic associated summer and winter recreation use of areas such as Lisa Falls and White Pine trailhead, which provides access to the White Pine, Red Pine, Maybird, and Hogum drainages.</p> <p>3) The cost of the gondola outweighs benefits and should be not be covered by tax payers. The</p> | 32.2.9B; 32.2.9E; 32.1.5D; 32.2.9N; 32.4B; 32.2.6.5G; 32.2.7F; 32.1.2B; 32.1.4I; 32.2.3A; 32.2.4A | A32.2.9N; A32.2.7F; A32.2.7C; A32.1.2B |

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| | | <p>estimated cost for construction of the gondola is approximately \$550 million. Given the current labor market, supply chain issues, and inflation, these costs are likely an underestimate. Prior to making any decision UDOT should update its cost estimates to account for changed conditions. Utah tax payers should not shoulder the cost of a gondola, especially when traffic issues are primarily limited to morning and evening hours on powder days, weekends and holidays days during peak ski season. The costs are of the gondola area unreasonable given that the primary concern is traffic jams that occur approximately 120 hours per year (2 hours in the morning and two hours in the evening 30 days per year). This money should be used to address more pressing transportation or public service needs.</p> <p>UDOT should also recognize that the primary beneficiaries of the gondola are two for profit corporations operating on public lands and a demographic that primarily includes white upper-class skiers. As prices for equipment, parking, lift tickets, and amenities continue to increase, the ski industry is pricing out middle-class families. While the State of Utah, and specifically Salt Lake County, are becoming increasingly diverse, the ski industry is becoming more exclusive. Statistically, less than 4 percent of the U.S. population skis. Diverse and low-income communities should not subsidize a project that provides no direct public benefit. The cost should also not be shouldered by residents of Salt County residents that oppose the project.</p> <p>4) There is no evidence that skiers will use the gondola. UTA officials collect demographic data, including ethnicities and income levels of riders. This information is relevant when estimating ridership of the proposed gondola.</p> <p>According to 2020 census data, Salt Lake County is 87.1% white; 18.8% Hispanic or Latino; 4.6% Asian; 2.2% Black; 1.8% Native Hawaiian or Pacific Islander; and 1.4% Native American or Native Alaskan.</p> <p>In 2022, according to UTA:</p> <ul style="list-style-type: none"> • Minorities make up 25.9% of all riders and 31% are low-income riders. • Minorities make up 27.4% of fixed bus route riders, 30.3% of TRAX riders and 16.9% of commuter rail riders. • Low-income riders make up 48.1% of fixed bus route riders, 35.6% of TRAX riders and 26.3% of commuter rail riders. <p>The data above clearly shows that the primary users of mass transit systems are low-income and minority populations. As previously discussed, there is a significant diversity gap in the snowsports industry, where it is estimated that Hispanics make up only 6 percent of skiers and cost barriers prohibit low-income individuals and families from skiing (especially at Alta and Snowbird). Based on demographics data and mass transit statistics, it unreasonable to expect that white upper-class individuals and families would use the gondola. Some of the pragmatic reasons that most resort patrons would continue to drive rather than use the gondola include:</p> <ul style="list-style-type: none"> • Commute times associated with the gondola would exceed transportation times associated with vehicle travel, and commute times matter. UDOT has underestimated the door-to-door time and inconvenience it would take to reach resorts via the gondola when adding in driving times to transportation hubs, transfers (with ski equipment in hand), wait times, and connections (which could include mandatory transfer to buses prior to reaching the gondola base station from dispersed transportation hubs). Even with vehicle traffic, most resort patrons will opt for a shorter uninterrupted commute in the intimacy and privacy of their own car. Weekday skiers not affected by traffic or parking issues will also choose to drive rather than ride the gondola. Monday through Friday skiers are more likely to ski flexible and reduced hours that align with school or work schedules and are also focused on minimizing commute times. • Skiers value the convenience of keeping extra equipment and clothing in their vehicles. Nearly every skier will add or shed layers during the day as temperatures fluctuate. Oftentimes skiers will change skis or equipment (such as goggle lens or sunglasses) depending on conditions. Skiers using the gondola will forego these conveniences or be forced to pay exorbitant costs of resort locker facilities, which are currently limited. Oftentimes season locker rentals exceed the cost of season passes. • Tailgating is as synonymous with the skiing experience. Those using the gondola would forgo this tradition and be forced to take lunch breaks in already overcrowded lodges and pay for | | |

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| | | <p>expensive ski resort food.</p> <p>Even with efforts to incentivize use of the gondola, it should be recognized that skiers that can afford the price of lofty lift tickets can likely absorb the costs of tolling. In fact, many users are already accustomed to paid parking, which is becoming an industry norm. Additionally, the costs of paying a toll or parking fee would likely be less than the costs of the gondola, locker rentals, and purchase of resort food. Demographical information, costs, and inconveniences indicate that UDOT will have difficult achieving its goal of reducing canyon traffic by 30 percent through alternative transportation such as the gondola as long as vehicles are allowed in the canyon.</p> <p>5) Before approving the gondola UDOT should adopt common sense and cost effective transportation solutions. Local and county governments, non-profit organizations, and interested citizens have identified a long-list of conservative, measured, cost-effective, and reasonable transportation solutions that should be implemented before approving the gondola. These solutions include, tolling, paid parking, ride share programs, increased busing, enforcement of chain and vehicle restrictions, limiting the number of vehicles in the canyon to available parking, minimizing road side parking, and construction of snowsheds. To date, few if any of these solutions have been implemented with any consistency. Before degrading the world class scenery of Little Cottonwood Canyon, UDOT should work ski resorts, local governments, and interested organizations to implement measures that could have an immediate impact on traffic and canyon safety.</p> <p>6) Traffic does not deter weekend skiers. Despite that fact that Utah and Colorado are known to have the world's worst ski traffic, they remain popular ski destinations because of terrain, conditions, and location. In fact, there is no indication that increases in traffic has or will result in a decline in ski resort use or impact the multi-billion-dollar ski industry. Traffic jams caused by weather and poorly designed roads are in fact an expectation for most skiers. Because skiing is entirely an optional extra-curricular activity, individuals can choose whether they are willing to accept the inconvenience of traffic, which is part of the skiing experience. Just as people expect to encounter crowds in America's most visited National Parks during peak summer season, they expect longer than average travel times during snow events and on weekends during peak ski season. Reducing traffic to resorts caused from increased tickets sales should not be a primary consideration in UDOT's decision.</p> <p>7) The gondola will degrade the world class scenery of Little Cottonwood Canyon. Because of its steep, rugged, and unforgiving topography, portions of Little Cottonwood Canyon remain largely undeveloped. In the lower- to mid-canyon, the Lone Peak and Twin Peak Wilderness Areas provide protection for scenic, geologic, biological, and recreational resources. Construction of a gondola would significantly alter the viewshed of the canyon. The greatest impacts would be to those recreating in or near the Wilderness Areas, including those using the White Pine trailhead.</p> <p>8) UDOT must consider the impacts of its decision on neighboring highway 190 in Big Cottonwood Canyon and the cumulative impacts of multiple fee proposals. UDOT's response to comments on the DEIS asserts that that the cumulative impact analysis considers impacts to neighboring Big Cottonwood Canyon; however, the EIS fails to take a "hard look," at these impacts. UDOT should conduct additional studies to determine how tolling and the gondola would change visitor use patterns.</p> <p>Of specific concern, hidden within the EIS, there is limited information regarding UDOT's plans to introduce tolling as a mechanism for incentivizing use of the gondola and managing impacts to neighboring Big Cottonwood Canyon (i.e. UDOT has stated that if a toll is instituted in Little Cottonwood Canyon it would also have be instituted in Big Cottonwood Canyon). Just recently, UDOT has begun to publicly discuss tolling proposal (featured in multiple new articles), but has admitted that "the exact details of potential are yet to be determined.," UDOT's tolling proposal is a cumulative action that is inseparably connected from other canyon transportation solutions and is critical for determining whether the preferred alternative would meet UDOT's purpose and need. Additional details must be incorporated into the range of alternatives regarding UDOT's tolling proposal in order to adequately understand whether construction of the gondola would actually have an impact on traffic.</p> <p>Additionally, since publication of UDOT's final EIS, the U.S. Forest Service has announced its intent to begin charging fees at multiple trailheads and facilities across the Uinta-Wasatch-Cache</p> | | |

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| | | <p>National Forest, including in Big and Little Cottonwood Canyon. Options could include individual site fees or an annual pass that provides users with access to recreation sites and facilities across the forest. This too is a cumulative impact that must be considered in UDOT's EIS. UDOT must consider how Forest Service fees, ski resort parking fees, and UDOT tolling would work together (i.e., would visitors be expected to purchase a Forest Service annual pass, pay UDOT's daily toll, and reserve paid resort parking). Prior to implementing any decision, the EIS must consider how these fees would change visitor patterns, disperse use to adjacent canyons, and impact diverse and low-income communities.</p> <p>9) The EIS should disclose Alta and Snowbird's interests in the project and whether the decision has any connection to Utah's Olympic proposal. Prior to the 2002 Salt Lake City olympics the State of Utah agreed that no events would be held in Little Cottonwood Canyon due to public safety, traffic congestion, and parking limitations. The State successfully hosted the games without using facilities at either Alta or Snowbird, two of State's flagship resorts. As the state prepares to host the games again in either 2030 or 2034, it should again exclude Snowbird and Alta as host venues. This commitment would provide the public with assurance that there is no hidden agenda and that the construction of the gondola is no way connected with Utah's desire to host another Olympic games.</p> <p>The EIS must also recognize the ski resorts roles and interests in project. Since publication of the Final EIS, the public has learned that Snowbird purchased that land that would be used for the gondola base station under the name of "LLC Base Property.," This would potentially require the state to rent or purchase the land on which the gondolas base station would sits from the primary beneficiary. The public must know the details and costs of any transactions or agreements between UDOT and Snowbird for use of the base and terminal facilities. The public has also learned that Gondola Works, the primary group behind public advocacy for the gondola, is backed and was started by Snowbird. Without disclosure of this information concern the public rightly remains skeptical regarding closed door agreements and whether industry has inappropriately had influence on the preferred alternative.</p> <p>10) UDOT has not adequately considered the impacts of widening Wasatch Blvd on cyclists. Wasatch Boulevard is not a highway and should not be used as one. It is road that provides access to residential neighborhoods in Cottonwood Heights, Sandy, and Draper and is used year-round by hundreds of cyclists per day. Cyclists and drivers have accepted Wasatch Boulevard as a multi-modal transportation corridor that provides sweeping and views of the surrounding mountains and Salt Lake Valley, access to canyons, and connections to trail systems (e.g., Parleys and Corner Canyon). Expansion of Wasatch Blvd would result in increased traffic and speeds and create unsafe conditions for cyclists. The addition of bike lanes to an upgraded road will not mitigate these issues and would substantially alter the character of this area. Urban cyclists prefer low volume residential roads with reduced speeds. UDOT should consider an entirely separate paralleling cycling boulevard if expansion of Wasatch Boulevard is part of its decision.</p> <p>11) UDOT's final decision should address parking issues in upper Little Cottonwood Canyon. Since UDOT initiated its EIS process tensions between Alta Ski Lifts Company and backcountry users in Little Cottonwood Canyon has increased. Alta owns and maintains nearly all parking in the upper Little Cottonwood Canyon and has instituted paid parking policies to preserve its parking for ski resort patrons. This decision has disproportionately impacted public use of National Forest system lands outside of resort boundaries. Currently there is no wintertime public parking in Little Cottonwood Canyon for non-ski resort patrons. Construction of the gondola would not address this issue because backcountry users frequently access the canyon during early morning or evening hours (5:30-8:30 AM) but have nowhere to park under Alta's current policy. In its efforts to identify transportation solutions that benefit all canyon users, UDOT should work with the Forest Service, Alta, and backcountry users to find fair and amicable solutions to existing parking problems.</p> <p>12) UDOT has inappropriately dismissed reasonable alternatives from analysis. Within the EIS UDOT dismisses several alternatives from analysis that are reasonable and should be analyzed in detail. Specifically, UDOT dismissed limiting the total number of skiers or having a reservation system as a solution to limiting traffic congestion. UDOT states that it does not have the authority to ban certain ski passes, charge more for lift tickets or parking, add more or reduce</p> | | |

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| | | <p>parking at the ski resorts, or limit the number of visitors at private businesses. Additionally, UDOT asserts that because S.R. 210 is a public road, UDOT does not have the ability to close the road to public travel except as a result of accidents, emergencies, or extreme weather conditions, or authority to change a private business's operating hours.</p> <p>UDOT's rationale for dismissing these alternatives is not consistent with CEQ NEPA guidance. According to CEQ's 40 most asked questions 2a and 2b, and agency must consider all reasonable alternatives, even if those alternatives are outside of an agency's authority or jurisdiction. In addition to being inconsistent with CEQ regulations and existing case law, UDOT's rationale for dismissing these alternatives is a logical fallacy. The most obvious way to reduce canyon traffic, even during morning and evening hours, is limiting the number of vehicles in the canyon at a given time. Reducing the number of skiers through capping ticket sales or limiting the number of vehicles in the canyon to available parking is a reasonable, clear, and obvious solution to traffic and safety problems. Any assertion that these measure would not reduce traffic, even during peak hours, fails the test of reason, especially when similar measures have been successfully employed at other popular recreation destinations, including national parks and ski resorts throughout the country. Further, this assertion does not comport with the fact that in recent years UDOT has temporarily closed both Big and Little Cottonwood Canyons when parking lots are at capacity.</p> <p>"In determining the scope of alternatives to be considered, the emphasis is on what is 'reasonable' rather than on whether the proponent or applicant likes or is itself capable of carrying out a particular alternative. Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant."</p> <p>Before approving construction of a gondola opposed by locals and at the expense of tax payers, UDOT must consider an alternative that would limit the number of vehicles in the canyon and limit ski resort tickets sales. While this alternative may be undesirable from the applicant's standpoint (either UDOT or the ski resorts) it is possible to create an alternative that 1) preserves and improves skier experiences; 2) allow for equitable access and sustainable use of the canyon; 3) provides reasonable economic opportunity for private business operating in the canyon; and 4) mitigates traffic congestion and safety concerns. Finally, as previously mentioned, skiing is entirely a discretionary extracurricular activity. Individuals that disinterested in dealing with morning and evening traffic can select to ski on alternative days, during alternative hours, or at alternative areas with no actual repercussion.</p> <p>Thank you again for your efforts to include the public in the decision-making process. While NEPA does not require that that UDOT accepts the will of the people, I urge you to consider listen to local voices and those that most frequently use the canyon who have almost unanimously voiced opposition to the construction of a gondola as a reasonable transportation solution.</p> | | |
| 33831 | Ashcroft, Peter | <p>When all is said and done, this project is driven by the "need" to deliver a large number of skiers to Alta and Snowbird immediately following a storm. In that sense, it is driven by a tiny fraction of the population for a tiny fraction of the time. In exchange, the rest of the community will be burdened with economic costs, visual blight, and environmental degradation every day of the year.</p> <p>The analysis itself is premised on traffic congestion times projected for 2050. Does anyone seriously believe that we can project traffic congestion times in 2050? Building on that dubious foundation, the analysis assumes that those people in cars will stop driving cars so that they can ride the gondola. If 100 years of adding freeway lanes have taught us anything, it is that congestion reduction claims are inevitably exaggerated. If the gondola is built, I confidently predict that episodic road congestion will persist.</p> <p>UDOT builds things. That's the only tool they have in the box. Asking UDOT what should be built precludes adequate consideration of alternatives that do not involve building things.</p> | 32.1.2B; 32.1.4B; 32.2.4A | A32.1.2B |
| 31259 | Ashe, Alexis | I personally have grown up in that canyon , I don't want to see it over ran and destroyed by a tourist attraction, leave the canyon the way it is. I am NOT supporting this , it just kills me knowing some people want to destroy Utah's natural beauty for their own entertainment. | 32.2.9E | |
| 31403 | Ashton, Cortlund | I belive that UDOT got it right in recommending the gondola option - The EIS was also appropriate and on point. | 32.2.9D | |
| 25909 | Ashton, Lauren | The voices of Utahns have been ignored as per usual in this state. We do not want the gondola. As a life long citizen, I am absolutely opposed to the gondola. We have been vocal. You have not listened. You are ruining our precious canyons. Shame on you. I am beyond disgusted at this decision. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |

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| 36673 | Ashton, Michelle | I spend at least once a week, every week in LCC, climbing, hiking, bouldering, and skiing. When the roads are closed due to snow, I do not wish that I could get up to the resort, I instead hope that the roads will be safely cleared and that no one gets hurt or dies. If the roads were closed, I would never ever get in a gondola. I would have the good sense to stay home. Using the thought process that the gondola will help provide access to the ski resorts when the road is closed is faulty at best and deadly at worst. Continued avalanche control, better maintenance, and thoughtful snow breaks are the way to ensure that the roads are not closed during ski season. Increased bus service all year around would help instill a practice of using the bus thus alleviating so many cars in the canyon during certain parts of the year. I would also be happy to pay or toll or get a pass to access the canyon. Having traveled all over to ski, I can say that I have first hand experienced expensive projects that were created to get people to ski resorts that are not used to their full capacity and create a huge financial burden on future generations. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A | |
| 33514 | Askins, Maren | I have been [REDACTED] for a decade, and I am commenting on behalf of myself [REDACTED] Alta Lodge, a long-standing business in the Alta community. A gondola is not the best solution to improve transportation-related safety, reliability, and mobility for all users on S.R. 210, nor does it have minimal environmental impact. The only users that would benefit from a gondola are day skiers to the ski resorts. The gondola solution excludes all summer users, lodging guests, hikers, bikers, backcountry skiers, residents, and employees who work a schedule that doesn't align with ski area operating hours. Without seeing the data, I am assuming you are actually excluding a majority of 210 users, thus undermining your goal, at great cost to taxpayers, most of whom probably would not use the gondola. You have also omitted a pivotal goal that must be considered for the long-term preservation of Little Cottonwood Canyon: we should determine a carrying capacity for the canyon and use the data to direct this hugely impactful decision. Mike Maughan himself has said many times that Alta's priority is to manage demand, not cram as many people into our ski area as possible. A gondola is not going to allow us to manage demand-it would cram as many people as possible into our canyon, as fast as possible. This is not a sustainable solution to ensure the long-term health of our canyon, our watershed, our communities, and our recreation. I, with many others, believe there are other credible solutions to be considered before a gondola, which come at significantly lower monetary and environmental costs and manage demand within our canyon, while also serving a greater majority of 210 users. We have already seen the benefits of reservations-based ski resort parking on our traffic and parking situation. Tolling is another cheap and effective solution to mitigate traffic and parking. Continued parking control and tolling alone could probably solve our traffic problems, at low cost and minimal environmental impact. Increased year-round bus service would also improve traffic, at low cost and environmental impact. Safety is a concern that should be addressed and can be improved without a gondola. Snow sheds should be considered for the road, regardless of what other transportation solutions are decided upon. These are the phased solutions you are already proposing, and I believe they are enough, without needing to escalate to building a gondola. A permanent, expensive gondola that does not meet the needs of a majority of 210 users is far from the best solution for Little Cottonwood Canyon, especially when it sits idle for more than half the year. The traffic problems it addresses-primarily the "red snake"-happen maybe 20 days out of the year. Let's start small and stay small, with cheaper, less impactful solutions that will ultimately be more effective. Continue parking regulation, introduce tolling, and increase bus service. Let's also better understand the carrying capacity of Little Cottonwood Canyon and make our decisions with that in mind, so that we can live in and enjoy our canyon for many years to come. | 32.1.2B; 32.1.2D; 32.2.4A; 32.2.2K; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9K; 32.7C; 32.20B; 32.29R | A32.1.2B; A32.2.2K; A32.29R; A32.1.2H; A32.2.6S |
| 29587 | Astie, Romain | I do not approve of the current plan to build a gondola in Little Cottonwood Canyon. A solution featuring only increased bus service, and no gondola, is vastly preferable for environmental, economic, and preservation reasons. Please reconsider your proposal, and do not build the gondola as proposed. | 32.2.9A; 32.2.9E | |
| 26888 | Astill, Forest | As a homegrown Utah resident. This plan is despicable. It is solely for the profit of corporations not for the ease of traffic OR more importantly the lessening of carbon emissions in our state. UDOT needs to revise its planning and prioritize the well-being of our environment and its residents. NOT corporate interests. | 32.1.2B; 32.2.9E; 32.10A | A32.1.2B |
| 26822 | Astill, Sarah | I think the idea of putting a gondola up Little Cottonwood Canyon is absolutely wrong. This will ruin so many beloved climbing routes, will cost an absurd amount of money and will lessen the experience of anyone who is enjoying Little Cottonwood canyon in anyway. Not to mention it's a horrendous eye sore and will only cause traffic elsewhere instead of in the canyon itself. On top of that, if it does happen, I know plenty of locals who care about this matter will boycott the gondola making it utterly pointless. | 32.1.2B; 32.2.9E; 32.4B | A32.1.2B |
| 32724 | Astin, Annette | I do not feel a gondola would be flexible or inclusive strategy for traffic concerns in the cottonwood canyons. I think a more viable solution would not include permanent installations of any kind and would also allow for more flexibility as technologies and traffic innovations are part of a forward thinking people. | 32.2.9E | |
| 30672 | Astin, James | Why is a gondola considered a priority. Little Cottonwood Canyon is only crowded on powder days of which we have fewer each year. Taxpayers shouldn't fund this terrible idea. | 32.2.9E; 32.1.2B | A32.1.2B |
| 37519 | Astin, Lisa | I do not want the gondola built!! As a Ut native growing up skiing it makes me sad to not be able to ski any more because I have been priced out and can no longer afford it. It has become a recreational sport for the wealthy and now you want me to pay for people who can afford to ski to have a gondola built for them at my expense. What happened to looking out for the locals. It all comes down to greed! | 32.2.9E | |
| 27771 | Astin, Lorin | The Gondola proposal is something that should be scrapped. There are other less costly ways to reduce traffic in the canyon. The Gondola only benefits very few people. If the ski resorts want this they should be the ones footing the bill not the tax payors of Utah. This is an issue that should be placed on the ballot and the legislator [legislature] should not be the ones to determine if the Gondola should be built. | 32.2.9E; 32.2.7A; 32.2.9N | A32.2.9N |
| 32301 | Atencio, Geno | I am totally against the proposed gondola as many other Sandy residents are. Please Stop!! | 32.2.9E | |
| 25661 | Atkin, Tammie | I'm am opposed to the gondola. It will ruin the canyon and it's majestic beauty. It is meat for a small population of skiers of which I am one. This hardly seems fair to people in rural Utah or others who don't visit the canyon. The cost is exorbitant and cannot be justified. I am completely opposed to it! | 32.2.9E; 32.2.4A | |
| 31925 | Atkin, Tammie | No gondola | 32.2.9E | |

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| 35567 | Atkinson, Aaron | Recognizing bus drivers are limited, even the transition plan to the pre-determined and business-aligned gondola is fraught with ineptitude and troubles. There would be less resistance and impact with a train that would and could more easily tie into existing UTA infrastructure. The gondola is a proposal pushed by ski-centric marketing that can't see other options as more aligned and viable with local use and interests that service more than the ski resorts. | 32.2.9E; 32.1.2D | |
| 31384 | Atkinson, Brandon | I personally like the gondola option. I don't think we need to add to the roadway construction that is always happening in Utah. It will only make the issue with traffic in the canyon worse. I also feel like the gondola option provides an additional recreation or activity that is provided to the public to view the canyon with out adding to the traffic. It will also allow for safer travel when trying to access the canyon in snowy conditions. | 32.2.9D | |
| 31388 | Atkinson, Colleen | This seems to be a thoughtful, balanced solution. It allows Rogers's and keeps our canyons accessible and beautiful. | 32.2.9D | |
| 32230 | Atkinson, Dan | I am opposed and have many concerns but of the concerns that I have, there are 3 fundamental issues that I want to address: 1- All of the proposed ideas should be voted on by the public and the decision should not be solely up to the Department of Transportation or a council From the Department of Transportation. This is a major event that affects much of the public including cities, counties and we the people. This should be up to the public to vote to make the decision on where or when this happens or if it happens. 2 - My understanding that the amount disclosed in the study for the total cost could end up exceeding one billion dollars. I am opposed to not having a cap on the total amount that will be spent, including additional charges that may be found or needed or additional funds that may be needed at a later time to complete the project. I don't think it is fair to the public to not have a total or cap amount and not have to come back later and ask for more funds. 3 - I don't feel that the justification for this whole project represents the amount of need from the public. I feel that there is a very small percentage of people that this would even have a benefit for using the Canyon and the transportation up to the Canyon. I don't think that all the public as a whole should be paying for all of this. There is a great number of people paying a big price in comparison to the small amount of public that uses it. I feel that nothing is perfect and that sometimes you may have closures due to snow or condition and other conditions and that it's ok for people that use the Canyon and the recreation associated with it to have an understanding that there are inherent risks for using that area and that things can happen that affect the transportation such as delays and weather. | 32.2.9E; 32.2.9N; 32.2.7A; 32.1.2B; 32.1.2D | A32.2.9N; A32.1.2B |
| 28564 | Atkinson, Julynne | I would like to voice OPPOSITION to UDOT's decision to implement a gondola for Little Cottonwood Canyon. I am opposed to this decision for the following reasons: 1. There are many more effective and less expensive options like shuttles buses, minimum occupancy for vehicles, and parking reservations. 2. The gondola does not allow access to the whole canyon, only Snowbird and Alta Resorts. 3. The cost is exorbitant to build. The cost to use the gondola is expensive and is not proven that people will use it. 4. This project benefits private enterprise and only a very small percentage of Salt Lake County citizens. 5. The gondola would change the natural beauty of the canyon. I am asking you to reverse your decision to build a gondola. Listen to all the citizens of Salt Lake County, not just a select few. Do not take drastic measures with our natural landscape that cannot be reversed once they are implemented. Also, do not use taxpayer's money for this project. | 32.2.9E; 32.2.9N; 32.2.2B; 32.2.2K; 32.2.2Y; 32.1.2D; 32.2.2PP; 32.2.7A | A32.2.9N; A32.2.2K |
| 26093 | Atkinson, Katie | No Gondola for our Canyons. Please explore other options like clean busses. | 32.2.9E; 32.2.2PP | |
| 37918 | Atkinson, Thomas | With only a limited number of days (10 or so) when the canyon is at capacity for driving and parking at the ski resorts, I feel the gondola will be under used and a waste of resources. | 32.2.9E; 32.1.2B | A32.1.2B |
| 35113 | Atkinson, Wendy | I think the gondola could be a good idea. My concern is who should pay for it. It seems it will be used for a specific group and not for the whole of the state of Utah. If it was funded by private or by those who benefit most, then I would be for it. It's a very expensive price tag to put on taxpayers. | 32.2.9D; 32.2.7A | |
| 26643 | Attebury, Bailey | This is stupid. How are you not seeing/considering the immense amount of disturbance and inconvenience you will be causing these people who have lived there in peace? Use your damn brain cells | 32.29D | |
| 26135 | Atwood, Jacob | Please don't install the Gondola as it will not improve traffic in the canyon and environmentally it will worsen the already impacted area. | 32.2.9E; 32.7C | |
| 27457 | Aubrey, Devon | The decision to build a gondola before exhausting simpler options is asinine. I have an adventure tourism business here in Utah and I and my customers enjoy the canyons all year long and I'm in favor of installing a tollbooth at the mouth of the canyon. It would help reduce canyon traffic while providing much needed funding for the Forest Service and the state to update and maintain infrastructure in the canyon. I've worked at ski resorts most of my adult life and know that lifts and gondolas never work all the time. A gondola is not a fix all answer and will come with its own problems. As soon as people realize that it will have holds and delays and have maintenance issues, they will stop using it and go back to driving up the canyon and we'll be back at the beginning with a huge gondola and bill to build it with hardly anyone using it. Who is to stay that people will even use the gondola in the way that the organizers expect. A tollbooth would force everyone that wants to use the canyon to pay to go up. Paying to go up the canyon and having to pay for parking at the ski resorts and at trailheads would help reduce traffic and protect the beauty of the canyon, scenic views, and the wildlife. Let's please consider other far cheaper and more environmentally friendly options. Thank you for giving us the option to comment. | 32.2.9E; 32.2.2Y | |
| 26030 | Auchincloss, Sarah | How could this happen?! At least make Alta & Snowbird pay for the gondola. 70% of canyon use is NOT for resort skiing. | 32.2.7A; 32.2.9E; 32.1.2B | A32.1.2B |

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| 36251 | Audia, Francesca | <p>As a frequent user of Little Cottonwood Canyon for resort skiing, backcountry skiing, trail running, and hiking, I firmly believe we need a transportation alternative to private vehicles. However, I am disappointed with UDOT's choice of the gondola as the preferred transportation alternative in Little Cottonwood Canyon. While there is no perfect solution, implementing a gondola at an estimated cost of half a billion dollars (presumably with major taxpayer funding) that financially benefits two private companies, and that there is major public backlash against, does not strike me as the best solution.</p> <p>One of my concerns is that the proposed solution is short-sighted. If one of the goals is to improve safety, why not operate the proposed solution year-round? Regularly on weekends, trailhead parking lots fill up and people park up to a half mile from the trailhead on the road, creating a dangerous situation for pedestrians and drivers. Furthermore, given the long time horizon in implementing the gondola and Utah's warming climate and shrinking Great Salt Lake, realistically, what will Utah's ski demand look like when the gondola is finally running?</p> <p>The travel time of the proposed gondola solution is almost 1.5 times that of driving a personal vehicle. Even with the addition of tolling, there are many people who would prefer to drive a vehicle in exchange for a shorter commute. We've seen that with paid parking at ski resorts; they still fill up every weekend, despite buses offering a cheaper ride.</p> <p>Last, the construction of a gondola will permanently scar Little Cottonwood Canyon.</p> <p>I appreciate that UDOT is considering a phased implementation plan with enhanced bussing, but at the same time, with UDOT's recent announcement of reduced bus service to the canyons, I question how serious UDOT is about this.</p> | 32.2.9E; 32.2.6.5F; 32.2.2E; 32.1.2F | |
| 34927 | Augade, Deidra | Please do not approve this gondola. I'm a lifelong Sandy resident and this will not solve the transportation problems in the canyon and will absolutely destroy our canyon and surrounding areas. This is big business coming in and disregarding what is best for the people who live here. Please, let's figure out another option!! | 32.2.9E; 32.2.2PP | |
| 35300 | Augade, Steve | DO NOT BUILD A GONDOLA!!! I support a hybrid of snow sheds and enhanced transit and even a toll gate if we can avoid the incredible high cost and eye sore if a gondola. This gondola will go down in history as even a bigger failure and waste of tax payer money than the Great Salt Lake pumps. | 32.2.9A; 32.2.09E | |
| 33941 | Augason, Emily | While change is inevitable, this is not the solution. I grew up climbing this canyon as well as visiting snowbird. We have a time share at snowbird and live in sandy. Who says world class skiing is more important than world class climbing? That's simply and opinion. Think of other options: local annual passes allowing entry to the canyon, limited weekly entry, etc. there are options that don't affect the beauty of the canyon. It's world class for a reason and adding easier access for the public ruins that. Look at national parks- preserving the land while allowing people to experience it. Controlling the amount of people will in turn keep the canyon preserved. | 32.1.2B; 32.1.2D; 32.2.9E; 32.4B | A32.1.2B |
| 26681 | Aune, Elsa | The gondola for LCC would just get more people up the canyon, it doesn't solve the original traffic problem, there for not helping air quality either. The gondola is going to be built with tax payer dollars and those same Tex payers won't be able to afford to take the gondola up. It's a pay to play scenario and only benefits the government and the super wealthy. Saving LCC from to many people a greed should be a priority. | 32.1.2B; 32.2.9E; 32.10A; 35.5A | A32.1.2B |
| 25544 | Aura, J | wrong decision. Computerized Alta parking system dramatically reduced traffic issues. Snowbird to adopt this year. Paid parking coming. Electric busses and enhanced road structures. | 32.2.2K; 32.2.6H | A32.2.2K |
| 36574 | Austin, Amy | The Gondola is a great solution to relieve the congestion on Wasatch Boulevard and the Canyon Roads. This aerial solution would be the ultimate way to remove vehicles from the roads and can be done in a beautiful aesthetic manner to be complimentary to the Canyons. Other cities have done this in a beautiful way. The objection to the Gondola is stunningly short-sided for a minority of people who believe their property would be negatively impacted. Our family has skied for years and there is no longer joy in trying to get up to the resorts. This is the first year we are contemplating not getting a family pass. | 32.2.9D | |
| 29741 | Austin, Cathy | PLEASE "NO" ON MOVING FORWARD WITH THIS GONDOLA IDEA...NOOOOOO!!! | 32.2.9E | |
| 31831 | Austin, Cathy | NOOOOOO gondola in little cottonwood canyon please | 32.2.9E | |
| 27285 | Austin, Lisa | <p>I have lived in Utah since 2007 and I am a frequent user of LCC for skiing, hiking, and just general enjoyment of its beauty.</p> <p>The gondola proposal will NOT solve the issues facing LCC. It will not alleviate the majority of the traffic crowding our beautiful canyon, and it only serves the two ski resorts at a great expense to our state. Plus it will forever mar the landscape of LCC.</p> <p>There are only a few days each year when the canyon becomes overly crowded due to powder days. The rest of the time, the crowding is more manageable and comes from a variety of uses....hiking, snow shoeing, rock climbing, sightseeing, camping, going to the hotels up in the canyon, etc.</p> <p>How can a gondola that ONLY goes to the ski resorts and ONLY runs in the winter solve these issues? It can not.</p> <p>Let's look at the success of Zion Canyon in managing YEAR ROUND traffic which is the real issue. We need electric buses that are modern, comfortable and run frequently and stop at numerous places. This would cost millions less to implement. We could have EXPRESS buses that run directly to Snowbird and Alta (separate from each other) and have a general bus that stops at trail heads, etc.</p> <p>Build a multi-level parking garage for the bus station instead of the gondola!</p> | 32.2.9E; 32.1.2B; 32.1.4D; 32.2.2B; 32.2.9A; 32.2.2M | A32.1.2B |

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| | | <p>Stop allowing private cars into the canyon unless they have a permit (homeowners/critical employees). Or implement a daily fee/annual pass. Additionally, if the snow tire/chain law was enforced (as well as speed limits), there would be fewer accidents on the road and less delays in the winter.</p> <p>I am shocked and appalled that UDOT thinks that a \$500 million gondola (that the taxpayers will ultimately pay for) and will forever mar the beauty of the canyon is the best solution to this issue. And, I am not a NIMBY homeowner in Cottonwood Heights (although I sympathize with them). I live in Draper. I am surprised that anyone who lives anywhere in Salt Lake County thinks that the gondola solution is a good one. It makes no sense from a financial standpoint, an ecological standpoint, a preservation standpoint, a sustainability standpoint, a common sense standpoint, and most of all - it only serves TWO locations in the entire canyon and ONLY in the winter.</p> <p>Please UDOT, do the right thing and support other options to resolve the issues facing LCC.</p> | | |
| 30451 | Austin, Madison | The gondola permanently destroys the natural beauty of the canyon. The gondola proposal does not reflect the whole population of canyon visitors - not everyone skis! I support less environmentally destructive and more accessible improvements, such as better funding for and an improved UTA bus system with drivers paid a livable wage; tolling to encourage carpooling on high traffic days i.e pow days; and expanded bus lanes/bus only lanes to encourage public transportation use | 32.2.9E; 31.1.2D; 32.2.9B | |
| 27883 | Austin, Mike | I fly from Europe every winter to backcountry ski in and around the Wasatch. I will find other places to spend my time and money if this ill thought out gondola proposal goes ahead. It advances the land grab of the ski resorts and disadvantages every other user group in the canyon. | 32.2.9E | |
| 31659 | Austin, Rick | Our family has lived [REDACTED] for 39 years. The beauty of the canyon is seen out my windows. To install a tram system would forever take that natural beauty away. I firmly believe that another option should be approved. Where is funding for such a project? The tram option is only being considered for a small group of skiers not the majority who do not ski. Don't put in a tram. Please | 32.2.9E; 32.2.7A; 32.1.2D | |
| 29082 | Austin, Tricia | I am very against the gondola. It is an enormous expense and will ruin the canyon. I love hiking and camping up there. I do not want to see this built. | 32.2.9E | |
| 34179 | Auten, Lili | The Gondola will destroy nature and take away the natural beauty of the canyon. | 32.2.9E | |
| 37339 | Averill, Derek | Please do not make the environmental mistake and install a gondola. Can we really justify environmental destruction for a few snowy days? The canyon is beautiful and adding the gondola is irreversible. Save the canyons for everyone. This seems corrupt and one-sided. | 32.2.9E; 32.1.2B | A32.1.2B |
| 31334 | Averill, Zach | I don't see anything addressing the impact a gondola would have on LCCs bouldering zones. As proposed, it appears 100s of bouldering and climbing zones would be negatively impacted. This is a large driver of tourism and local recreation in the area that is done almost the entire year. Installing a gondola that would only help shuttle people to the ski resorts seems like a miss for all the other recreational activities in the canyon. Running an enhanced bus system isn't something that has been seriously considered to this point. Due to a lack of buses running, I've tried to use this system multiple times and ended up waiting hours. As a result, I (and most people I talk with) end up driving their personal cars. IF an enhanced bus system was actually implemented for a couple years, I believe it would alleviate many of the issues we currently face. Installing a 500 million dollar, tax payer funded, that only benefits the ski resorts is a short sided solution to the issue at hand. We haven't yet fully explored other more comprehensive, cheaper options yet. | 32.4B; 32.2.9E; 32.1.2D; 32.2.9A | |
| 29046 | Avila, Ryan | I really don't see how people in the area will benefit from this. Correct me if I'm wrong but won't only the resorts financially benefit from this? Also, as resident in Sandy, does that mean I'm paying for this gondola but I don't get to ride it for free? And by having a condola that just means more people from around the world are going to want to come here which means we're going to have even more traffic. Why not learn from Zion national Park and Arches National Park and those who want to go to the ski resorts schedule time so that way the canyons won't be so busy with traffic from people who did not schedule a time to go to those ski resorts. Because let's be real, it's only busy during the winter when people are skiing. Are there really no other alternatives to solving the issue of traffic in the winter time? Limiting day passes or having buses won't help? Here's the thing, I plan to run for office in the near future and I definitely am against this and I know many of my supporters are as well. If there's any way I could get involved with the decision or understanding why certain decisions are being made please let me know. | 32.2.7A; 32.6A; 32.2.2K; 32.2.9N | A32.2.2K; A32.2.9N |
| 34865 | Awalegaonkar, Tania | I support enhancing bus routes and parking rather than a gondola. The gondola will only serve to assist the rich, and is privately owned, which is unethical for a form of public transport and social service. It will absolutely ruin the beautiful view of the valley. The absurd amount of money that is being spent on this could be used much better to enhance the systems we already have. | 32.2.9A; 32.2.9E | |
| 30319 | Awsumb, Heather | <p>I am firmly opposed to the gondola option proposed for Little Cottonwood Canyon (LCC), I like 80% of Utahns according to a recent poll. As proposed, the gondola cannot address the traffic issues of LCC - the state[d] purpose of the project. Cars will continue to be the preferred option for most visitors to LCC because 1) there will be no incentive for people to change their behavior and start using the gondola because it will add time and expense to their commute and 2) there will be no trailhead or backcountry access on the gondola so most visitors to LCC will need to continue to drive to access those areas. Without a plan to limit cars in LCC (which there realistically can't be, because of point #2 above), the gondola will benefit only the ski resorts by funneling users to their areas, but will not address the proposed objective of the project to reduce traffic in the canyon.</p> <p>Parking reservations at the ski resorts has already proven to be an effective solution at mitigating traffic. There are many other common-sense options that have not been considered such as parking hubs in the valley, electric busing with regular routes, carpooling and tolling. Please do not place a \$500 million price tag on Utah tax payers that will only enrich the ski resorts and not address the objectives of the project.</p> | 32.2.9E; 32.2.2K | A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34300 | Ayers, Bill | The proposed gondola suffers from many serious flaws. First it is fiscally irresponsible to burden the taxpayers with this project. It solely serves the ski resorts for only a few weekends a year. Secondly, it does not address the loss of pristine wilderness and dispersed recreation. Never mind the fact the project will take an absorbent amount of time in which the general public and dispersed recreators will be significantly inconvenienced. Lastly, there are viable alternative solutions such as tolls and enhanced bussing services. | 32.2.9E; 32.2.9A | |
| 29401 | Ayers, Charles | I am opposed to the gondola proposal. I live near the mouth of Big Cottonwood Canyon and bike, hike, and ski the canyons, and experience the traffic issues. I favor shuttles and fees and regulations on car use and feel a gondola would be an expensive and unsightly gift to the ski resorts that would be the sole beneficiaries. The ski resorts may have to understand that their is a limit to the number of skiers they can accomodate in our canyons. | 32.2.2B; 32.2.2K; 32.2.4A; 32.2.9E; 32.6A | A32.2.2K |
| 28987 | Ayre, Michael | <p>As a 20+ year season pass holder at Snowbird, I recognize the increased traffic in Little Cottonwood Canyon and the need to address.</p> <p>Any interim solutions until the preferred option of the Gondola is constructed should show preferential treatment to full season pass holders at Snowbird and Alta, which are the primary revenue generators and supporters of the two ski resorts.</p> <p>The single largest increase to traffic occurred with the addition of Snowbird and Alta to the Ikon pass. That first year saw such a dramatic increase to traffic, specifically on Saturdays or major snow days. Not only was traffic increased dramatically, but parking on the main road was also increased exponentially in Little, and Big, Cottonwood.</p> <p>Part of the reasoning for a season pass is for quick trips to the resorts when time allows - have a couple hours, make a few tram laps, then back to work or other activities, but many times that is single occupancy cars. Adding the time and hassle to transfer to a bus along with not being able to take with multiple skis depending on conditions will inhibit many people from not wanting to go up, punishing the season pass holders while also punishing those who don't always have someone to ski or ride with.</p> <p>Suggestions during the interim period until Gondola completed:</p> <ol style="list-style-type: none"> 1. High Occupancy Days Peak Hours Shift - move time from 7am-10am to 8am-11am (or at a minimum, 730am-1030am). Where the resorts do not open until 9 to 915am, this would incentivize spreading out of traffic for early birds to get up to the resorts before serious traffic occurs without punishing for single occupancy or a toll cost. 2. Tolling Exclusion for Season Pass Holders - provide a reader (like used on I-15) be included with a full season passholders to Snowbird and Alta for use at any time of the day going up and down the canyon whether single occupant or not with no additional fee. This would incentivize season pass participation, which is the primary revenue stream of any ski resort and shift the burden and cost to the Ikon pass users and single day ticket users not staying up at the resorts. In this case, peak hours' time would not need to be shifted. <p>Thank you for your time and efforts in finding solutions to the ever-increasing traffic issues with the canyons. Regards, Michael Ayre</p> | 32.29R; 32.2.2K; 32.2.4A | A32.29R; A32.1.2H; A32.2.6S; A32.2.2K |
| 26578 | Azarian, Mike | Please do nothing. The skiers can wait in traffic or go earlier. Thanks. | 32.1.2B; 32.2.9G | A32.1.2B |
| 30091 | B Henriksen, John | I understand the top issues for the canyon are safety, mobility and reliability. I think the number one and two issues of the canyon should be preserving the natural beauty of the canyon and controlling the use of the canyon in order to preserve that beauty. I think a gondola is a terrible idea. It will destroy the beauty of the canyon. It will create a terrible eyesore. It will also put more people up the canyon at Alta and Snowbird, when the resorts and the canyon usage outside of the resorts is already past its maximum. The resorts can only put so many people on the hill before it is too crowded to ski and enjoy. If safety is an issue, then we really don't want to have people up the canyon before the roads are safe, because the mountains are not safe either. People will ski anyway if they are up at the resorts. Sure, Alta and Snowbird will lockdown the report, but more and more people ski back country and we will lose more lives to avalanches than ever with a gondola. It is no more reliable than cars and busses. People don't like to ride busses, so they take their cars. We can solve much of the over crowding by making cars pay to enter the canyon like Millcreek canyon. Then do like Solitude and reduce the fee for cars that have more than one passenger. Use the money to improve the roads and in a few places widen the roads. I don't think we need bigger roads. We have ample roads. We just don't have enough canyon for everyone who wants to use them. That is a population problem, not a transportation problem. People also drive cars because they want to be mobile and park in all different areas in the canyon and hike in different areas and ski backcountry in different areas. They still will. Keeping the canyons closed during avalanche times is still going to happen. There will still be long lines, even if there is a gondola. The only roads that need to be wider are those at the mouth of the canyon where people are waiting for the canyons to open. I have been there many times. First ones in line get the powder. If you are late, you don't get it. We are all ok with that. No Gondola Please!!! | 32.1.5G; 32.1.2F; 32.2.9E; 32.4G | A32.1.2F |
| 26449 | B, A | There should not be construction in this canyon. If the supposed problem is traffic, and the supposed concern with this traffic is environmental impact, then construction of a gondola which would destroy some parts of the canyon, makes no sense. Stockton is on the verge of disincorporating, and the Salt Lake is disappearing; I think this decision is a permanent overreaction to a very possibly temporary boom in population and canyon use. | 32.1.2B; 32.2.9G; 32.29D | A32.1.2B |
| 29669 | B, Birky | no. Traffic is gonna be bad no matter what. A stupid gondola will jus with nature and obstruct the best view of your mornings. Don't ruin it with a stupid gondola. | 32.1.2B; 32.2.9E; 32.7C | A32.1.2B |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26579 | B, Jack | The Gondola seeks to solve a problem that isn't there. If tire checks were conducted on the way up we could significantly decrease accidents. Only conduct checks on the way up to ensure the traffic does not get backed up. The Gondola project is not worth it's value, and matinance on the gondola further adds to the problem. Pick practical solutions | 32.1.2B; 32.2.2M; 32.2.2PP | A32.1.2B |
| 37597 | B, Jake | Listen to your customers, and to your neighbors. Most, if not all, are vehemently opposed to the gondola proposition. Please think with your hearts and not with your wallets. The bus plan is a much better plan. Additionally, use some of the money you're willing to spend on the gondola to partially subsidize resorts to provide cheaper season passes to people who use the buses to get up the canyon. This option could be introduced as soon as this upcoming season, as it requires zero initial construction. After it is implemented, you can then spend time to properly expand the busing program. A gondola will not magically fix the problems plaguing this canyon. It will destroy the scenery and impact the environment around it. Please do not install a gondola in our home. | 32.2.9E; 32.2.9A | |
| 26741 | B, Lindsay | No gondola! | 32.2.9E | |
| 28296 | B, Matt | The solution to a crowded limited resource is not to spend a bunch of money to make new ways to cram more people in. Taxpayers should not be paying billions to provide expanded access to private ski resorts. These gondolas are not an effective or environtally friendly solution to overcrowded canyons. | 32.2.9E; 32.2.7A | |
| 38201 | B, S | I ABSOLUTELY DO NOT SUPPORT THE GONDOLA. It would be an eye sore on our pristine canyon. Improve bus service or other less invasive methods but NO GONDOLA! | 32.2.9E; 32.2.9A | |
| 33560 | B, Tom | Spend money on literally anything other than gondola. Improve the roads or something come on it isn't hard | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 27832 | B, Tom | No gondola please. Stupid idea. | 32.2.9E | |
| 27230 | B, Tori | The decision to add this gondola in LCC is a sad excuse for a solution. Tolling, ride share incentives, limiting number of cars allowed in the canyon, distributing passes on a daily basses for a number of cars allowed to enter the canyon at a given time, cranking up bus numbers all of which can help are much less expensive, environmentally taxing, and disruptive to the local people around LCC. It is unfortunate that you have allowed these outside companies to come in and flash some pretty numbers and ruin the way of life that has existed for so long in this area. This place will turn into the next park city and housing prices with sore and the locals will no longer afford to live here. Please reconsider the gondola and think about the community that has existed here for for years and years and not the outside people who have come in out of nowhere with showy money to woo you. | 32.2.9E; 32.2.4A; 32.2.2K; 32.2.9A | A32.2.2K |
| 32493 | Babalys, Maxine | I believe the enormous cost in order to benefit two businesses is totally out of order. Other ideas might be to put a station at the bottom of the canyon. The operator would know how many parking stalls are available, and when another car enters, it should be turned away. Also, maybe cars with licenses ending in an even in an even number would be allowed up the canyon on an even numbered day. The same would apply to odd numbered days. There are so many cheaper solutions to the canyon problems than this enormously expensive gondola. | 32.2.2K; 32.2.9E | A32.2.2K |
| 35335 | Babcock, Peggy | I am completely against the gondola. The price is too high. It is paid for by everyone and serves mainly the ski industry and those who ski. I'm sure the price to ride a gondola would also be very high. It serves only the rich. I prefer the enhanced bus service and increased parking. | 32.2.9E; 32.2.7A; 32.2.9A | |
| 32503 | Babcock, Robert | There are better, lower cost options to address a problem that does not occur very often. More carpooling (incentivized by parking costs), better bus coverage | 32.2.9A; 32.2.2K; 32.2.4A | A32.2.2K |
| 26350 | Babcock, Tessa | I don't agree with the construction of any gondola in any of the canyons. We need to be making decisions based on climate change and water preservation. It is absolutely ridiculous that our leaders would okay a project as detrimental as this. Please stop it. | 32.2.2E; 32.2.9E | |
| 32022 | Babicz, Rebecca | Please don't use public money to support private corporate interests. Please consider other options for traffic control besides this extreme narrow minded option. | 32.2.7A; 32.2.9E | |
| 34062 | babor, grace | NO TO THE GONDOLA!!!! | 32.2.9E | |
| 31264 | Bach Whitehead, Trudy | Protect our beautiful Wasatch Mountains. Change behavior first. Take We need electric busses, regional transit throughout. The valley, have people take the bus and or carpool. Please stave off the gondola! We can't make more land. | 32.2.9E; 32.1.2F; 32.2.6.3F; 32.2.2I | A32.1.2F; A32.2.2I |
| 38021 | Bach, Jeremy | I live at the mouth of Little Cottonwood. I oppose any effort to limit access to anyone. Do not limit the road. A gondola is fine as an additional mode. | 32.2.9D | |
| 36991 | Bachman, Kristin | Enacting a better bus system with tickets would limit the number of cars present in the canyon and will keep invaluable bouldering areas from being destroyed. | 32.2.9A; 32.1.2D | |
| 37262 | Backman, Bret | Does spending a billion dollars (since we all know that the \$550 million price tag is a pipe dream) of taxpayer money on a problem that 1) affects a very small portion of the SLC population, and 2) affects those people for a maximum of 10-15 days a year really make sense? No one will ride a slow, expensive gondola except on the days when traffic is bad. They just won't. On the other hand, requiring reserved parking - paid or not - has been shown to be VERY effective at reducing traffic in the canyon for the past 3 years (two years | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.2K; 32.1.2B; 32.2.2I | A32.2.2K; A32.1.2B; A32.2.2I |

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| | | <p>for Snowbird, and last year at Alta).</p> <p>Do I love paying for parking? No.</p> <p>Is is better than any other option? Absolutely. And it's already been shown to work. Well.</p> <p>Also, I believe one of the major flaws in the whole gondola (or road widening) argument is this: That on a powder day, it is important for EVERYONE who wants to go up LCC to be able to do so.</p> <p>That is simply madness. Have you every experienced lift lines on a powder day? If so, you would not think that we need to get MORE people onto the ski resorts. It's not only the traffic that ruins the experience on a powder day. Lift lines do, too. We don't need more people in the canyon on those days.</p> <p>Instead, we should acknowledge that space in LCC on a great ski day is - wait for it - FINITE. There is only so much to go around.</p> <p>So, first ones who get a parking reservation win. Sorry, that's how limited resources work.</p> <p>So, I beg you to PLEASE abandon both of the ridiculous options you've chosen between (gondola and road widening) and go with common sense solutions that are scalable, and have already been shown to work.</p> <p>Reserved parking - whether paid or not. Incentives for carpooling (paid reserved parking is probably the easiest to administer, more than directly charging for low occupancy vehicles) More buses on routes that start AWAY FROM the mouth of the canyon.</p> <p>Speaking of that last point (away from the mouth of the canyon), you of course realize that the proposed bottom terminal of the gondola is already WELL into the traffic pattern on a powder day, right? =)</p> <p>Be sensible. Charge for parking and call it a victory.</p> <p>Use the billion somewhere else, where it will benefit more Utahns on more than a dozen days a year.</p> | | |
| 37993 | Backman, Jordan | <p>I would like to voice my opposition to Gondola Alternative B in the Little Cottonwood Canyon EIS. While I appreciate the thoughtful analysis and hard work that has gone into the EIS, I am opposed to the gondola alternative for at least the three reasons below. I have tried to be concise, because I am certain that many others have already expressed similar views in greater detail.</p> <p>(1) This alternative would permanently change the character of one of the most beautiful places in the state of Utah. The gondola would create a visual blight that would degrade the natural aesthetics that so many (not just skiers) come to enjoy all year round (not just in the winter).</p> <p>(2) The alternative serves only the Alta and Snowbird ski resorts. I am a skier and have spent several winter days enjoying what these two areas have to offer. I also dislike sitting in traffic as much as the next person. However, the canyon is home to so many more activities than just skiing, and the gondola's foremost utility seems to be in cramming even more skiers into the canyon on the busiest winter days.</p> <p>(3) If the gondola's construction and operations were to be publicly-funded, it would be an unconscionable use of taxpayer dollars, given that it would almost exclusively benefit two premier resorts and those who can already afford to ski there.</p> <p>Thank you for your time and consideration.</p> | 32.2.9E; 32.1.2D; 32.2.7A | |
| 31888 | Backus, Nicholas | <p>Little Cottonwood Canyon is an exceptionally beautiful area with very high recreational value that needs intelligent planning to protect and balance it's natural beauty, recreational value, and ease of access. I think the improved bussing is a good start but more should be done to evaluate it's effectiveness and only move on to alternatives if it does not work for fulfilling the transportation needs. To find a solution that does not involve a gondola, and that avoids the widening of the canyon road in the future. We should be looking at models used by the national park service, as this type of transportation is something they specialize in. In minimizing impacts to high value areas while accommodating mass amounts of people. Specifically Yosemite and Zions. In peak volume you can swap to bus only for most visitors, but allowing residents handicapped vehicles to use the road. Or a system like glacier point road in Yosemite, during peak season, control the number of cars that are allowed up based off how much parking is available, thereby keeping roads clear of traffic allowing fast transit via busses. My favorite time of year in Little Cottonwood Canyon is spring through fall. Seeing a gondola put it in would make me sad. The Freeway in Provo canyon ruins it for me, I hope this canyon remains intact.</p> | 32.2.9E; 32.2.9A; 32.2.2B | |
| 30990 | Badenhausen, Richard | <p>I write in strong opposition to the wasteful gondola plan, which seemingly will wreck the pristine canyon and spend \$500M simply to alleviate traffic congestion during two dozen powder days - what about the other 340 days of the year? Why would we invest in such a technology when there are many other less costly mitigation plans that haven't been tried yet? And when climate change is shortening the length of the ski season and amount of snow that falls in the canyon. This is the definition of short-sighted overreach. Please do not go down this path,</p> | 32.2.9E; 32.1.2B; 32.2.2E | A32.1.2B |

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| 29599 | Badger, Cameron | Don't ruin our canyon. It's not worth it. There's many other ways to help this problem. No one wants it. | 32.29D | |
| 32865 | Badger, Carly | I am opposed to the Gondola because it will ruin our ecosystem by adding pollution and cutting down trees. The tax payer dollars should be used in other more responsible ways. The Gondola is not necessary. We already have roads. We just need a more efficient bus transportation system. | 32.2.9E; 32.2.9A | |
| 37317 | Badger, Erik | Born and raised in the shadow of this majestic little mountain range we call the Wasatch, it breaks my heart to see ideas like those proposed by UDOT. I am an avid skier both back country and resort and I am 100% opposed to the gondola as a solution to the traffic and parking problems in Little Cottonwood Canyon (LCC). Placing an over \$500 million dollar burden on the tax payers of Utah (most of whom will not use nor benefit from this expensive project) is inappropriate and irresponsible. This project is incredibly destructive to the flora, fauna, and water quality of LCC and would be an atrocious eyesore. The view down canyon of this glacier carved paradise is a wonder of nature that needs to be preserved without gondola towers and cables running down the middle of it. The traffic problem in LCC needs to be addressed with less destructive, less expensive solutions. An efficient bus system utilizing the existing road (no expansion) with hubs/parking scattered strategically throughout the valley is a solution the public can get behind and support and can solve the traffic and parking problems not only in LCC but Big Cottonwood Canyon (BCC) as well. (Odd that the same parking and traffic issues exist in BCC but nothing has been proposed to address it). To discourage personal vehicle use in both LCC and BCC during the winter months, I propose implementation of a parking reservation system not through the resorts but through UTA. Anyone wishing to drive and park their own vehicle up canyon of white pine trail head in LCC and Silver fork lodge in BCC between the hours of 6 am and 2 pm must make a reservation through UTA with a \$30 dollar price tag. UTA would enforce this and ticket violators with \$50 dollar ticket. All proceeds from the reservation system would go to funding the new and improved bus system NOT the resorts. Improve upon existing infrastructure through less costly, less destructive, less elaborate ways. This is forward thinking. We don't need human made tourist attractions. The canyons in their natural state are attraction enough. The Wasatch mountains are special, unique, sacred. It's the responsibility of this generation to preserve what's left of it. Thank you for your consideration. Sincerely, Erik Badger, DDS,MS | .32.2.9E; 32.2.7A; 32.2.9A; 32.2.2I; 32.2.2K | A32.2.2I; A32.2.2K |
| 25635 | Badger, Erik | How can you completely disregard the fact that the population along the wasatch front opposes the gondola. We don't want this. UDOT, snowbird and alta, and the developers are the only ones that want this. Seems self serving and dishonest. You should be ashamed. | 32.2.9E; 32.2.9N | A32.2.9N |
| 31955 | Badger, Jennifer | Hello! I am commenting to express I am against the proposal of a gondola as the traffic solution to Little Cottonwood Canyon. This is an expensive, damaging suggestion that has no real data to solving the problem. I would like to see less invasive measures implemented first, such as a tolling system, a reservation system, or a bussing solution, before determining a gondola is the best solution. Thank you. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 36125 | Badger, Jonni | ***Please do not build the Gondola*** Last summer I visited Rainbow Bridge. It was a very special experience for me. I was in awe at the beauty and reverence of the land. As we were getting closer to the bridge there were signs posted asking that no visitors approach or walk under the bridge. Rainbow Bridge is viewed as sacred and holy by the Native American people. They saw it for what it was...A beautiful creation. NOT TO BE CHANGED BY MENOR WOMEN! Little Cottonwood Canyon is a beautiful creation. It has been here longer than we can comprehend. Lets not change it. We want the generations to come to be able to enjoy what we have the privilege of enjoying now. The Gondola WILL NOT address the traffic issues of both BIG and LITTLE cottonwood canyons. I've waited hours to make it home from Brighton ski resort which is normally a 30 minute drive. What is the solution for Big Cottonwood Canyon? Lets start with a simpler, less expensive option and go from there. Spend the money on busses, park and rides and salaries for the bus drivers (so we can get more drivers). This will help BOTH canyons with traffic issues. We are in a situation where everyone needs to compromise. The Gondola is not a compromise. It will benefit the ski resorts and investors but cost EVERY Utah taxpaying citizen. Please listen to reason and do not spend our taxpayer dollars the Gondola. Thank you for reading my comment. | 32.2.9E; 32.1.2D; 32.2.7A; 32.1.2F; 32.2.9R | A32.1.2F; A32.2.9R; A32.1.2H; A32.2.6S |
| 38920 | Badger, Luke | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only | 32.2.2BB; 32.2.0B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |

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| | | <p>enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range.</p> <p>Sincerely, Luke Badger </p> | | |
| 36459 | Badila, John | <p>As a Salt Lake City resident, a skier, rock climber and a photographer I have followed the LCC EIS transportation process very closely. I have spent a great deal of time in Little Cottonwood Canyon over the past 14 years as a recreationist and a resort employee. I'm familiar with the challenges facing transportation in this canyon, having used the ski buses extensively, as well as carpooling and (more often than I'd like) driving a car with a single occupant.</p> <p>I strongly oppose UDOT's preferred alternative, the Gondola Alternative B. There are several major drawbacks to this proposed project, and even leaving the obvious problems out of consideration, it seems unlikely that this alternative will even succeed in alleviating traffic problems significantly.</p> <p>Dispersed Use- The gondola as proposed leaves dispersed use of LCC out of consideration entirely. The White Pine trailhead is very popular year-round with hikers and backcountry skiers, to the point that the lot is full and parking on the shoulder for a mile uphill and down is common, but the gondola will not stop here, leaving this problem unabated.</p> <p>Impact on Rock Climbing and Viewshed- The proposed gondola will have irreversible and highly detrimental impacts on rock climbing in the lower part of Little Cottonwood Canyon, and these impacts have been minimized or ignored in the EIS. These impacts include the destruction or removal of popular boulders for climbing to build the access roads and gondola support towers. Further, there will be major visual and noise impacts to the majority of areas where rock climbing is popular in LCC. The gondola will pass directly over or nearly alongside many climbing routes and bouldering areas. The proposed 200-foot tall towers and 35-person gondola cars will be visible to all visitors to Little Cottonwood Canyon, whether they are driving, hiking, climbing, skiing, or otherwise recreating in the south or north facing terrain of LCC, as well as simply doing a leisurely drive up the canyon.</p> <p>Seasonality- As proposed, the gondola will only operate from December through April. This will benefit the ski resorts, Alta and Snowbird while doing nothing to alleviate traffic from June to October, which is already at similar levels to winter use.</p> <p>Failure to Alleviate Traffic Congestion- It is still unknown what fees will be charged to gondola riders, but given the high estimated cost of the project (\$550 million in the initial proposal) it is likely to be expensive, which will incentivise most canyon users to continue taking private vehicles up the canyon. Further, the gondola cannot operate while avalanche control work is being done, so it may not run at all on some of the most congested mornings on storm days.</p> <p>Private Profit at Public Expense- The proposed Gondola Alternative B stands to provide an economic benefit primarily to two private businesses, Alta and Snowbird ski resorts. This seems like an unreasonable use of more than 500 million dollars of taxpayer money, especially when most Utahns don't visit these resorts, and many live in parts of the state far from this area.</p> <p>We Don't Want It- A recent survey showed that 80% of respondents did not favor the gondola.</p> <p>Capacity- To my knowledge, UDOT has not done a capacity study as part of the EIS for this project. So there is no data on what the impact on the canyon will be of moving more people up the canyon per day than is currently possible. Assuming the gondola can succeed in getting more people up Little Cottonwood Canyon each day than is currently possible, that will have inevitable detrimental effects on crowding and environmental impacts, which are already significant issues.</p> <p>Not Needed- The EIS states: "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." This should not be UDOT's goal in spending public money on what is billed as a transportation solution. The latest data suggest that interest in resort skiing is declining, while participation in backcountry skiing is growing rapidly. Transportation solutions should be aimed at alleviating real problems and benefitting all canyon users, not enriching private businesses.</p> <p>Other Options- UDOT's EIS fails to adequately consider several alternative solutions that could be more workable and less expensive. Some of these include: a toll for all canyon users, enhanced bus service (which is actually being cut this season), snow sheds for sections of the road most prone to avalanches, and alternating uphill/downhill flex lanes.</p> <p>Gondola Alternative B is not a good solution for Little Cottonwood Canyon's transportation challenges. And it will do nothing at all to alleviate similar traffic problems in neighboring Big Cottonwood Canyon. It is neither needed nor wanted by the local community, the people of Utah, or the majority of canyon users. As such, I strongly oppose Gondola Alternative B.</p> <p>Sincerely, John Badila</p> | 32.2.9E; 32.1.2D; 32.2.6.5F; 32.2.7A; 32.20B; 32.2.9A; 32.2.4A; 32.2.2D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29097 | Baer, Mark | UDOT decision - as it has been laid out; to wit, approving the gondola as a viable option demonstrates a couple of things. (a) UDOT had it's mind made up before the tens of thousands of negative responses to that proposal (b) UDOT views taxpayer input as mere window dressing (c) UDOT's cavalier attitude to constituent input is primary. Given these alternatives, please feel free to explain by return email, why individuals should participate in the UDOT process and not seek external means to stop this wasteful project? | 32.2.9E; 32.2.9N | A32.2.9N |
| 32735 | Baerwald, Rich | As a longtime user of the Little cottonwood canyon , I appose alternative Gondola A and B. As a longtime visitor and recreation user of the rock climbing at the mouth of the canyon, I appose the environmental impact that will occur during construction. The cost to damage and for little gains is untenable. | 32.2.9E | |
| 28354 | Bagby, Jennifer | How does this gondola help any other parts of the canyon besides the ski resorts? What about hikers, back country skiers and others that could be aided by the bus lane system. As a tax payer I do not believe this gondola is a good idea for the ENTIRE canyon. I'm a skier, but I'm also a hiker and snowshoer and this gondola doesn't help me do anything that isn't at the ski resort. Also how will a gondola grow with the population like a dedicated bus lane can? Please do the dedicated bus lane. I'd really like to see the public opinion that was so in favor of this gondola because everyone I talked to is NOT. | 32.2.6.5G; 32.2.9B; 32.1.2D; 32.2.9N | A32.2.9N |
| 29140 | Baggaley, Kirk | This us Kirk Baggaley. I left a voicemail but wanted to leave a text also. I dont know all the private interests that are involved in this project, but it appears that the project isnt just about a local traffic problem. It is also for the benefit of the ski resorts in Little Cottonwood Canyon. Tax dollars should not be involved in this since that is the case, especially of the magnitude of this project - \$550 million! For skiing! The patrons of the canyon must pay for it all, bond interest and bond retirement, upkeep and maintenance if the whole thing. The users get the benefit, they should pay the bill. We have far too many other projects for tax payer money. What if a project for the homeless would cost this? There would be an oitcry of not spending so great a sum. And besides, we know it will end up costing more than projected, government projects always seem to do that. That is my input. Thank you for considering my thoughts. Kirk Baggaley West Valley City. | 32.2.9E; 32.1.2B | A32.1.2B |
| 29472 | Baggaley, Kirk | Yes, this is Kirk Bagley. I live in West Valley City and I'm calling that I wanted to say that this is a project that is of only local importance and should not have General State Tax funds applied to it. It should be self-sustaining a project like that that to help two businesses in Little Cottonwood Canyon is disproportional for its cost we have much in more important projects that state tax funds need to be used for then simply taking care of one local traffic problem. That needs to be paid for by its users and so charged every vehicle that goes up there and make the if you're going to do the gondola you'll have to get bonds. Be able to pay the retirement funds on the bonds and the interest out of that which you collect on the actual fees charged to people who ride it and all of the going up the additional cost of going to the canyon needs to be paid for by the users of it not by General taxpayers. Thank you. | 32.1.2B; 32.2.4A; 32.2.7A | A32.1.2B |
| 35655 | Baggett, Phil | Please be sensible with our tax dollars. Charge for parking up top and have busing be free first and see how that goes. Gondola is not most sensible start at solving the problem. Gondola would only be a joy ride and not a transportation solution; it's a ridiculous solution. We find the UDOT EIS limited scope/alternatives disheartening | 32.2.2K; 32.2.9R; 32.2.9E | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |
| 28728 | Bagley, Tina | The gondola is not the answer to addressing congestion in the canyon. We should consider a fee based system similar to what Millcreek Canyon and some of the National Parks do such as Glacier National Park. Limiting the number of people who enter the canyon is the best approach. | 32.2.2K | A32.2.2K |
| 27122 | Bagshaw, Suzie | Please Please don't install a gondola. It will negatively impact and ruin the beautiful scenery of that canyon. Please find another option. I am strongly against a gondola! | 32.2.9E | |
| 28368 | Bahr, Karl | I think the gondola is a wonderful idea! I'm looking forward to riding it in the summer & seeing some gorgeous views of the canyon! I'm glad this proposal was accepted, because more busses & wider roads are idiotic ideas. This is the only plan that will actually take traffic off the canyon road. Plus if there's an avalanche, people will still be able to get down the canyon & home. The gondola is definitely the best way to go. | 32.2.9D; 32.2.9N | A32.2.9N |
| 31719 | Baier, Nathan | The gondola is a terrible idea. These ski resorts do not care about the environment no matter how much they donate to POW. If they gave ██████, they would drop the corporate ski pass (ikon). That alone would reduce the traffic. I support adding a flex lane, this would allow better flow up and down the canyon with minimal additional impact. The gondola is a terrible idea. These ski areas are greedy. They don't care about anything but profit. | 32.2.9E; 32.2.2K; 32.2.2D | A32.2.2K |
| 37979 | Bailey, Angela | The gondola is not the answer. It is too expensive, using far too much public money to benefit only two ski resorts. It is destructive to the natural habitat of LCC, dangerous to the water supply and damages the view shed. But you know all this and you don't care. You are following the money and the whims of the few who will immensely benefit despite the fact that 80% of Utahns are against the gondola. Please please do the right thing. Not a gondola (and not a cog railway either). | 32.2.9E; 32.1.2D | |
| 25356 | Bailey, Angela | Are you kidding? Did you just ignore the specific objections of the Sandy mayor, the SLCo Mayor, the numerous state and local leaders and the MASSES of Utahns who did not want a gondola? Expensive, slow and only built to line the pockets of greedy developers. Hugely disappointed. This is a terrible idea. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35195 | Bailey, Buck | I think the gondola is the best solution environmentally having traveled throughout Europe, gondolas are a very effective mode of transport with the least impact to the environment. Build the gondola. | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33002 | bailey, kathleen | I think the way "public comment" is being organized is bias and manipulative. The government is obviously against the Gondola and when they couldn't block it from happening, they are putting in hurdles and attempting to game the system. The free market should dictate how, when and where the Gondola should go. There is an entitled, environmentalist, minority attempting to control the narrative. There is no mass public outcry. People are not knocking down doors and picketing to "save the canyon". The Gondola is a great solution. I am afraid it can't be built fast enough to handle demand. People want to enjoy the canyons without government interference. When resorts are full and there is no place to park, people will find an alternative - such as the bus, carpooling or just not going. There doesn't need to be a new law every time someone gets bent out of shape. | 32.2.9D | |
| 38224 | Bailey, Shannon | <p>1. My main concern is there is no outlined plan for if phase one solves the congestion issue. What if having more busses and/or limiting private cars solves the problem at hand. There would be no need to move forward with a 500 million dollar Gondola. With that being said, what metrics are being used to track a decrease in congestion, and if so, what percentage decrease is acceptable to avoid building this structure? Can the public have a say in these metrics?</p> <p>2. If there turns out not to be a need for the gondola, where will the extra funds go? Will the money be poured back into enhancing the UTA bus system?</p> <p>3. Congestion is the issue, which won't be mitigated by the Gondola. Cars will need to be parked, people will need to wait in line, just at a different location. There are more fiscally responsible solutions than a 500 million dollar Gondola. Other alternative plans were not proposed in the Draft EIS. One thought is improving public transport to decrease the number of private vehicles being driven to the canyons from the city. Expanding TRAX and adding a line running from Sugarhouse or other places that draw people may assist with this.</p> <p>4. Implementing tolling to private vehicles to cut down on amount of vehicles entering the canyon continues to be a solution that is overlooked. Rewarding those who carpool should be paramount. Once again, if this part of phase one works, what metrics are being tracked to determine that this is sufficient.</p> <p>5. None of the proposed solutions take into account anyone who is not going to a ski resort. This means hikers, climbers and backcountry skiers are a bit limited in their options, and must drive if they would like to recreate in the canyons on any given day. What is the point of adding trailheads as proposed, if the busses do not stop there.</p> | 32.29R; 32.2.7A; 32.2.2PP; 32.2.2Y; 32.2.4A; 32.2.6.3C | A32.29R; A32.1.2H; A32.2.6S; A32.2.6.3C |
| 31532 | Baillie, Marshall | I will not support a publically funded alternative that only benefits two private entities. The parking situation, with the reservation system, works great. Increase parking and service nodes to have direct bus service up both canyons and enable tolling. What about BCC transportation alternative? This is a red herring for both resorts that want to have skier days that are presently half a million (at each resort in LCC) to roughly what PC may have on the same day, which is 1.2 mill. If that's the case, build a connection between all the resorts up high. I would even support tunnels as long as all environmental concerns could be mitigated. Let's work through an adaptive approach that includes all stakeholders rather than sign over millions of taxpayer funds to plans that UDOT really had little no business making. | 32.2.9E; 32.2.7A; 32.2.2I; 32.2.2K | A32.2.2I; A32.2.2K |
| 34660 | Baillie, Marshall | The gondola spends public funds for private entity makes no sense. Let Snowbird and Alta pay for the gondola Use busses Make more parking in the valley, then bus folks up Plan for heavy flow days, use the weather forecast, use historical traffic data | 32.2.9A; 32.2.7A | |
| 33787 | Baim, Eric | I am a Salt Lake resident and an avid skier. My preferred resort is Alta. The gondola is a horrible idea. It will damage our canyon. It will pollute our water supply. It will waste taxpayer money. It will benefit few at the expense of many. Expanding bus service, instituting tolls, and encouraging carpools is a much better option. | 32.1.2F; 32.2.2Y; 32.2.7A; 32.2.9A; 32.2.9E; 32.6A | |
| 32013 | Bain, David | I appose the gondola. My main concerns are: 1) environmental impact 2) cost to the taxpayer I believe that exploring more incremental approaches such as tolling/improved bus service makes a lot more sense than before diving into a project that will forever change the nature of the canyon and could cost taxpayers millions (if not billions with cost overrun) of dollars. | 32.2.9E; 32.2.9A | |
| 31431 | Bain, Robert | I disagree with the UDOT decision to have the Gondola as their preferred option. And do agree with a phased approach. LCC is a very special place and I just feel putting a gondola in that place is too intrusive of a solution for this problem. Getting more people into the canyon should not be the approach it should be to create interventions to have fewer people enter the canyon. Crowds will be an ongoing issue in LCC. But for the vast majority of the year it really is not a problem. To me this is more of a ski resort issue than a canyon problem and I do not understand why the resorts cannot just come to terms with limiting the number of tickets they sell or the parking that is available. And everyone else can take the bus. The gondola solution is too much of a visual impact on everyone not to mention the roads required to get to the towers and the maintenance. I think widening the road could be a good next step. But the gondola is not a good idea and I really question whether it will be used enough and be worth it. For me it will not. Plus why is it that the local community will be paying for it when most of the local community will never use it. That is unfair of course. I ski (BC and front), climb and hike and I do not want to have to look out at a gondola wherever I go in LCC. It is simply too much of an eyesore. Thanks you for hearing my perspective and concerns. | 32.2.9E; 32.29R; 32.1.2F; 32.1.2B; 32.2.2K | A32.29R; A32.1.2H; A32.2.6S; A32.1.2F; A32.1.2B; A32.2.2K |
| 29632 | Bain, Stephen | I hate the idea of a gondola ruining views from well established hikes and climbs. It is nothing more than a rich people toy for the ski resorts, and solves none of the traffic or parking concerns. These are numbers from your own study. I am 100% against the gondola and 100% in favor of increased public bus/rideshare transit, tolling, and other alternatives which do not waste taxpayer money or ruin our beautiful views. | 32.2.7A; 32.2.9E; 32.7C; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 36997 | Bair, Jeff | Why should Utah taxpayers pay for a gondola that will only run in the Winter, only serve two ski resorts and the wealthy - not ALL Utah residents. Bus routes serving the resorts - along with stops at selected trailheads from Spring through Fall - will truly reduce canyon traffic year round. As reported in the news, there are already sweetheart property and other deals occurring. The gondola is a bad idea for both visitors and residents that visit the canyon - but also Utah taxpayers. | 32.2.7A; 32.2.6.5G; 32.2.6.5F; 32.1.2D; 32.2.9A | |
| 33609 | Baird Jensen, Rachel | No to the construction of the gondola. A gondola isn't the answer. It only serves a minority and further negatively impacts our watershed. There will also be historic boulders that have been part of Utah history that will be destroyed. These boulders show the marks left from workers who used the granite to build the temple. Isn't | 32.2.9E; 32.4B; 32.6D | |

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| | | this in conflict with the antiquities act? These boulders are also sought out by outdoor enthusiasts who use this canyon year round and not just during the ski season. | | |
| 37785 | Baird, Bobbie | The gondola is not a responsible choice. It will have a long impact on our environment and beautiful mountains. I'd like to see more buses. If a tunnel is necessary then I'm for that, that's okay. Thank you:) | 32.2.9E; 32.2.9A | |
| 25843 | Baird, Dave | Happy to see increased bus service, snow sheds and tolling going into effect soon. Those should work great on 99% of days year round, on the few days in winter when the road is closed or impassible people can just deal with it like we have for as long as we've been recreating in the canyon. A handful of days in a year shouldn't be the decision maker for something that will sit unused as an eyesore for more than 50% of the year. Please re consider what could be done with increased bus service, specifically DIRECT routes to each ski area and stopping at all trailheads. At the end of the day a dialed bus service or a gondola could move the same amount of people, without an absurd taxpayer cost and ruining the natural appeal of LCC. Coming from someone who's ridden the bus for probably 50% of ski days over the past few years and planning on more this coming season. | 32.2.9A; 32.1.2B; 32.2.9R; 32.2.6.3C | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.3C |
| 27940 | Baird, David | I oppose the gondola. It will not meaningful impact road traffic. It will destroy the beauty of Little Cottonwood Canyon. I am a resident of Sandy, UT. The owners of the land on & adjacent to the proposed gondola station site are connected insiders who were involved with SB71 & chair of the CWC. I support the 'take no action' alternative. | 32.2.9G | |
| 30850 | Baird, Jeff | I do not want a gondola. CNG powered busses and shuttles are a much better alternative. | 32.2.9E; 32.2.9A | |
| 37956 | Baird, Roger | I feel that a Gondola will be detrimental to the quality of life for the average Utahan. The cost will be excessive and will only benefit the wealthy ski resorts and tourists. the Gondola will price the " joe public " out of accessing the canyon. Little Cottonwood canyon needs to be kept accessable for the public. What ever keeps access, is the least expensive and has the least enviromental impact is the best solution. that is not the Gondola , thank you for your time. | 32.2.9E; 32.1.2D | |
| 28365 | Baird, Skyler | With the number of out of state residents riding the gondola ? \$10/ person you should be able to offset the cost of the gondolas operation and not charge locals or at least not charge residents of Brighton or cottonwood heights. | 32.2.4A | |
| 36642 | Baker, Baylee | nooooo thanks | 32.2.9E | |
| 32223 | Baker, Caleb | Little cottonwood would be ruined by a gondola. The community stands against a gondola. Period. | 32.2.9E | |
| 25652 | Baker, Caleb | You would be destroying everything beautiful about little cottonwood. No gondola. | 32.2.9E | |
| 28839 | Baker, David | Total corruption to put public tram to service ski resorts. I will be joining the law suites and donating money to the process. | 32.2.9E; 32.2.9N; 32.2.6.4 | A32.2.9N |
| 37732 | Baker, Deon | As cool as the gondolas might seem, I believe electric buses with designated park & ride areas at several locations in the valley will be a better solution. | 32.2.9E; 32.2.6.3F; 32.2.2I | A32.2.2I |
| 32284 | BAKER, Jackie | I am glad I have waited to submit my comment, having seen UTA reduce bus services now due to the driver shortage, which will inevitably be counter-productive to reducing canyon traffic in the immediate future. Though the resorts and UDOT do not have the cash to pay for the gondola right now, the reserves they have to spend on the gondola project could be used immediately to help subsidize better pay and benefits for bus drivers who put themselves into the riskiest of conditions both in summer and winter. Driver training and recruitment can be included and this can benefit both Big and Little Cottonwood Canyons. I believe that the 4 resorts in the 2 canyons should work more together to solve traffic problems that don't only exist in LCC. Any restrictions like tolls or road closures due to construction that affect LCC will only increase traffic in BCC and cause congestion, polution, and frustration in that canyon and from 215 to 9400S. A wholistic approach, not a selfish approach, is what will help everyone move forward and ensure more equitable access to the canyons as a whole, not simply the resorts at the top. Finally, speaking of equity, it is unacceptable to ask the public to fund any project that only benefits two specific businesses but also detracts from the general public's access to our public lands. If tolling happens in Little Cottonwood, it needs to happen in Big too, and be in line with similar tolls imposed in places like Mill Creek Canyon. Those tolls need to be used for facilities maintenance and not to increase profit margins for any specific for-profit business. Taxpayers who do not utilize the canyons, members of the public who are already struggling to pay bills, and those who have no desire to support two private businesses they have no interest in should not be burdened with this issue. I am grateful that many people are speaking out for common sense solutions that will help us alleviate the stress on our infrastructure RIGHT NOW, and help Wasatch users adopt healthier, more sustainable travel habits today and into the future. Thank you! | 32.1.1A; 32.2.0D | A32.1.1A |
| 25402 | Baker, Jennifer | I do not support the gondola option. The majority of public comment and opinion also does not support the gondola. You have a fiduciary duty to taxpayers to make a better decision than this. The gondola has greated enviornmental disruption, cost, and will not support adequate travel through the Canyons. More than skiiers are private clubs use the Canyons. A bus with multiple stops is the best option. I hope your decision is not upheld through litigation. | 32.2.9E; 32.2.6.3C; 32.2.9N; 32.7C; 32.2.2PP | A32.2.6.3C; A32.2.9N |

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| 34313 | Baker, Karen | No to gondola. Expand bus service with non-gasoline | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 35777 | Baker, Kim | Please make a bus lane | 32.2.9B | |
| 30593 | Baker, Linley | I do not want a gondola at Little Cottonwood Canyon. I do not want an extra lane on the road either. I think that parking space reservations and lodging reservations take care of the problem, without damaging the natural beauty and without spending millions of dollars. | 32.2.9E; 32.2.2K | A32.2.2K |
| 37903 | Baker, Macy | The gondola only benefits those going to Alta / Snowbird, changes the natural skyline, and ruins climbing routes. The resorts aren't actually going to chip in for it, they'll just raise their ticket prices so the skier pays. Then if Sandy citizens have to pay through tax dollars, those who ski and live in Sandy are double paying for a gondola that is solving the problem of over tourism. Some of the other transportation options better service all types of recreational activities instead of catering to 2 stakeholders (Alta and Snowbird). | 32.1.2D; 32.2.9E | |
| 29896 | Baker, Mike | I have skied in LCC for 26 years. What happens when you load the canyon and a storm rolls in making the gondola useless! Everyone will be stranded!!! Tax payers should not pay for corporations to profit!! | 32.2.6.5K; 32.2.7A; 32.2.9E | |
| 31041 | Baker, Nancy | I absolutely oppose the gondola option for LCC for the many environmental impact reasons but also for 1) it is not the taxpayers responsibility to pay for access to two private businesses when the entire canyon is used year round for many other reasons that will not be served by a gondola; 2) Many other traffic mitigation options (timed staggered entry, use reservations, enhanced bus system) must be implemented before considering the addition of any infrastructure to the canyon; 3)climates studies and data tracking must be completed to ensure that the two ski resorts will actually be in operation within the next 25 years. | 32.2.9E; 32.2.2K; 32.1.2C; 32.2.9A; 32.2.2E | A32.2.2K |
| 34461 | Baker, Nicholas | Spending this amount of money to serve two private businesses for 4 months a year is a absolute waste of money. Both the ski resorts, the canyons, and the local people would be better served spend that money to keep the GSL from drying up. | 32.1.2B; 32.2.9G | A32.1.2B |
| 36720 | Baker, Sarah | Adding a gondola in our canyon is a mistake. Little Cottonwood Canyon is enjoyed because it's nature. Adding a gondola will strip away the rugged, beautiful canyon. It requires paving over acres of wild land for parking lots, adding multiple large towers for the gondola to operate. We go to nature to get out of the city, by adding a gondola we're making Little Cottonwood Canyon an extension of the city. Imagine hiking your favorite trail and looking up at the trees or sky and all you see is wires and a gondola. Leave our canyon be. | 32.2.9E | |
| 36659 | Baker, Todd | NO Why would taxpayers burden a one stop tram to a multimillion resort. I use the canyon dozens of times a year. A tram should be paid for by resort funds cars should be limited | 32.2.7A; 32.2.2K | A32.2.2K |
| 30479 | Balbuena, Nicole | No gondola!!! It is going to ruin the integrity of our canyons. It is so inaccessible to the public and yet who is paying for it? We need more public transit through the mountains. We do not need a gondola being created to service only a few people. Please care more about the conservation of the wasatxh rather than about the rich | 32.2.9E; 32.2.9A | |
| 35832 | Balcells, Gabriella | DO NOT build a gondola! It will affect the canyon's beauty, wildlife, rock climbing, ecosystem, hiking, etc. LCC is unmatched in its unique beauty and nature and too precious to be more damaged than it already is. I almost never see the traction law enforced, which would drastically decrease the number of cars traveling up the canyon on the most crowded days. Enforcing use of the sticker system would prevent unsafe vehicles from driving in hazardous conditions. Instead of trying to get more people in the canyon to increase revenue, instead raise lift prices and/or remove Snowbird and Alta from the Ikon. Raise parking pass prices or enforce carpooling in some way. Solitude's method of charging less for parking for cars that carpool seems to be pretty effective. Additionally, improving the bus system would encourage more people to use it. The reasons I don't use the bus are: because the time spent waiting is usually very long and it can be hard to find parking in the valley lots. If you're advertising that the gondola trams could be there every 2 minutes, why can't the buses pick up every 5-10 minutes? More buses would help solve this problem. Also, adding more parking lots in the valley would increase use of it. Maybe incentivize use of the bus systems by offering 50% off a beer at one of the bars, or a free cookie at one of the cafes at the resorts. Something to get people using the bus to realize how convenient it is! Once we introduce a gondola to the canyon, we can never undo the damage. We should try very hard to fix the issue in less destructive ways before considering this option. | 32.2.9E; 32.1.2F; 32.2.2M; 32.2.2K; 32.1.2B; 32.2.9A; 32.2.2I | A32.1.2F; A32.2.2K; A32.1.2B; A32.2.2I |
| 36514 | Baldassari, Nicolina | In hopes that you read this, It's important to understand the how LCC has played a very important role in many lives, as those who recreate within the canyon and have been doing so for many years. Saddened to hear the preferred alternative was the invasive choice of the gondola, It is only right to fight for what you want. The gondola not only disturbs many crucial environments within the canyon, it's invasive to the ecosystem and causes many harmful impacts such as toxifying our water | 32.2.9E; 32.1.2D; 32.2.9A; 32.1.2B | A32.1.2B |

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| | | <p>source and putting a cease to the beauty of nature. UDOT has explained in the past that 11 days out of the year the road is considered failing. 11 days out of the entire ski season we need to find some alternative to alleviate the problem with traffic. Is this really enough to build the longest gondola in our little canyon just to help out on 11 days out of the year? Why don't we shift our focus on a transportation solution that many may benefit from, from skiers, to climbers, backpackers, backcountry skiers, snowshoers and more. Enhancing our bus system is the only right answer that we know would make a significant improvement in our canyon as it would be utilized by many recreationists, not just resort skiers. It is crucial to understand how to benefit all, and not just the few. The bus system that is present is useful to many, as it makes several stops within the canyon, adhering to whatever activity you will be conducting in the canyon. If we are able to have more buses, electric ones of course, it would substantially have a much lower carbon footprint than it's counterpart, the gondola. The bus is already used by many, despite what may be perceived as bus routes and times get stripped away from the people to ultimately make the bus seem less appealing. What do we do to transport people nowadays? Within cities, towns, landscapes? Public transportation; buses. Why now do we think that gondola's are the new buses? If anything, a gondola is a tourist attraction just to cram as many people as possible into a box that transport them to an area that now sees increased visitation. What problem are we solving here? The answer is clear. None. UDOT's preferred alternative isn't benefitting the canyon, nor the people, nor the experience. It is cramming more and more people into these canyons, making no change to the amount of vehicles entering the canyon. The problem is not solved. Canyons will be just as congested as they were pre-gondola. The only problem you are creating is the one that overexploits our canyon's resources, overpopulating the ski resorts, resulting in an unhappy and terrible experience for people, and the canyon. The answer is not to overcrowd the resorts, let's actually get cars out of the canyon, and put people on buses. We know for a fact this already works, despite the odd and skeptical decrease in bus routes and time frames. You may be able to brainwash the public and the tourists, but you won't be doing good for the betterment of the people, the canyon, the environment, and the planet. Is the last thing you want to build something that's worth billions of dollars just to fail and now you have created two major problems. Understand that you have the ability to make a positive change and we hope that UDOT makes the only right choice here.</p> | | |
| 27147 | Balding, Melodie | <p>Putting in the gondola will ultimately only help with traffic congestion. There are so many more negative impacts that it will have on the environment and the people then there will be positive. People will be losing their houses, more pollution in the air and in our water, and will cause so much harm to the wildlife that is currently up there. When you go drive up the canyon, you go to see our beautiful canyons, no one wants to see and ugly tall medal stand with hundreds or tourists looking down at you. There are so many better and cheaper alternatives to the congestion problem!</p> | 32.2.9E; 32.2.2PP | |
| 31996 | Baldrige, David | <p>Before moving forward w Gondola option, try a few smaller and less expensive options. Look at the bus service successes at the Maroon Bells area near Aspen Co or Zion NP. They utilize well planned and scheduled shuttle bus service that are very frequent and transport hundreds of thousands of people annually. Try an option like this for a few years. You have to build a parking facility either way.</p> | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 35648 | Baldrige, Sam | <p>I am opposed to a gondola option.</p> | 32.2.9E | |
| 25428 | Baldry, Nathan | <p>I don't think that the gondola is the best or most practical option being taking by UDOT. I also think that the community's voice is being ignored in this process in favor of resort traffic.</p> | 32.2.9E; 32.2.9N; 32.1.2B; 32.2.2PP | A32.2.9N; A32.1.2B |
| 26605 | Baldwin, Jack | <p>If ski resorts want the gondola they can pay for it themselves. If they don't think it's worth the investment why should public money believe so? The resorts may likely already be at capacity so how does a gondola help anyway? It's a bad idea all around. If it goes through I can only imagine the source is corruption i.e. misaligned incentives that put the wrong skin in the game.</p> | 32.1.2B; 32.2.9E | A32.1.2B |
| 30076 | Baldwin, Parley | <p>No to the Gondola, please.</p> | 32.2.9E | |
| 29971 | Baldwin, Rhett | <p>Nah man, no gondola, that would ruin the canyon.</p> | 32.2.9E | |
| 37526 | Bale, Maggie | <p>The gondola in LCC is a bad idea, particularly because it will increase the inequity in access to our canyon.</p> | 32.2.9E | |
| 29568 | Balent, Cristina | <p>The gondola is not the right solution and should be considered as a last resort. There are MANY other solutions that should be tested or vetted before charging tax payers millions of dollars unnecessarily.</p> | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 35667 | Balitskiy, Leonid | <p>Gondola is NOT a solution for the LCC at all. Neither from technical, ecological, or financial perspective. You cannot make plans based on the old techniques. All transportation is switching to ELECTRIC. Buses included. And when comparisons and considerations was made - it was assumed for diesel buses. Which would NOT be the case anymore. New electric buses are much more economical and require NO maintenance. So, the economic numbers would be completely different as well as ecological impact. The gondola will destroy the beautiful views forever and will affect natural habitats. While the road was there for more than hundred years, and the ecology is settled already for the existing road in some way. Third: why the whole people of Utah must pay to the thing that will ONLY benefit very certain group? (gondola will only serve skiers and will NOT work for hikers, campers, climbers). If ski resort wants it - they must finance it completely. 80-85 percent of residents in SLC valley do NOT want it. As a resident of Sandy, I am very concerned as have not seen how any document in EIS that explains how new parking for 2400 cars will affect traffic in Sandy and Cottonwood Heights (most negatively), will affect crime levels in the area, and emissions exhausts. Also, projects like gondola are very stiff and any error in planning or engineering will cause the ballooning of the costs, while the system will remain dysfunctional. While buses or other phased approaches are FLEXIBLE. Like you can easily move bus stops, sell buses, repurpose to other DOT needs. With gondola all those things are impossible. If something goes wrong it will remain the grand monument of stupidity (like the gondola near Moab, UT) or will be consuming more and more taxpayers money. The road was there and will be there for rest of the times and we shall use all benefits of that. Thank you for reading.</p> | 32.2.9E; 32.2.6.3F; 32.1.2F; 32.1.2D; 32.2.7A; 32.2.6.5E; 32.2.9A | A32.1.2F; A32.2.6.5E |

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| | | Sincerely, Leonid Balitskiy | | |
| 30285 | Balken, Eric | The gondola is not the answer. This EIS showed that it won't improve the traffic problem. It will simply divert public funds to cram more people in LCC and generate revenue for Alta and Snowbird. The only logical solution is a broader public transit approach that makes busses more feasible in the canyon and from around the city, as well as incentives like rolling [tolling] to encourage car pooling. | 32.2.9A; 32.2.2I; 32.2.20C; 32.1.2B | A32.2.2I; A32.2.20C; A32.1.2B |
| 29123 | Ball, Francesca | This is one of the worst ideas I've ever heard, as far as our beautiful nature is concerned! That's what I moved here for! And it's what so many people that I've met have also moved here for... Convenience isn't worth how nature, and its natural migration paths will be forever altered for stupidity's sake! | 32.2.29D | |
| 27087 | Ball, Lexi | I think that busing should be the solution to this issue. It would cut the amount of cars and air pollution. There should still be the ability to drive up the canyon yourself. It should cost money to be able to drive up or a pass that would last you threw a season. It would promote more people to use the bus. | 32.2.2K; 32.2.2Y; 32.2.9A; 32.2.9E | A32.2.2K |
| 30947 | Ball, Maureen | I wish we lived in a world where we would respect our canyons being a beautiful, diverse ecological area for their own sake. As it stands, it is incredible that this kind of development is even being considered in our watershed, considering the drought and water issues SLC and UT on the whole are facing. There is truly no sound reasoning behind the proposed gondola - there are countless lower-impact alternatives to increased canyon traffic, with substantially cheaper costs to taxpayers and the environment. We can easily adjust bus routes/carpooling/tolling/etc depending on their success. Ripping up the canyon for a gondola cannot be undone - not within several lifetimes. You can't drink money - and you won't have money if we continue to damage our natural resources, have less snowfall, and say bye bye to all of our winter tourists. LCC does not need a gimmick to attract people to it - it needs sustained, principled conservation so that it remains as beautiful and rich as it was when people first began flocking to it. | 32.2.9E | |
| 26233 | Ball, Megan | Little cotton wood canyons biodiversity is worth saving. The gondola project will disrupt this beautiful environment. The gondola project is a bad idea and should not be put through. | 32.2.9E; 32.1.3A; 32.1.2B | A32.1.3A; A32.1.2B |
| 32026 | Ball, Sandra | Rather than ruin the natural beauty of the canyon and save multimillion of dollars just because the resorts are trying to make even more money, simply limit the traffic to what it was last year and provide the parking at the base. There are special interests written all over this idea and we're sick of it. Taxpayers are paying for this! | 32.2.9E; 32.2.2K | A32.2.2K |
| 27874 | Ballard, Dallin | Please don't go through with this operation. I need my bouldering up little cottonwood | 32.2.29D; 32.4B | |
| 28221 | Ballard, David | The Gondola is a bad idea. Closet the canyon to Travis except reserved parking and busses. Have everybody pars at local high schools and that will ease the traffic around the mouth of the canyon and be an immediate fix. This is a benefit for 2 companies. How much are they going to contribute? 1/2. All of it? Not likely. The taxpayers are paying for it. For a republican controlled state you would think spending this kind of money would be discouraged. Oh I forgot. There is money that is being made by the very legislators that are pushing this through. This just stinks to high heaven. My vote is not in a million years | 32.2.9E; 32.2.2K; 32.2.2F; 32.2.7A | A32.2.2K; A32.2.2F; A32.2.2K |
| 28739 | Ballard, Larry | I think the gondola solution is far to expensive. This seems like a very large amount of money for all of Utah to spend on a few ski resorts. If congestion is the problem, it seems that improving bus routes during congested times and restricting parking at ski resorts would be a much better solution. Zion national park didn't build a gondola from Hurricane to the park. They implemented a shuttle system. You can't fix crowding at a tourist attraction with another tourist attraction. | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.2B | A32.2.2K |
| 33776 | Ballard, Pamela | The gondola option is preferred by whom: The investors, UDOT who is acting like a politician in their own ibnterests, all the people who have their hands in this huge pocket. It is time to drastically reduce the power of UDOT so they can no longer use citizens to gain more money and power, one the city should use sued for allowing this to pass in spite of thousands of objections. There are simple and effective ways to handle the traffic without spending a fortune and harming the environment for the ski industry, This is irresponsible and a blatant misuse of political power. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 27438 | Ballard, Pamela | WE, THE PUBLIC AND CITIZENS OF COTTONWOOD HEIGHTS HAVE MADE IS OBVIOUS AND CLEAR WE DO NOT WANT THE GONDOLA - EVER!!! Maybe this should go to a vote before you are allowed to process against the will of the people. | 32.2.9E; 32.2.9N | A32.2.9N |
| 25998 | Ballard, Ryan | I do not believe the gondola is the what the public wants. There are very simply alternatives that could be implemented such as mandatory carpooling or tolls during the peak season. Don't scare the beauty of the canyon!! | 32.2.9E; 32.2.4A; 32.2.9N; 32.2.2Y; 32.2.2PP | A32.2.9N |
| 29061 | Ballash, Jack | No gondola..it is not an environmentally good choice or financially responsible one. It is an excellent example of corruption using tax payer dollars to build a system that profits a few individuals . You need to use eminent domain to build the parking lot and let tax payer use the gondola they paid for for free. Udot is clearly corrupt in taking this solution. No gondola | 32.2.9E; 32.2.4A | |
| 36675 | Balli, Ellesse | I am firmly opposed to the gondola. Buses and tolling are a far more environmentally-friendly and cost-effective solution. | 32.2.9E; 32.2.9A | |
| 31960 | Balls, Darren | The proposed gondola plan is a large waste of tax dollars, cuts into the visual aesthetics of the canyon, harms natural resources, and only serves a percentage of canyon users during winter months. It seems that increased bus transit with more stops throughout the canyon (or other alternate solutions) could serve not only skiers at the two resorts, but those who visit the canyon year-round and desire to backcountry ski, snowshoe, hike, bike, climb, birdwatch, etc. The gondola only serves resort-goers and is a strenuous impact on the tax paying citizens of Utah as well as the natural environment of the canyon. | 32.2.9E; 32.1.2B; 32.1.5C | A32.1.2B; A32.1.5C |

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| | | <p>Wouldn't it be better to increase/improve bus operations and hours of the day for a much smaller investment while reallocating much of the proposed gondola budget to improve mass transit throughout the rest of the Wasatch Front? Perhaps two rail lines for the FrontRunner? Additional rail lines? Utah's governing authorities could provide solutions that majority of Utahns (not just those who support two ski resorts) can benefit from -- especially as our population will begin to reach 4 million people by 2032. This seems like a narrow-minded proposal which aims to benefit the few and privileged who can afford to ski at these two corporations, line the pockets of legislative landowners where the parking garages will be built, impact the aesthetics and wildlife of the canyon, and not address/fix the underlying issue with overcrowded canyon use.</p> <p>I know this solution seems exciting and like a fun way to advertise tourism to our great state. However, for the reasons above, please reconsider and think long-term about the impact of your decision to support on current residents, future generations, wildlife, water resources, erosion components, and sustainable solutions.</p> | | |
| 36863 | Ballstaedt, Noel | <p>I support the Gondola. This is an exciting concept, that will be long remembered by Utah residents and Visitors alike.</p> <p>Roads are everywhere. Land and road development costs in the canyon as well as construction would prohibit an entire generation from using the Canyon.</p> <p>IM FOR THE GONDOLA.</p> | 32.2.9D | |
| 27863 | Ballstaedt, Taylor | <p>I do not!! (Repeat) do not want a gondola in that canyon.. I think it's financially and civically irresponsible to push this through at a price tag of 500M.. so that two very small business may benefit.. continue doing reservations for parking at the ski resorts and exhaust all the other resources.. there is a reason why that canyon was made and is the way it is.. it's special and one of a kind!! And you want to ruin that quaint exclusive canyon like this!! All of you should be embarrassed for even considering such a reckless way to spend tax payers money but to ignore the local residents..</p> | 32.2.9E; 32.2.2K | A32.2.2K |
| 26959 | Balun, Chris | <p>I support the gondola and I'm a sandy resident.</p> | 32.2.9D | |
| 25272 | Balun, Christopher | <p>I'm a Sandy Resident and I love the Gondola!</p> | 32.2.9D | |
| 35570 | Balynas, Anthony | <p>Hi,</p> <p>I tried 3 times to submit my comment through the website, but did not receive a confirmation for any one of them...so here is my comment:</p> <p>"Although the Final EIS is a phased approach, I still DO NOT support the proposed implementation of a gondola. Although the report addresses commenters' concerns, a quantitative analysis would more accurately depict the public's stance. Despite the analysis, it still seems like a sugar-coated solution. Generally, I feel that the review was designed to only echo the concerns and not represent them in decision making ("It is important to note that the process established by the National Environmental Policy Act (NEPA) is not based on vote-counting. The public involvement efforts of NEPA are intended to gather information and ideas from the public on the proposed action and alternatives, and on the impact assessment and other information in the Draft EIS, in order to ensure that the Final EIS is as accurate, informative, and useful as possible. Analysis of public comments and, as appropriate, modification of the EIS results in a better document and helps the decision-maker make better decisions, not simply count up pros and cons or yes or no votes on a particular alternative or issue.") It's a tough issue, and although the EIS committee appears to be diligent in many ways, a gondola is such a permanent infrastructure and inappropriate use of tax-payer dollars. The public deserves to know who the private players are in this project and how they will personally benefit financially. Utah tax-dollars should at most pay for a fraction of the proposed project, and Alta and Snowbird resorts should be responsible for the vast majority of expenses. I am very disappointed with the final EIS decision, as are the vast majority of canyon users. There will be more public outcry, there will be protests, and litigation will likely follow if the public does not feel like their opinions were genuinely taken into consideration."</p> <p>Thanks, Anthony Balynas </p> | 32.2.9E; 32.2.7A | |
| 34733 | Balynas, Anthony | <p>Although the Final EIS is a phased approach, I still DO NOT support the proposed implementation of a gondola. Although the report addresses commenters' concerns, a quantitative analysis would more accurately depict the public's stance. Despite the analysis, it still seems like a sugar-coated solution. Generally, I feel that the review was designed to only echo the concerns and not represent them in decision making (It is important to note that the process established by the National Environmental Policy Act (NEPA) is not based on vote-counting. The public involvement efforts of NEPA are intended to gather information and ideas from the public on the proposed action and alternatives, and on the impact assessment and other information in the Draft EIS, in order to ensure that the Final EIS is as accurate, informative, and useful as possible. Analysis of public comments and, as appropriate, modification of the EIS results in a better document and helps the decision-maker make better decisions, not simply count up pros and cons or yes or no votes on a particular alternative or issue.) It's a tough issue, and although the EIS committee appears to be diligent in many ways, a gondola is such a permanent infrastructure and inappropriate use of tax-payer dollars. The public deserves to know who the private players are in this project and how they will personally benefit financially. Utah tax-dollars should at most pay for a fraction of the proposed project, and Alta and Snowbird resorts should be responsible for the vast majority of expenses. I am very disappointed with the final EIS decision, as are the vast</p> | 32.2.9E; 32.2.7A | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | majority of canyon users. There will be more public outcry, there will be protests, and litigation will likely follow if the public does not feel like their opinions were genuinely taken into consideration. | | |
| 34744 | Balynas, Anthony | Although the Final EIS provides rationale for the phased implementation of a gondola, I DO NOT support this decision and am extremely disappointed with the committee's inclusion of the publics' concerns into the decision making process. The report should also include a quantitative component to the comment summaries, paired with the categorical approach. In 32.1-2, it seems like the EIS sets the stage to grossly disassociate public opinion from the decision making process. Utah tax-payer dollars would be inappropriate to fund this project and the resorts should be primarily responsible for all construct, operating, and maintenance costs. There should be full-disclosure of all private parties involved that will profit from the gondola project. | 32.2.9E; 32.2.9N; 32.2.7A; 32.6A | A32.2.9N |
| 34748 | Balynas, Anthony | Although the Final EIS provides rationale for the phased implementation of a gondola, I DO NOT support this decision and am extremely disappointed with the committee's inclusion of the publics' concerns into the decision making process. The report should also include a quantitative component to the comment summaries, paired with the categorical approach. In 32.1-2, it seems like the EIS sets the stage to grossly disassociate public opinion from the decision making process. Utah tax-payer dollars would be inappropriate to fund this project and the resorts should be primarily responsible for all construct, operating, and maintenance costs. There should be full-disclosure of all private parties involved that will profit from the gondola project. | 32.2.9E; 32.2.9N; 32.2.7A; 32.6A | A32.2.9N |
| 28701 | Balzano, Kaileen | I do not support the Gondola. Why should taxpayers be responsible for paying millions of dollars for a project that mainly supports private businesses and only operates in the winter. The canyon traffic problem exists year-round and we need a solution that also exists year round. If snowbird and alta support the gondola, they should be paying for it. There are better uses for tax payer dollars in this state including, better school funding considering we are one of the lowest in the country per pupil. | 32.2.9E; 32.2.7A; 32.1.2B | A32.1.2B |
| 31609 | Ban, Joel | <p>The UDOT has done a good job accepting comment on this project but a terrible job using the knowledge and comments of the recreating public. UDOT has presented very little to no information as to why the alternatives offered make sense in light of the fact that so many recreate outside of the two ski resorts or why the public should pay for a gondola for the benefit of two private companies. this makes no sense and is a terrific example of how we socialize costs but privatize the benefits in so many ways. No middle ground options were provided or studied so that the canyons would undergo no physical changes and instead have more buses and tolls that would be reduced if the car were full or contained more than one person. This is the real problem on just a handful of weekend days people traverse up the canyon with just one person. These people should pay for this privilege but no alternative was studied that would address this problem even though it could be easily addressed. Instead a project that will cost more than half a billion dollars that will permanently and negatively alter the ecology of little cottonwood was chosen. Again, where's the logic and common sense of this. Going through the motions but not listening to the public is a travesty its clear that the vast majority do not want a gondola and particularly don't want to pay for one. At the very least let the 2 ski resorts pay for it.</p> <p>the analysis also offered basically no analysis as to how by the time the gondola is done it will offer a trip to ski resorts that have much less average snow pack than they do now. The salt lake is disappearing offering much less lake effect snow and the climate is warming at an exponential rate. Researchers have verified there will be much less snow and hardly enough to ski for the majority of the ski season offering maybe at best a few months of even decent snow by 2050. By 2050, around the time these proposed projects would be finished, there will be 90 fewer days below freezing each year according to the 2016 Journal of Climate Study. A 2017 study by the EPA found that by 2050 there will be a 50% shorter ski season. Scientists are already seeing that high elevation areas are warming faster than sea level. At least one hydrologist, Brian McInerney, anticipates that in the Wasatch there will be no snowfall by 2100. Again, where's the logic. Why create permanent infrastructure that will take people up to an area that provides terrible skiing opportunities. Please reject all proposed alternatives and go back to the drawing board. Its a travesty that this gondola has been considered and approved.</p> | 32.2.9E; 32.2.7A; 32.1.2B; 32.2.2E | A32.1.2B |
| 28535 | Bandera, Gus | The gondola will ruin the beauty of the canyon. Electric busses for everybody that is going to ski up the canyon are a better solution. | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 31168 | Bandera, Gus | Do not destroy the beauty of the canyon!!! | 32.2.9E | |
| 31169 | Bandera, Gus | Do not destroy the beauty of the canyon!!! | 32.2.9E | |
| 28981 | Bangerter, Deborah | The first round of the comment period I added my support to the gondola project. But I have learned more about this project and have learned that despite tax payer money being used to build the Gondola, there would still be a charge to use it and it would probably only run to the ski resorts (thus benefitting them only). I like the idea of a gondola as long as it benefits all people of Utah without excluding any groups and as far as it allows access to all parts of the canyon - not just the ski resorts. Otherwise they should be the ones to build the gondola themselves. Please make some adjustments to the gondola project so that it benefits all Utahns. | 32.1.2D; 32.2.4A | |
| 36829 | Banks, Connie | Please dont destroy our canyons. Even if it costs us the Olympics we dont care. Please dont. | 32.2.9E | |
| 25645 | Banks, Micah | The decision to move forward with the gondola is clearly against public opinion and only serves private interests. Even in Snowbird and Alta were paying for the entire thing it is an absurd idea. Please go forward with ANY other plan besides the gondola! | 32.2.2PP; 32.2.9E; 32.2.9N | A32.2.9N |
| 30550 | Banks, Trevor | The gondola will be destructive to many of the climbing areas that inhabit the area, which is definitely a negative. This is accompanied with the fact that the bus parking lots will need to be expanded anyway during construction which makes it an unwise decision. I think actually incentivizing the use of the busses is a better option. | 32.2.9E; 32.2.9A | |
| 37119 | Bannon, Amy | Please do not install a gondola in LCC. Instead, listen to the majority who have suggested much more efficient alternatives. This would be a devastating loss for all. | 32.2.9E | |

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| 31858 | Baradaran, Hediye | I sincerely hope we can attempt alternative methods for decreasing traffic before spending millions on a gondola. Other ideas have not been fully explored including creating a toll or fee system. Please try these more cost effective methods first before committing to an expensive and unappealing gondola option. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 30767 | Barber, Anjee | PLEASE do not support this gondola. As a resident to lives at the base of Little Cottonwood Canyon and has been snowboarding at Snowbird for 25 of my 44 years- I can assure you this is not the solution our community needs or wants. I don't want to live in nightmarish constructions for years while this project takes place. Our canyon crowding is AWFUL and have made it almost impossible for us to take weekday laps like I've done every winter since I was 16. But the solution is not this horrendous gondola. Please consider variable tolling and tire traction requirements to be enforced by UPD first. Every year we have had enforced tire traction laws except for the last two and you can see the direct consequences it has had. Irresponsible, often out of town, drivers sliding off canyon road and causing massive delays, pile ups and dangerous conditions for other drivers. It also adds to the congestion in the canyon. Whatever happened to enforcing traction laws? Now we just let anyone up with any tires and without four wheel or all wheel drive. This is a massive issue. Also consider variable tolling. It would be less invasive and less costly than the gondola. It could restrict traffic by deterring those not willing to pay the toll but they could still access the canyon by using the busing system. Additionally why not use some of this funding and contribute to the UTA bus system? They recently announced they will be cutting and eliminating ski bus routes which is exactly what we don't need right now. They claim driver shortages so why not give them a healthy chunk of this funding to help attract more drivers? I take the bus as often as I can but won't be able to with it now running at 30 minute increments. It's incredibly disappointing the private businesses such as Alta and Snowbird are putting the burden of canyon traffic on the citizens of our communities. They refuse to cap pass sales. In addition to this creating massive traffic issues it also creates a less than desirable experience at the resort. For the last two years both Snowbird and Alta have sold parking passes and Snowbird has also used a parking reservation system. This has drastically helped canyon traffic, is free and also incredibly efficient. The parking reservation system is also much more affordable. I am guessing the reason Snowbird and Alta don't want to rely on the systems is because it might impact their ability to over sell passes. Please help me understand how a canyon traffic issue created by these two resorts is suddenly now everyone else's problem? Why aren't we looking to these resorts to help restrict the flow of traffic up the canyon in the first place? Additionally, we need to be mindful of the fact that little Cottonwood Canyon is a watershed. We must protect our limited water supply which is becoming more and more scarce with climate change as the years go by. Inserting a gondola into this fragile environment will put her most precious resource at risk and that's a risk we can't afford to take. Lastly, I am begging you to be mindful of our Canyon. Of course increased population in development has put increased pressure on our beautiful canyons. But is the answer really getting more people these canyons and in a short amount of time as possible? Do we really want these resources destroyed for future generations? The canyon experience that we have now is not even close to the one I grew up with and I feel bad for my stepchildren who will never experience the solitude of a beautiful drive up or down the canyon. We are now constantly plagued with people poorly prepared for variable Utah weather patterns because there is zero enforcement of responsibility before these people head up the canyon during storms. It would be a true travesty to ruin these beautiful resources for the sake of two greedy resorts. Please honestly consider saying NO TO THE GONDOLA. | 32.2.4A; 32.2.2M; 32.2.2Y; 32.2.9A; 32.2.2K; 32.12A; 32.20C; 32.20B | A32.2.2K; A32.12A; A32.20C |
| 31577 | Barber, Brent | If you have to pay to park at the ski resorts now why should we have to pay a toll to use the road? You're charging people twice. And if they don't build the gondola and widen the road the problem of shutting the road down during snow days will not go away. | 32.2.4A | |
| 26077 | Barber, Diane | I am COMPLETELY OPPOSED to putting a gondola in either big or little cottonwood canyon. The amount of days that traffic is a problem is very minimal and not worse a huge cost and ugly impact that a gondola would cause. I do not want to see a gondola when I am going up the canyon to enjoy hiking or biking etc. | 32.2.9E; 32.1.1A; 32.1.2B; 32.4B | A32.1.1A; A32.1.2B |
| 28890 | Barber, Jenica | I am opposed to the Gondola B Option. There is no reason federal or state money should be used to benefit two businesses. Any money spent should benefit all people who recreate in the canyon, not primarily skiers. I am particularly frustrated that a former legislator who worked to set this up is going to benefit financially. It erodes the confidence of people in our state government. Implement the Enhanced Bussing Service and let the ski resorts provide their own private busses (and better locker facilities) if public busses are just too utilitarian for their taste. Busing can spread out the traffic with more park and ride lots distributed further from the mouth of the canyon. Developers and Snowbird can still try to make money off their La Caille speculation scheme, but they can do it without any public money. Finally, given the changes to our climate, how many ski days will there be when the gondola is finished? | 32.2.9E; 32.2.9A; 32.2.2I; 32.2.2E; 32.2.7A; 32.2.9N; 32.2.2PP | A32.2.2I; A32.2.9N |
| 36535 | Barber, Paul | We need to get going on the gondola. It is clearly the best choice | 32.2.9D | |
| 29088 | Barber, Presley | The little cottonwoods Eis should not have a gondola through the land, because we do not want to destroy all of the habitats in that canyon. | 32.2.9E | |
| 31379 | Barber, Ryan | I am 100% for the Gondola. There has been way too much traffic up the canyon to the point that I almost avoid it and cease to go up as much as I used to. The ski season is miserable because of the lack of enforcement of the 4wd requirement on behalf of UPD. This will create a much safer environment and help ease the traffic and consequently reduce emissions. 100% for it! | 32.2.9D | |
| 32830 | Barber, Thomas | I am an outdoor enthusiast, a climber, and your constituent. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction. The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered. If the gondola gets built, I will have to leave the state. I cannot stand for such a gross misrepresentation of what the people of the state of Utah want. I will not let my | 32.2.9E; 32.29R; 32.2.2I | A32.29R; A32.1.2H; A32.2.6S; A32.2.2I |

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| | | hard earned tax dollars fund a fiscally irresponsible and environmentally unfriendly gondola. I wish this was a joke, just as I wish the legislation to build a pipeline from the Pacific ocean to the GSL is. Sadly this is not the case and most of our legislators in the state are corrupt and paid off by these corporations making millions off of the taxpayers. I hope you will consider opposing the Little Cottonwood Canyon gondola in favor of better solutions. | | |
| 27980 | Barbero, Cris | Please don't waste taxpayer dollars on the gondola that will only benefit 2 ski areas and not alleviate traffic congestion for other users of the canyon. This proposal is short sighted and wasteful. | 32.2.9E | |
| 26911 | Barbier, Lucette | it find too bad to invest so much money and utilizing the gondola in the summer, even if just on weekend. Also, summer weekends show hundred of car at White Pine. | 32.2.6.5F | |
| 34078 | Barbury, Julian | Hello! My name is Julian I have lived in Utah all my life and still spend a huge portion of my time in the cottonwood canyons. A gondola in either of these canyons will only add twords the destruction of these beautiful canyons! Please reconsider the plans to put one in! Thank you and have a good day! | 32.2.2PP; 32.2.9E; 32.2.9N | A32.2.9N |
| 36430 | Barcikowski, Elliott | I was extremely disappointed to see that gondola "solution" was chosen as the preferred solution for the issues with traffic in LLC. This is quite simply not a transportation solution at all but a give away to the ski industry. This only reveals the enormous amount of corruption in the entire review process and makes a mockery of so many people that made good faith efforts for a solutions. The gondola will be extremely unsightly and mar the visual beauty through the canyon. Additionally, many great places in the canyon will become effectively industrial zones. The straightforward and obvious solution to the actual traffic issue would be run many buses, eventually expanding a bus lane. Sincerely, Elliott Barcikowski | 32.2.9E; 32.2.9A | |
| 34800 | Barco, Sam | Please do not allow this to be built. I do not believe it will improve the canyon, and instead will lead to more crowding without improving the road or parking. Additionally I do not think tax money should be used unless it will be free to the public. It also bypasses many great parts of the canyon and would not be useable for transportation to these locations. Thank you for reevaluating this plan. | 32.2.9D | |
| 25417 | Bardon, Dawn | So incredibly disappointed that the tax payer (me) is being told that I have to pay for a special transportation system to PRIVATE businesses. The gondolas are expensive eyesores that help a few skiers in one canyon and two very profitable ski resorts. I noticed this topic was completely avoided in the presentation. Yes, I reviewed the plan and saw proposed trail parking lots but that does nothing to decrease congestion on the road. Instead it will likely increase congestion due to more vehicles filling more parking. The trails and canyon can only handle so many hikers. | 32.1.2B; 32.2.9E; 32.2.6.5F; 32.2.7A; 32.7C | A32.1.2B |
| 25318 | Bardwell, Noah | Please do not do this. This is not the right solution. It will destroy a lot of climbing and outdoor access. | 32.2.9D | |
| 37509 | Bare, Frank | Just a quick comment against the proposed gondola in little cottonwood canyon. NO! It will not solve the traffic congestion, just shift it to the bottom of the hill. It won't remedy the wait times of skiers to enter or exit the canyon. Certainly an antiquated idea. The only real solution to congestion in both little and big cottonwood canyons is a train system. Yes it will cost a bit more, but will definitely solve any current or future transit issues. Please don't waste taxpayers money with the ridiculous idea of a gondola | 32.2.9E; 32.2.6.5E; 32.2.9F | A32.2.6.5E |
| 30829 | Bare, Stacy | I am not sure, how with a straight face, and in light of overwhelming community support for the option that is NOT the gondola, UDOT picked the Gondola. There is no funding for the project. Snow totals are on the decline. Extended bus service is needed right now AND the gondola does not allow for non-resort users in the winter to access trail heads. The gondola just moves the traffic problem down the canyon and will create traffic delays getting into and out of the 2,500 parking spots for the gondola station. UDOT also should not have cancelled / lowered bus service during the comment period. This project looks like a tax payer funded land grab by private resorts to support private resorts that shifts the traffic problem down valley. The gondolas will impact the view shed and water resources in the Canyon. It also does not impact traffic problems in Big Cottonwood Canyon. Expanded bus service throughout the Salt Lake Valley that allows for skiers, riders, and other public land users to access bus transit well before they get to the canyon is what is needed-electrify the buses and support all canyon users in both canyons-not just the corporate owners of Alta and Snowbird. | 32.2.9N; 32.2.2E; 32.2.6.5G; 32.2.6.3C; 32.2.6.5E; 32.2.2I; 32.1.1A | A32.2.9N; A32.2.6.3C; A32.2.6.5E; A32.2.2I; A32.1.1A |
| 25581 | Bareiss, Daman | A taxpayer-funded gondola that only drops off at private ski resorts and only is useful in winter traffic is not a good solution. There are other trailheads and parking area through both summer and winter that are utilized. Expand the current bus system, funding it partially through making the road a toll road during high-use periods including drop-offs throughout the canyon. The canyon is, and should be, multi-use. It's not for skiers only to be funded by the rest of us. | 32.1.2B; 32.1.2D; 32.2.9E; 32.2.9A; 32.2.6.3C | A32.1.2B; A32.2.6.3C |
| 33670 | Barfuss, Megan | WE DO NOT WANT THIS GONDOLA. IT IS A TERRIBLE IDEA. There is no justification for the negative impacts that this will have on the beauty that is LCC and on the climbing walls/boulders. Please do not go forward with this. Please. | 32.1.2B; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 37067 | Barg, Stephen | No gondola, use buses. | 32.2.9A; 32.2.9B | |

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| 25796 | Barghahn, Billy | Installing a gondola would be devastating to the character of Little Cottonwood. It is an outrageously expensive solution to a problem that is only present a small time of the year. Public funds should not be supporting this. The impact on the environment is negative for the climbing community. Another important user group in the canyon. Boulders will be destroyed and access to climbing routes will be limited. Skiers should not be considered most important users in the canyon. They are creating the traffic issue, and it's unfair that they will negatively affect others with this unnecessary gondola. Increase bus services and widen the road if necessary. | 32.2.9E; 32.1.2B; 32.2.7A; 32.4B; 32.6D; 32.2.9A; 32.2.9Q | A32.1.2B |
| 26462 | Barkdull, Christopher | There should be no tax payer money used for this. Let the ski companies pay for it as well as the skiers. I am 100% opposed to my tax money being used for something I do not use nor do most Utahns will use. | 32.2.7A; 32.2.9E | |
| 33570 | Barker, Andrew | Hi, I strongly oppose the Little Cottonwood gondola as many residents do. The project would cost us Utah tax payers millions of dollars and would serve only a small section of people. Additionally, the strongest supporters of the project seem to be the two ski resorts that the gondola leads to as well as those wishing to make millions off of the construction project, at the expense of Utah taxpayers. The gondola would do lots of harm to the environment as well as destroy the stunning natural beauty of Little Cottonwood and it's mouth. The towers, lines, and cabins will disrupt the beautiful views that the Cottonwoods are known for. This is also after the gondola is already built. The construction of the gondola will cause even more irreparable damage to LCC as trees will need to be cleared in order to get construction equipment in to set the foundation and install the gondola towers. Traffic up and down LCC is something that absolutely needs to be addressed but the gondola would end up doing more harm than good to the canyon to be warranted. I think that widening the road leading up the canyon to allow for more lanes. Another thing that could be done with more lanes is to have designated bus lanes so that public transportation can still be provided while being able to travel freely, unburdened by regular car traffic. All in all, the gondola would hardly provide a solution to a real problem and would be a burden on taxpayers and damage the environment. There are other possible solutions that should be explored. Thank you, Andrew | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9B; 32.2.9E; 32.2.9Q; 32.6A; 32.13A | A32.1.2B; A32.13A |
| 30634 | Barker, Anna | The gondola will destroy invaluable aspects of the canyon. I support more buses with more bus stops. As well as, increased private vehicle regulations. I think a system similar to Zion NP's busing system would be more cost effective and the simplest solution. | 32.2.9A; 32.2.2B | |
| 31436 | Barker, Chris | I am opposed to the gondola. It is too resort focused and too expensive. Use electric buses and charge drivers to pay for bus service instead. | 21.2.9E; 32.2.9A; 32.2.4A | |
| 35760 | Barker, Christine | I oppose the proposed gondola for the following reasons: -It only benefits a small portion of the population for a limited number of days per year. -It only services ski resorts since it does not stop anywhere else. -There are less impactful and less obtrusive methods that would benefit canyon access year round -Taxpayers should not fund a project that benefits and enhances the operations of private commercial entities UDOT is unfairly influencing the evaluation of proposed phasing by eliminating some of the existing ski bus routes | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.7A; 32.2.6.5G | A32.1.2B |
| 26837 | Barker, Rachel | I resist UDOT's proposal for a gondola as it will tear up our little cottonwood canyon and use millions of our taxpayer dollars. I vote no! | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 34630 | Barkley, Naamah | No more environmental degradation for the sake of greed. | 32.29D | |
| 25351 | Barksdale, Caleb | I don't support a gondola in the canyon. | 32.2.9E | |
| 32378 | Barlage, Brad | I am against the Gondola because: Irreversible & Rushed Decision There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions. If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws. As Salt Lake County Mayor Jenny Wilson said, these are "common-sense solutions that are fiscally sound." Tax-Payer-Funded, Serving Private Resorts Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses? | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.2M; 32.2.9N; 32.2.4A; 32.2.6.5E | A32.2.2K; A32.2.9N; A32.2.6.5E |

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| | | <p>As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging.</p> <p>They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses.</p> <p>UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> <p>Ignoring Local Public & Political Opinion</p> <p>80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll.</p> <p>Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski and many other elected officials agree.</p> <p>"Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound," Wilson said at the Truth About the Proposed Gondola event in June.</p> <p>With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year.</p> <p>Not a Convenient Solution</p> <p>If the gondola is built, your ski day will consist of parking off-site (or paying a premium for one of the limited parking spots near the base), taking a bus to the base station then riding the gondola 31 minutes to Snowbird or 37 minutes to Alta.</p> <p>And then doing it all in reverse order at the end of the day.</p> <p>How can it be assured the gondola will be used and actually reduce cars in the canyon?</p> <p>For the gondola strategy to be effective, there will need to be a major change in public habits.</p> <p>With no plan by UDOT to limit cars (it is our understanding they plan to implement bussing until the gondola is built but not continue the program afterward) or any analysis of demand, the original issue of traffic is not being solved. It will simply funnel more visitors to the resorts.</p> <p>Increased Visitation Stress on LCC</p> <p>If those invested in the gondola are so interested in preserving Little Cottonwood Canyon, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support.</p> <p>As our friends at Students for the Wasatch pointed out, if the gondola is implemented, the number of cars visiting resorts will remain the same while skier visits will increase by 20%, per UDOT's EIS.</p> <p>The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> <p>What Will it Really Cost?</p> <p>The proposed budget to build the gondola comes in at approximately \$550 million. But many estimate that number would ultimately come in closer to \$1 billion.</p> <p>We know projects of this size tend to go way over budget. Our new airport (which could use a gondola from Terminal B) was budgeted for \$1.8 billion and ended up costing more than \$4 billion.</p> <p>If the gondola is built, it would cost \$10.6 million annually just to operate. Plus, UDOT estimates an additional \$12.5 million in capital costs, expected by 2037, followed by \$16.5 million by 2051, according to the Deseret News.</p> <p>How much would a gondola trip cost - likely much more than most customers would be willing to pay.</p> <p>Is a Gondola Even Necessary?</p> <p>How many days per winter are you in a complete standstill in Little Cottonwood Canyon? No doubt the red snake is real. But real enough for an expensive, permanent gondola?</p> | | |

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| | | <p>Plus, the gondola will not run when howitzers are active during avalanche mitigation in the lower canyon from Lisa Falls to Monte Cristo.</p> <p>And we can't even think of an argument for the gondola to be operating for the other eight months of the year.</p> <p>Preserving the Beauty of LCC</p> <p>Little Cottonwood Canyon is a true treasure of our local environment and attracts skiers, climbers and hikers from around the world to enjoy its beauty.</p> <p>Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of LCC would destroy the canyon's natural beauty.</p> <p>Altering the canyon's footprint will also destroy popular climbing and hiking areas including Alpenboch Loop Trail.</p> <p>Push Traffic onto Wasatch Blvd.</p> <p>The gondola will not solve traffic issues.</p> <p>It will simply push traffic out of Little Cottonwood Canyon onto Wasatch Blvd, I-215 and surrounding neighborhoods in the Cottonwood Heights community.</p> | | |
| 34292 | Barlow, Kjersti | Please discontinue consideration of the gondola project. Instead, small steps such as a toll booth, or a continuation of LCC employees using public transport/carpool policy seem to be the best approach. The amount of taxpayer money the gondola would require is outrageous, as well as the issue of severe damage to the canyon. Please, please listen to the majority of Utahns--we do not support this project. Thank you! | 32.2.2Y; 32.2.9E | |
| 32249 | Barlow, McKinley | I am very concerned about not only the direct environmental impact this will have but also concerned about how it will change the mountain itself. If construction does proceed not only will this be an expensive but long process that will just cause more issues and devalue our gorgeous landscape. Please reconsider or find an alternative way to make it up the mountain | 32.1.5C; 32.2.2PP; 32.2.0A; 32.2.0F | A32.1.5C; A32.2.0A; A32.2.0F |
| 28656 | Barlow, Scott | Please no gondola. I would rather see a trap system with tunnels run in both canyons over to PC so that it can operate similar to a subway system with no need for clearing roads. Tunnels are safe and the trains can run with minimal people and last a very long time. | 32.2.9E; 32.2.2C; 32.1.5B | |
| 36490 | Barltrop, Greg | I do not support a gondola in lcc. It does not serve the greater community and should not be tax funded as its only delivering people to two private resorts for 5 months of the year. You should expand bus services (despite the increased cost) as these are the most scalable and once electric they will also reduce emissions. We want the cottonwoods to be green and not marred by steel towers that only work when not windy not even in the summer. If avalanche days are only a minor inconvenience according to Alta mayor, then we should focus on solutions that match, like expanded bus services along Wasatch front. So you can allocate more buses to wherever they are needed in the valley. Gondola is too limited in its approach and destructive in the trails and climbing areas impacted. Since snow sheds mitigate the avalanche delays, stick to reasonable solutions even if they won't be perfect in your spreadsheet. We want solutions that don't change the view and are scalable. Especially since the great salt lake is so low and we expect lower snow years in the future. What if we don't get all these visitors in the canyon and the gondola goes un used? At least you will always use buses somewhere. Thank you and listen to what the people want. | 32.2.9E; 32.1.2D; 32.2.6.5F; 32.2.6.3F; 32.2.9A | |
| 33171 | Barman, Jake | The gondola isn't a solution to the red snake - it is expensive to build and will be expensive to ride. The wasatch front needs to remain accessible to all locals and visitors. The gondola will be an eye sore and not accessible year round. Expand the road - look for more economical solutions first. | 32.2.9E; 32.2.9B | |
| 34453 | Barnard, Katie | I believe constructing a gondola is too dramatic of a solution without first trying and implementing alternatives that do not have such a significant cost and potentially irreversible damage to a beautiful natural resource. I believe tolling, additional bus/shuttle service, or entirety bus/shuttle service would be options to implement and only AFTER those are proven to be unsuccessful should a gondola be constructed.I believe this is also extremely shortsighted considering the project will exist and impact the canyon in ALL seasons, even though winter is the only season with such high traffic as to need an alternate solution. I do not think a gondola is the right solution for our community at this time. | 32.2.9E; 32.2.9R; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S |
| 38509 | Barnardt, Clara | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.2K | A32.2.2K |
| 38510 | Barnardt, Sara | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 31559 | Barnes, Angie | I would like to offer another option for the Canyons ski season that won't cost anyone each day- let's build a parking structure at each ski resort. 2 or 3 story to give more room for parking. Can be decided hours by resort. PARKING STRUCTURE, yes! | 32.2.2K | A32.2.2K |
| 31561 | Barnes, Angie | Parking Structure for each Resort. | 32.2.2K | A32.2.2K |
| 27864 | Barnes, Cade | Save the canyon | 32.2.9G | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37400 | Barnes, Clayton | <p>My name is Clayton Barnes I am a 61 years old native Utahan and I am very opposed to the gondola in Little Cottonwood Canyon. I have hiked, explored and skied in this canyon hundreds of times and I truly love this canyon as did my dad. What God has created in this canyon needs to be protected for future generations.</p> <p>Regarding the EIS, it is my understanding that the coordinates of each supporting tower are unknown. The natural features of this canyon are extremely diverse and the rugged conditions will make constructing support towers extremely challenging. In my opinion every proposed tower site deserves a separate environmental assessment that takes into consideration ingress/egress, construction area, land survey/site development plan, geotechnical investigations are needed to determine foundation depth and design, staging area for materials also need to be considered. All towers will require FAA evaluation and towers over 199' will require lighting and tower marking. How will this affect the mammals, reptiles and birds that call this canyon home? The animals in this canyon must be protected.</p> <p>Utilizing a gondola for moving people is a primitive outdated solution that will ruin the canyon views and potentially put animal populations at risk.</p> | 32.2.9E | |
| 27885 | Barnes, Jacquelyn | Please don't put in a gondola. It's the wrong thing to do. Period. | 32.2.9E | |
| 37780 | Barnes, K | You will ruin the beauty of the canyon with a gondola! If i go to the canyon to hike or picnic, I am not going to lug all of my gear onto a gondola to get there. Also your idea for a \$30 toll is VERY unreasonable. The canyons don't belong to you and you have no right to keep people out of them by making it unaffordable to go there. A yearly pass at a reasonable amount or a \$6.00 per visit cost i would be a lot better. | 32.2.9E | |
| 26142 | Barnes, Matt | I am firmly against the gondola, please improve bus and tram system instead, works great in every other ski town | 32.2.9E; 32.2.9A; 32.2.6.4 | |
| 35872 | Barness, Ronald | <p>I have been a resident of [REDACTED] since 1975. I currently work in the development of large-scale utility solar energy projects in Utah. I currently have four projects, 500+ MW (\$1+bn) apiece, in various stages of development in Utah, Montana and Washington State.</p> <p>I am opposed to UDOT's gondola preferred solution for the following reasons:</p> <ol style="list-style-type: none"> 1- Economic benefits: enriching two private entities is UDOT's mission or responsibility and that applying taxpayer dollars to that end is a reckless use of public funds 2- Expense: From my experience working in the utility scale solar sector, \$500m is lowball, so I call [REDACTED] on that. Even if it could be built for \$500m, that it is a unwise us of public funds to build a taxpayer funded chairlift for two for-profit ski resorts in a rapidly growing state with many other transportation needs. 3- Unknowns: There are too many unknowns about the preferred choice gondola such as how much it will cost, what sort of traffic congestion issues will it bring to the mouth of the canyon, seasonality, impacts on gondola from avalanche control and whether Utah will have a winter ski season in another decade because of climate change. <p>My work in the solar energy sector is about finding the right places to construct industrial-scale solar facilities that are far away from highly recognized world-class mountain and desert landscapes such as Little Cottonwood Canyon. Building a gondola up the middle of Little Cottonwood Canyon would be forever destructive to the wildlife habitat and to the mountain vistas which we value and enjoy.</p> <p>I urge UDOT give up the proposed Little Cottonwood Canyon gondola. Let's implement the less-expensive, less-intrusive pragmatic solutions such as tolling (especially in high-impact days), promotion of carpooling, and expanded bus service that would serve all canyon user groups. There are much more effective and immediate solutions available to us than the permanent construction of a industrial-scale gondola in the canyon.</p> <p>Sincerely, RON BARNESS [REDACTED]</p> | 32.2.9E; 32.2.7A; 32.2.2E; 32.1.2F; 32.1.2D; 32.2.6.5F; 32.2.6.5E; 32.2.9A | A32.1.2F; A32.2.6.5E |
| 33937 | Barnett, Betty | The gondola should not be publicly funded, then restricted to only those who can afford it. This is not a solution! It is once again catering to the wealthy and I am completely against it. | 32.2.7A; 32.2.9E | |
| 25540 | Barnett, Doug | The majority of Utah residents that use this canyon are not going to the ski resorts, they are accessing all areas of the canyon for recreation; hiking, biking, snow shoeing etc. Please explain how a gondola helps the majority of these residents access the canyon? A gondola helps skiers and the ski resorts only. This solution is 100% subsidy for private businesses!!!! | 32.1.2B; 32.1.4E; 32.1.2 D; 32.6A | A32.1.2B |
| 34126 | Barnett, Sara | I've been enjoying little cottonwood canyon since I was 3 years old and learned to ski at snowbird. Since then, I've had a season pass every year. It holds such a special place in my heart for it's true, genuine beauty. I also love to hike, mountain hike and rock climb in LLC outside of winter. The gondola would undoubtedly destroy LLC, it's beauty and all of the recreational opportunities utilized by people near and far. It would serve only the ski resorts, and while I love Snowbird, it's just not right. Please do not build the gondola! | 32.2.9E | |
| 37621 | Barnett, Tim | Who are the people paying for this? I can tell it will be like the 2002 Olympics, the local tax payers will. I don't want to see this built. | 32.2.7A; 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37871 | Barney, Jake | I grew up in Cottonwood Heights and use both Big and Little Cottonwood canyons regularly. I am an avid skier and literally no one I know who frequents the canyons on the most crowded days wants this that doesn't have a vested interest in the project. The people you will be forcing to pay for this don't want it because it's not needed. This is a clear example of socializing the cost for private profits. This is not in the public interest. | 32.2.9E | |
| 29414 | Barney, Jared | The gondola option is not the answer guys. \$550 million (which we all know will go way over budget) to fund a funnel that will deliver customers right to the ski resorts (private businesses) front door? 99.9 percent of the time there isn't a back-up of traffic congestion in the canyon. This option is literally to alleviate traffic that happens less than ten days a year! Skiers are only one demographic that uses the canyon, what about the rest of us climbers, hikers, the wildlife etc etc etc. This monstrosity you have recommended as the "best option" is only the "best option" to get people to the resorts. There are literally two stops, Snowbird and Alta! There are many other options that would leave less of an impact on one of our most treasured state assets. The fact this has been approved is lazy. Why not have a ticketing system at the mouth of the canyon on those days we know will be a problem where you must have your pass scanned to be let in and once the parking lot at the resorts are full, you MUST ride a bus or you can't enter. What about LIMITING the amount of people that can ski at the resorts on those days. Oh the resorts might not make as much money if that were the case? WHO CARES? A Let them suffer a little bit for 10 days a year so that the rest (including our wildlife) don't have to suffer for 365 days a year. Do the right thing! | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2PP; 32.2.9E | A32.1.2B; A32.2.2K |
| 26257 | Barney, Jared | This is obvious what is going on. The vast majority of people that live in the area want nothing to do with a gondola, but you are shoving it down our throats to appease snowbird. Something is so fishy about all of this. They "secretly" buy the land and now udot magically decides that's the best option? There is money exchanging hands in a back room somewhere and it will eventually all come to light, but not before you guys deface our canyon with your 15 story towers. This whole thing is | 32.1.2B; 32.2.9N; 32.2.9D; 32.6A | A32.1.2B; A32.2.9N |
| 29475 | Barney, Jason | The gondola is not my preferred solution and would like to be counted amongst the local residents against it. I believe that heavy traffic during the winter season doesn't justify having an eyesore year round. Please consider other alternatives like charging tolls on high volume days. This idea does not serve those of us who do not ski. Please don't scar the gorgeous view I grew up loving. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.4A; 32.2.9E | A32.1.2B |
| 29001 | Barney, Madison | This should NOT happen. The gondola will only allow the laziest of people to get outside-my experience is that those who put in little effort don't care for the environment. If you increase the accessibility you have to come up with a solution to the littering. If the goal is to decrease emissions this won't help. Not everyone in Utah even ski's, smog levels on cars should be assessed not a giant piece of metal that's just going to scar the environment. Please listen to the people who actually live in Utah and enjoy LCC. Not to the tourists who don't care about the environment itself. Please.. | 32.2.9E | |
| 37007 | Barney, Shawn | The gondola would ruin the natural beauty of the canyon, please do not build this. | 32.2.9E | |
| 26599 | Barnhart, Tyler | I do not support the Gondola in Little Cottonwood Canyon. There is a better solution for the traffic | 32.2.2PP; 32.2.9E | |
| 30764 | Barnhurst, Marie | I really don't know why I'm bothering to comment, as it is very clear that the opinions and wants of taxpayers are not of any import to you. However, be advised that we do vote, and will vote out any who are in favor or pushing for this gondola project. The taxpayers should not be saddled with the bill for this travesty. It benefits 2 ski resorts and that's all! Let them figure out for themselves how to handle the customers they want and leave our tax money for more important needs. Please. | 32.2.9E; 32.2.2K | A32.2.2K |
| 28190 | Barnhurst, Marie | It seems that no matter what the public thinks about this project, our opinions do not matter. We love Little Cottonwood Canyon. We are not skiiers. We will not be benefitting at all from this decision, just like the majority of Utahns. But you want us to pay for it with tax moneys. The general public is as always powerless in the face of special interests. It leaves us as always powerless. | 32.2.9N | A32.2.9N |
| 29752 | Barnhurst, Marie | This is futile I know. No matter what the majority of residents comments here or on Facebook, the people with the money who want this monstrosity will prevail. We do not want this overpriced gondola project. It is a travesty to use taxpayer funds for something that so few will even use! What a terrible idea. No! to this gondola travesty!!! | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28473 | Barnhurst, Marie | It does not matter what anyone says who is not in favor of this gondola project. It will go ahead anyway. No one listens to or cares about what we the people really want anyway. NO GONDOLA!! | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 30766 | Barnhurst, Marie | See? It doesn't matter what the public wants, does it? | 32.2.9E | |
| 37376 | Barnish, Lillie | Please do not use tax payer money to install a gondola that negatively impacts the environment and mainly benefits users of ski resorts. There are better ways to improve tourism in Utah without destroying the beautiful view of our mountains. | 32.2.7A; 32.1.2D | |
| 30618 | Baron, Clark | I support the decision to move forward with the gondola and to use the bus system during funding and construction. Good alternative! | 32.2.9D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 34427 | Baron, Joyce | I support the decision to use the gondola as part of the solution of canyon access. | 32.2.9D | |
| 28334 | Baron, Rudy | Love the gondola!! | 32.2.9D | |
| 26367 | Barone, Mark | At first I was in full support of a gondola.....but after considering a gondola would only serve two ski areas. I am strongly believe busses are the answer (without widening the road) the future of little cottonwood canyon is only going to get more crowded and busses will ultimately be needed for all visitors, lets be proactive with the better bus solution! | 32.2.9A; 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30921 | Barone, Mark | No Gondola..... Keep the road the same, use More Busses! | 32.2.9A; 32.2.9E | |
| 34575 | Barr, Anne | No...please look at other traffic options. Charge more for the Epic/ Icon passes to fund busses. One way lanes during morning and afternoon heavy traffic. | 32.2.2PP; 32.2.2K; 32.2.2D | A32.2.2K |
| 35556 | Barr, Craig | I agree something needs to be done but I don't believe the Gondola is the correct answer. While new technologies are available over time and better solutions are near. Add all the busing needed to get the skiers up the mountain. Perhaps even a lite rail to get the skiers to the parking and slopes, I just don't believe the Gondola is the end all answer. | 32.2.9E; 32.2.9A | |
| 26307 | Barr, Robert | I have a cabin on the Brighton loop. I have been driving these canyons for over 50 years. The motivation for all of this(outside of the ski resorts interest) is to reduce impact in the canyons by changing behaviors . I suggest starting with a virtually zero impact and significantly lower taxpayer cost. In conjunction first with the resorts do a sliding scale toll that could be worked by the resorts. And adjusted by day and season. They all have several employees working their parking areas. Start by enforcing a prohibitive sliding scale toll. Say \$50 for a single occupant in a vehicle (driver only) progressively diminishing to \$0 for 4 in a vehicle with a reduced price pass as an incentive for the driver and preferred parking spots reserved for fully occupied vehicles. Of course this would still need (to be reasonably attractive to the general public) a park and ride lot located near the base of the canyons. The fees at the resorts would offset the reduced passes and also allow more skiers access to the resorts and ultimately sell more passes. Also by sliding the scale due to day of the week or season it encourages more skiers to ski during weekdays and lower use periods and again boosts the resorts overall bottom line without contributions by taxpayers. Ultimately a similar program could be run in summer months to abate traffic and impacts on the canyon. And ultimately the toll may want to be handled prior to entrance to the canyon at the base. But still at incredibly reduced cost and impact than the current proposals. Of course it also impacts those that are hoping for financial gain from the more expensive proposals from the builders, property owners , politicians and possibly even UDOT employees. But not implementing and trying at least some form of this would be absolute proof of the motivations. | 32.2.2Y; 32.2.4A; 32.1.2C; 32.2.2PP; 32.2.9N | A32.2.9N |
| 37575 | Barral, France | I find it telling that this decision has been tearing our community apart. While some opposition is to be expected, the large amount of pushback is an indicator of a concerning lack of consensus. Could it be because the solution chosen does not make as much as sense as expected? I am disappointed because the most onerous (by far) solution was chosen. Will we be surprised when the cost overruns cost taxpayers double the original cost? I will not be. But UDOT will not be held to account. The solution chosen only caters to 2 destinations and none others. Yes, it could be the case that 95% of the traffic goes to the end of the line.... then have the resort pay the price! This is a public transportation project that will benefit private enterprise. The bus solution, charging fees to vehicles with few passengers are immediate solutions that could be pursued immediately at a much less costs. Why is UDOT not pursuing them, leaving it to the resorts to do their best? Sadly, UDOT is not accountable to the public. The taxpayers will be left with a "larger than expected bill", scandal, corruption, but that's OK, because the project will have moved, democracy be [REDACTED]. | 32.2.7A; 32.2.9A; 32.2.9E | |
| 37232 | Barratt, Kyle | Gondola ? is best solution long term. | 32.2.9D | |
| 27655 | Barraza, Joshua | I feel that we don't need this at all, we are hurting our earth more than we know we don't need to be taking out more natural habitats we are affecting our earth with stuff like this, changing our canyons like that will make things worse for our environment and our precious earth | 32.2.9E | |
| 34952 | Barrell, Arleen | Hi I am not for the gondola up Little Cottonwood Canyon. I do not think taxpayers of Utah should pay for this as it only services Snowbird and Alta ski resorts. I do not think that we have tried any of the other solutions. I am in favor of many of the other solutions proposed. 1. Enhanced busing subsidize by ski resorts who charge for parking. 2. Fee for traveling up the Cottonwood Canyon. 3. Traction devices throughout the winter. That would mean people need snow tires to be in the canyons or in forced on the day it snows. Even if it snows in the afternoon people would be ticketed for not having snow tires. 3. Snow plows at the top of the canyons. 4. Enhanced busing using electric and smaller buses during non-busy times. 5. Using license plate and have even odd days during high traffic days Friday Saturday Sunday, holidays 5. Ridesharing 6. Parking garage in the valley that would pick up skiers. We have a small canyon the gondola would ruin the natural beauty of little Cottonwood Canyon. At some point human people will have to be restricted in our canyons. reservation systems implemented in the national parks have enhanced the experience for all involved. We need to protect our natural beauty and watershed. I vote no for the gondola. Arleen | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.4A | A32.2.2K |
| 38116 | Barrell, Dan | We all know about the problem. I think there is a good solution, but we have to get it RIGHT the 1st time. Also, we CANNOT allow the head of snowbird and/or alta to make the call. Let them do their job (running a resort) and you guys do your job, getting people there. Its hard and a pain in the [REDACTED], but there is a good, viable solution. However, the gondola solution is not a good one. Its like, I'm staying up there . . you need to drive, I've got these kids and their gear . . you need to drive, I'm hiking white pine . . you need to drive, I'm delivering stuff . . you need to drive, etc. It is only going to be used by skiers and some employees. It can't be used during a storm (lighting), can't be used after a snow storm (avalanche blasting). You will need to have a full time maintenance crew there (like the resorts have). You | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.2.4A; 32.2.6.3F; 32.2.9A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>will need to have a full time evacuation crew there, when it breaks down (and it will break down). Windows will have to open for ventilation, who is going to pick up the litter coming out of the windows? (The resorts hire people to walk the hills under the lifts each year, will you?). On the icon pass, I go to several resorts each year. There isn't one (except for Jackson hole if I pay 30.00) that I do not have to ride on a shuttle bus. Ok, so the cottonwoods are a long shuttle, that is our physical situation. Electric busses capture most of their energy on a round trip, so they use NO FUEL. They do not have to return to the hub each night for fuel or maintenance. We don't have enough seasonal drivers; pay them more! - give them a season pass! - let some of them ski for 2-3 hours in the middle of the day! Come on . . . get creative. Here is what I envision; you NEED A PASS to get up the canyon in a car. Someone at the Gravel Pit or maybe jiffy lube or maybe at the base inspects your car (for snow tires) and charges you for your pass. Single riders pay 20.00 - Double riders pay 10.00 - Triple pay 5.00 - 4 or more pay nothing! Get busses from the Biden admin for free (Inflation Reduction Act funds). They are good for a million miles. Take the canyon toll funds and pay your drivers; well! - and give them a ski pass. DO NOT cut them when you need drivers in town! We need busses every 10 - 15 minutes in the am rush and every 10 - 15 minutes in the pm rush. The fuel is free and the busses should be free. Then (and this is the hard part), make a single bus lane. Buses travel up in the am (come down with traffic on the return) and at 1:00, busses travel down in the pm. The people who need/want to drive up in their snow tired vehicle, must pay or ride up on a bus for no charge. Vehicles who get in a wreck must be pushed to the side by a cop car with a massive front bumper (make a larger shoulder) and MUST be retrieved AFTER midnight (ok; maybe 10ish). How about this: on snow days, after the canyon has been cleared of avalanches; the busses get a 2 hour head start of the cars. We know the problem. The solution is and will always be mass transit on busses. The gondola is a Disneyland solution. Its like a snowbird's roller coaster extension. Don't get distracted. Put in parking at the gravel pit, put in booths at the canyon bases (yes, big cottonwood needs help as well). Get electric busses only! Put in a bus lane; you can do it. And hey, put the ski racks on the outside of the busses, please. Thanks for allowing me to comment about this problem. I did my job, now it is time to do yours. Dan Barrell</p> | | |
| 38024 | Barrell, Daniel | <p>As a native Utahn and a frequent user and lover of Little Cottonwood canyon it was devastating to learn that UDOT chose the Gondola for the transportation solution. Here are the reasons why this is a mis-guided choice: 1) The Gondola will be MUCH SLOWER than the enhanced bus. Why would anyone ride something that takes 1 hour each way (via bus at the gravel pit)...outside of snow days and the occasional novelty ride? Due to this extremely long travel time, I believe no one will ride it and we will still suffer from the same crippling traffic problems (only after wasting a half billion dollars and ruining the canyon view in the process). 2) The Gondola offers nothing to other users in the canyon and is essentially a half billion-dollar giveaway to the ski resorts. 3) It is not versatile and cannot change based on changing circumstances. 4) It COMPLETELY RUINS the canyon viewshed through this industrialized massive monstrosity cutting up the middle of the canyon...it will never be the same. 5) This outcome and rationale provide make me question how independent the process was. Despite these obvious significant flaws listed above and public lining up in staunch opposition to the Gondola, it seems that influential stakeholders (key congressmen, resort owners and governor) who wanted the gondola were able to pull strings behind the scenes to ensure that they overrode the will of the majority. To offer constructive feedback I support the enhanced bussing option or the expanded existing bus service. This service could utilize the gravel pit parking structure. I would even support a train that goes up Little Cottonwood, tunnels to Brighton/Solitude and eventually Park City (returning down I-80), but I'm sure this is not on the table. I hope that UDOT gives the community ample time to demonstrate that they can reduce traffic through less costly means (expanded bussing / 4-wheel drive / tolls), but know that I will be fighting the legislature tooth and nail to ensure that my hard earned tax dollars are not wasted on such a poor transportation solution. Thanks for taking my comment, Dan Barrell</p> | 32.2.9E; 32.1.2D; 32.2.9A | |
| 29558 | Barrell, Jeff | <p>My name is Jeff Barrell and I have been backcountry skiing in the Wasatch since 1985. I'm now living in Boston area and visit Utah 1-3X per year to visit family and bring friends to ski. For the past several years I have avoided driving either Big or Little cottonwood alone - either car pooling or riding the bus. The bus service has improved the last couple years - it was really bad before that and that reputation still exists for other skiers I talk with. There is still room for improvement as buses are jammed in the mornings and evenings. I am disappointed in the decision for a gondola in Little Cottonwood. The entire EIS process ignores similar traffic issues in Big Cottonwood. Will this be addressed in another EIS? I wrote in prior comments that this alternative does not help backcountry skier access to White Pine or summertime access to Tanners flat, a popular picnic area. The gondola alternative spends a lot of public money which greatly benefits only Snowbird and Alta resorts. What are these resorts contributing? One concern not addressed in the EIS is the person-capacity of these two resorts. The gondola and enhanced bus service will greatly increase the capacity to deliver people to these areas which are currently very crowded on busy days. Reducing cars is desirable, but increasing the number of people (and ticket sales) will make already crowded conditions worse and increase their impact in the canyons. Once out-of-state skiers like myself see these crowds, we easily take our business to other less crowded resorts like Colorado or British Columbia. Thus this huge public investment might bring an initial surge of interest followed by a drop back to current levels. I do like the fact that operating and maintenance costs are lower with the gondola and can operate with green electricity - important for a 2050 plan. However, my concern is that once this gondola is in place, then Big Cottonwood and Park City can easily be connected with gondola extensions. This is simply Ski Link in disguise. That plan was supported by ski areas and very unpopular with the public - this plan appears to be similar.</p> | 32.1.1A; 32.1.2B; 32.1.2D; 32.1.5B; 32.20B | A32.1.1A; A32.1.2B |
| 31407 | Barrell, Keith | <p>Taxpaying local says HARD NO TO GONDOLA!!! I feel that the proposal for the gondola has been rushed and not thought out. Considering it will be publicly funded, it does not serve the public/tax payer interest, but</p> | 32.2.9E; 32.2.9A; 32.1.2D; 32.2.6.5E; | A32.2.6.5E; A32.1.1A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>rather puts benefits of Snowbird and Alta above common sense public transit options that are better for the public.</p> <p>It is not scalable, flexible, or able to be customized. It chiefly servers private companies who are not paying for the project. Continual maintenance will be expensive and have long lasting environmental impact on our watershed.</p> <p>Answers to vital questions such as:</p> <ul style="list-style-type: none"> -Parking for the gondola and traffic issues at mouth of both canyons -price per ticket -environmental impact of construction as well as continued maintenance -Costs of continued maintenance -Rescue resources and associated costs <p>have very uncomplete and unsatisfactory answers, or not answered at all.</p> <p>This also does not address BCC traffic issues at all and is unable to incorporate into a larger transportation plan for both canyons.</p> <p>A TOLL BOOTH SUBSIDIZING A BUS SYSTEM WITH A BUS LANE up both canyons makes the most sense.</p> <ul style="list-style-type: none"> -Is customizable, scalable through various seasons, able to serve all users (not just private ski resorts). -The resources can be incorporated with and contribute to transportation in both Cottonwood canyons. -It can be updated and optimized as we learn from our mistakes. <p>Again:</p> <p>HARD NO TO GONDOLA YES TO TOLL BOOTH SUBSIZED BUS SYSTEM WITH LANE</p> | 32.2.4A; 32.2.7A; 32.2.6.5K; 32.1.1A | |
| 36522 | Barrell, Scott | <p>I wholeheartedly disagree with and strongly object to the construction of the Gondola as an attempt to fix the Canyon transportation and traffic related issues. This is a horrible idea that will both negatively impact the natural beauty of the canyon and simultaneously not solve any traffic/congestion issue in the canyon. My main thoughts I would like to express:1) Large towers and gondola lines will be visible throughout the entire canyon and will have a serious negative impact on the natural serenity and beauty of the canyon. Not everyone using the canyon are going to the resorts, and those of us trying to enjoy the canyon for its natural beauty, will be having to look at this development built exclusively for the resort access. The back side of the Wasatch (PC/Deer Valley/Canyons area) have already developed just about every inch and we know what that looks like. What separates the Front Wasatch (BCC/LCC) from PC/Deer Valley/Canyons is that the Front Wasatch has a reasonable amount of development in designated areas. Wilderness and natural resources for public recreation is still the priority for the area. This very exposed and elevated development will taint the experience for everyone trying to use the canyon for something other than the resorts. 2) This will not solve any traffic or congestion issues in any substantial way. Many issues arise at the base, or even well before the base. Even with the current traffic and congestion issues, driving is and will still be a preferred mode of transport to the Canyons. People like to drive because they strongly prefer to have their car. I assume the gondola isn't going to be free? I assume it will be fairly expensive. This will not add any convenience and people will not be incentivized to drive.3) I. Do. Not. Want my tax dollars to fund this insanely expensive absurdly hair-brained transportation scheme. How is this supposed to benefit anyone but the resorts? I view this as essentially another chairlift to the resorts, and why the hell should I have to pay for a solution that will only deliver people straight to the resorts? (assuming anyone actually rides it).4) This is permanent and not scalable. I heard that expanding bus lanes would cost just as much as building the gondola. Regardless if this statement is actually true or not, the vastly superior advantage of a bus-based program is that you can instantly scale-up or scale-down a bus program depending on demand. Perhaps buses/bus lanes only need to be active during the winter? There is no way to scale a Gondola based infrastructure. Once the gondola is there, it will be there for good. Sure, you decide to turn it off because people aren't using it, the gondola will still be hanging overhead, casting a shadow over the entire canyon. I strongly urge you to Not. Build. This. Gondola. Something obviously needs to be done to help fix congestion in the Canyons, but this is not the answer. we as a society can come up with a better solution.</p> | 32.2.9E 32.2.7A | |
| 37090 | Barrett, Elise | Please please save our canyon. I am against a gondola. It will not solve the traffic problems. It will make more and it will destroy our beautiful canyon to only serve the rich. Please consider other alternatives. Increased busing and tolls | 32.2.9E; 32.2.9A; 32.2.4A | |
| 30387 | barrett, frank | Fix the bus system and fix traffic instead of wasting money and destroying nature | 32.2.9A | |
| 35482 | Barrett, Mark | <p>Greetings,</p> <p>I have some comments and questions about the interpretation of the EISI have a few questions about the EIS that I hope you can explain.</p> <p>Increase in impervious surface</p> | 32.2.9E | |

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| | | <p>Enhanced Bus Service in Peak-period Shoulder Lane Alternative: 35.2-38.8 acres Gondola Alternative B: increase of 22.6-26.2 acres</p> <p>Wildlife habitat impacted</p> <p>Enhanced Bus Service in Peak-period Shoulder Lane Alternative: 44-48 acres Gondola Alternative B: increase of 24-28 acres</p> <p>In regards to above numbers, are they not talking about acreage beside an existing road vs land in the middle of the canyon? I don't think that you can compare the two as being the same in regard to the ecosystem. It seems it would be less impact to destroy 44 acres of land adjacent to the road than it would to destroy 24 acres of the middle of the canyon.</p> <p>Visual change (primary alternative/supporting element) - Visual change includes landscape character change at key observation points. The visual change is for the primary alternative and supporting elements such as snow sheds.</p> <p>Enhanced Bus Service in Peak-period Shoulder Lane Alternative: Negligible/high Gondola Alternative B: High/high</p> <p>This hits home with my main objection to the gondola. It will permanently affect the natural beauty of this stunning canyon. As I said earlier, because of its small size, the Wasatch is not the Alps. In regard to snow sheds, assuming they are necessary, could architects not design them to blend in better with the slope. Do they really need to look like a steel box? I am not a civil engineer, but just asking. \ Do the right thing</p> <p>Thank you, Mark Barrett</p> | | |
| 32993 | barrett, mark | The gondola option is a terrible option that will certainly negatively impact this very small ecosystem and will only benefit a few politicians and developers. | 32.2.9E | |
| 25434 | Barrett, Myles | For the love of god and anything sacred, and by that I mainly mean LCC. Do not build this gondola and ruin the natural beauty of one of the most special places on earth. Anyone who has ever claimed to love LCC would be a cheap sellout to foolishly condone this monstrosity. I hope you get zero funding for this natural disaster. .úâÔ]è | 32.2.9E; 32.2.7A; 32.2.9N | A32.2.9N |
| 36841 | Barrett, Roberta | Many reasons for no gondola there never would be enough to solve traffic problems it would ruin view we have earthquake s the distance to great combinations of solution reasonable toll fees, Suttle bus , UTA bus , reservations, limitations on verticals ,gondola expensive repairs changes of people being such hrs. Yes gondola used all over world but not the distance this one would be UTA excuse cutting service to force people to vote for gondola project and if UTA PASS PRODICTOR THAT GONDOLA PROJJUST COST MORE NEED TO PUT MONEY IN TO BUS IMPROVING ROAD AND TOLL BOOTH AND RESERVATIONS SET UP THINGS THAT CAN BE ADDRESS WITH OUT HARMING VIEW OF CANYON AND UNNESSARY BURDON ON TAX PAYERS THANKYOU | 32.2.9E; 32.2.4A; 32.2.9A; 32.2.2K | A32.2.2K |
| 37218 | Barrett, Ryan | The decision to build this gondola is against the wishes of the overwhelming majority of the citizens of Salt Lake and its surrounding counties. This incredibly costly endeavor is being pushed through by a small group of individuals that stand to gain from it financially. I will continue to oppose its construction at every opportunity, including challenging every piece of legislation directed at its funding, and the election of anyone responsible for allowing it to move forward. | 32.2.9E | |
| 30848 | Barrett, Shannon | I am writing in opposition to the gondola in Little Cottonwood Canyon. This option is devastating to anyone invested in the well-being of the canyons. From an environmental standpoint it will destroy important water shed areas and directly impact the surrounding areas. The parking lot alone will have a huge environmental impact. The discontinuing of bus lines is negligent at this point. It is our obligation to try options with less impact to the canyon. The gondola also stands to remove countless world class boulders that bring climbers in from around the world. These are irreplaceable and need to be preserved for future generations. | 32.2.9E; 32.4B | |
| 29532 | Barrett, Stephen | I object to the gondola option. A bus option using 2 lanes up bound until 1 pm alternating with 2 lanes down canyon after 1 pm would require some additional road construction but would not marginalize other canyon use . The gondola would be expensive for users, require extensive and expensive facilities at the base and terminus. The towers are very high and ruin the views in the canyon. Taxpayers should not subsidize the resorts and former legislators who are involved and stand to benefit with the gondola base location. | 32.1.2B; 32.1.2D; 32.2.2D; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37124 | Barrett-Caston, Even | No Gondola. The environmental impact is tragic. The cost does not belong to the community but to the resorts who will profit most. Please reconsider this mistaken approach to solving the traffic problem up LCC Thanks | 32.2.9E; 32.2.7A | |
| 33848 | Barrigar, Larry | I've enjoyed Little cottonwood most of my adult life and don't downhill ski. In fact most Utahns don't. I don't feel we should add the infrastructure of a gondola and ruin the beauty of the canyon just to help accommodate the business of the ski resorts. The canyon should be there for us all to enjoy. | 32.1.2B; 32.2.9E | A32.1.2B |
| 35355 | Barron, Daniel | Let's build a road specifically for bus-use only - no gondola! | 32.2.9E; 32.2.9B | |
| 27743 | Barron, Ronald | I can appreciate all the aspects of this project you folks said to have considered. I understand that just because UDOT wants to build gondola B plan it may not happen due to funding issues. That being said, the phase in approach can still have a big impact on the issues surrounding Little and Big Cottonwood Canyons. To that end, as a user that would currently be very happy to take bus transit up either Little OR Big Cottonwood Canyons, I can comfortably say the canyon bus system needs to be significantly enhanced. There needs to be MANY more parking spaces near the mouths of the canyons, making the trip on the buses as short as possible. There needs to be MANY more buses, just up and down the canyons as well. Non resort users must be considered also by providing trailhead bus stops/shelters, or on-demand stops. It is very dangerous for a winter back-country user to exit a drainage only to have to wait a half an hour along the road for a bus. I won't do it. I wouldn't expect anyone else to do it. No shelters, in the cold? NO way. I hope you'll address ALL these issues soon. Thanks. rb | 32.2.9E; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S |
| 31154 | Barrus, Greg | I oppose building a gondola in Little Cottonwood Canyon. Doing so will permanently and negatively alter the canyon experience. I prefer expanded bus service. | 32.2.9E; 32.2.9A | |
| 33636 | Barrus, Paulette | Please do not choose the gondola! It is bad for the environment, scenery, and it's permanent damage! Let's try buses, ski parking reservations, micro-transit, and rideshare programs! UDOT should prioritize cheaper, successful solutions before jumping to the most expensive and definitely harmful alternative. Please! | 32.2.2K; 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9N; 32.2.9R | A32.2.2K; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 31666 | Barry, Eileen | I am against having a gondola system in Little Cottonwood Canyon. Don't use taxpayers money to benefit the few. Don't let the ski resorts ruin the beauty of the canyon. Don't build a transportation system that will be too pricey for most people. There are other better options. | 32.2.9E | |
| 31593 | Barson, Sandy | \$20-\$30 toll for big and little cottonwood is way to expensive! Hiking has improved my health. After covid I had heart flutters and breathing problems. Hiking has strengthened my heart and lungs and the flutters have improved. Nature should be free for EVERYONE to enjoy not just the rich! | 32.2.4A | |
| 32687 | Barta, Charlie | APPOSE GONDOLA! I love to Wasatch mountains and LCC is a place of endearment and love and the gondola will destroy important ecology, and truly ruin a place that human contact has already greatly effected. The gondola is not the solution, the users of this canyon oppose it, please. Life is not about what money opportunity you can make for yourself, make the right choice. You know this isn't ethical | 32.2.9E | |
| 37674 | Bartee, Barbara | Please do not put not put the overpriced eyesore of a gondola in my backyard. Please try other ideas like reserved parking, timed entry, increased bussing, fees for cars to access they canyon, etc. ideas that are working for our national parks. There is no reason to waste so many of our tax dollars on a gondola that will ruin the look of our canyon before trying to alleviate congestion in the canyon using less invasive and more cost effective means. I personally don't know of any person in favor of the gondola. Because of it's unpopularity I believe it's important to try other alternatives. Thanks you | 32.2.9E; 32.2.2K; 32.2.9A; 32.2.4A | A32.2.2K |
| 36708 | Bartee, Roy | I am sure I am echoing what others have probably more eloquently written. The gondola will be the biggest waste of tax payer money since the Great Salt Lake Pumps. The gondola does not solve any of the other problems in the canyon: Trailhead over crowding, Bicycle safety, access to world famous climbing. Please scrap the gondola and use tried and true methods such as fees to enter the canyon, by all modes of transportation (foot, bike, vehicle); use time entry permitting, for access to ski areas, trail heads, just driving through. Go ahead and building the parking lot, but use shuttle and extra buses. Pay the bus drivers a living wage and you'll have enough drivers. Shuttle at national parks work great. There are so many examples of things that work, you don't need to reinvent the wheel. The gondola should not be built! | 32.2.9E; 32.2.4A; 32.7A | |
| 32530 | Barth, David | I think the gondola is a great idea and will reduce canyon traffic, air, and water pollution. Throughout Europe and the rest of the world, large gondolas are a proven method of transportation with low impact and higher efficiency than individual vehicles or busses. Busses are limited by road conditions, traffic, and the availability of drivers (as seen by the reduction of routes this year due to staffing issues). Long term costs are lower than road and bus expansions, also. I believe the gondola itself would be an attraction to tourists and locals during both the winter and summer. The gondola could help keep intoxicated drivers off the road after a few too many drinks during apres ski or Oktoberfest. While the gondola isn't invisible, its path is no more distracting visually than the existing road. If anything it is quieter. I'd rather see a gondola than have to breathe the emissions from the road. The one issue I have with the proposal is the tolling of the road. I believe this makes the road a class exclusionary, taxpayer funded resource. It reserves the road for those with the means to pay for the road while making others second class citizens for a resource they pay to maintain. The only fair way to manage the road is to close it to all car traffic unless you own property/housing in the canyons, are delivering goods, are an emergency/service vehicle, or have a reservation for lodging. This is done on other roads through the world including roads to resorts like Beaver Creek and Breckenridge Peak 6-8 in Colorado (who also uses a gondola from a far lot to access the mountain). Those with money should have to ride the bus (or future gondola) with the rest of us. I approve of the Gondola Alternative B with minor tolling modification. | 32.2.9D; 32.2.4A; 32.2.2L | |

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| 35347 | Barth, Henry | Build the gondola. | 32.2.9D | |
| 35532 | Barth, Jonathan | Seems like a good idea. But, it will really benefit privately owned ski resorts. A huge cost to tax payers, environmental damage from construction, and permanent loss of habitat. | 32.2.9E | |
| 34717 | Barth, Kirby | I do not believe that building a gondola in the LCC will improve the quality of transportation or natural beauty in the canyon and is NOT the solution for providing more, pollution-free access to the wilderness. Extra busses with bathrooms and express lanes for public busses will do more to improve the visitation of the canyon than a gondola would. | 32.2.9A; 32.2.9E | |
| 27019 | Barth, Kurtis | The proposed gondola is still a horrible solution. The gondola will only meet the needs of specific tourists that want to ski the resorts and will damage the beauty and views of our canyon. The gondola provides huge funding to the ski resorts it not valued by any of the local communities. Increased bus service and large parking centers further from the mouth of the canyon would be a much better solution for the seasonal, pulsed nature of the traffic. The gondola does not benefit anyone for the summer who wishes to park along the road and would be a huge waste of money 3/4 of the year to taxpayers. A bus system would much better meet the needs of seasonal commuters or the swell of skiers that all need transportation between 7-9a and 3-5p | 32.2.9E; 32.2.6.3C | A32.2.6.3C |
| 36616 | Barth, Mia | UDOT should be considering options that are less destructive to the environment, cost less, and serve everyone - not just ski resorts, like incentivizing carpooling, increasing public transportation, etc. The gondola is an expensive, destructive idea that will decrease the beauty of the canyon and increase the already high flow of traffic and do little to actually help the congestion. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 30742 | Barth, Mia | I do not support the gondola being built. We should focus on alternatives that will not be destructive to the canyon, serves more people than just the resorts, and cost less. | 32.2.9E; 32.1.2D | |
| 33954 | Bartholoma, Gaylord | Trashing of the Canyon is not a viable alternative to anything. Once this kind of activity starts, it will become a beacon for destruction of all our beautiful mountainous beauty and outdoor activities. The answer is quite simple. The ski resorts do not own the mountain and cow-towing to their supposed needs is not in keeping with any consideration for the people who live and enjoy these mountains. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 32031 | Bartholomew, Alexis | No Gondola. The gondola would only service two stops up the canyons and surveys have found that would only be 30% of the canyon traffic. It sounds like money, greedy politician and businesses are trying to push this through and make the people pay for their wishlist item. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 25338 | Bartholomew, Landon | How is this the conclusion after the public who is funding the project is against it? We would prefer nothing over the gondola. The gondola will inflate to \$700m, only benefit skiers, and not contribute to other tax payers. We are talking about hundreds of millions of tax dollars to alleviate 15 days of bad traffic, for a select group of people that can afford to ski. I'm an avid skier, and this makes no sense whatsoever. | 32.2.9G; 32.2.9N; 32.1.2B; 32.2.7A; 32.2.2PP | A32.2.9N; A32.1.2B |
| 28252 | Bartholomew, Ross | No Gondola! A gondola serves relatively few people. Leave the canyon alone. | 32.2.9E | |
| 27233 | Bartilson, Evan | 1. Spending \$550 million to remove 30% of the cars for two ski resorts for 100 days of the year does not seem to be the best way to spend this money. Can you justify this use of funds for this small benefit? 2. @30% of cars removed from the road, there are ~1000 gondola riders per day (2011 data) to pay only for O+M it will cost \$44 to ride the gondola. To amortize the \$550M in capital costs over 25 years, the ticket price should be \$182. What do you factor for ticket price? Will summer riders be charged differently? 3. There have been reports of Snowbird officials having purchased real estate that has been slated to be sold to the gondola production company. Can you please provide a conflict of interest investigation between the Gondola company and the ski resorts? | 32.2.9E; 32.1.2B; 32.2.4A; 32.6A; 32.6C | A32.1.2B |
| 25484 | Bartke, Erin | The public does not want a taxpayer funded gondola that will only profit two private businesses! This gondola does not take into account other users of the canyon or locals who live at the bottom of the canyon. This gondola would be paid for by the many and used by the few! | 32.2.9E; 32.1.2D; 32.2.7A | |
| 37314 | Bartlett, Landon | I don't believe this is the right answer to the problems in this canyon. There are many other options to fix this without leaving lasting impacts in the canyon. Why not try other solutions before using half a billion dollars to realize this won't actually fix the problems. | 32.2.9E | |
| 31393 | Bartlett, Steven | The Capstone Design Students at the University of Utah completed an alternative/feasibility study to explore alternatives and features that would help reduce traffic congestion in LCC during peak times while improving safety throughout the Canyon. After a review of the data, compiled from several prior studies, we noticed an average of 1.8 people in each vehicle are entering the Canyon. This alarming low occupancy rate per vehicle lead us to review an intelligent transportation system that would have the ability to: (1) incentivize visitors to increase occupancy, (2) incorporate autonomous vehicles that could communicate with signals and improve traffic flow, and (3) develop a multimodal hub in the Salt Lake Valley to allow space for Canyon visitors to meet and carpool. In this study, we also discussed the importance of reducing the number of vehicles traveling within the Canyon, while allowing an increased number of people to enjoy recreational experiences in LCC. Additionally, we discuss the need for snow sheds due to LCC's high avalanche activity. The snow sheds allow Canyon visitors to safely traverse the roadway during avalanche control while traffic continues to move, therefore reducing roadway closures. Other roadway improvements that were recommended included: (1) resort ingress/egress redesign to allow for free flow traffic, (2) minor alignment changes along the roadway to improve sight distance, merging, and passing, and (3) shoulder adjustments to improve cyclist safety. During our discussion with stakeholders and the public, we understood the importance of cyclist and pedestrian safety within the Canyon. After reviewing two path alignments for this user group, our team decided a path within the lower limits of LCC would benefit this recreational activity. Allowing a portion of this trail to be paved and constructed for ADA accessibility would support more user groups within the Canyon. The results of the proposed features are to: (1) increase occupancy per vehicle, (2) increase public transit utilization, and (3) increase safety throughout the Canyon. The successful implementation of these features will allow Little Cottonwood Canyon to continue to provide a natural and inviting destination for people with diverse interests and hobbies. We believe this could be accomplished by | 32.2.4A; 32.2.6H; 32.2.2I; 32.1.2B | A32.2.2I; A32.1.2B |

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| | | <p>protecting the Canyon's sensitive ecosystem and by minimizing the footprint of future transportation system operations within the Canyon boundaries.</p> <p>Because of this study and its conclusions, I believe that a Gondola is not necessary for the Canyon. The existing transportation footprint should be used and enhanced.</p> <p>Regards, Steven Bartlett, Ph.D. P.E. University of Utah</p> | | |
| 32630 | Bartley, Vanessa | 40 poles, each 15 feet in diameter, serviced by new roads big enough for huge trucks, will cut through the wilderness of Little Cottonwood Canyon. The exact price has not been revealed by UDOT but it will be expensive to ride the gondola. (Between \$50- \$110 per trip) It only services two sites. It won't run in the summer. It's paid for by taxpayers but only benefits Snowbird, Alta, La Callie, The Tree Farm, and Chris McCandless and Wayne Niederhauser. It's taken from transportation money meant for the entire state. | 32.2.4A; 32.2.9E | |
| 30846 | Bartley, Vanessa | Hello. I am pleading for improved bus service in our canyons to resorts and our many wonderful backcountry trailheads and front country recreation amenities. It's time we invest in real ideas that actually solve the problem, like electric buses and regional transit hubs throughout the valley. | 32.2.9A; 32.2.2I; 32.2.6.3F | A32.2.2I |
| 29035 | Bartlit, Sophia | As an employee up little cottonwood canyon and a lifelong skier in the canyon I think this proposal would be catastrophic. Not only to the environment of Little Cottonwood Canyon but to the people as well. On average there are 11 days a year in which there is bad traffic in the canyon, therefore a gondola is not necessary. Not only that I know for a fact the gondola would only attract more people to go up Little Cottonwood Canyon and not prevent the traffic. Locals will still drive, and so will the tourists. The best option to to have someone monitoring the base of the canyon 24/7 during the winter months. This way we can prevent people in unsuitable and unsafe cars to go up the canyon, preventing any crashes that cause the traffic backup. | 32.2.9E; 32.2.0C; 32.2.2M | A32.2.0C |
| 33051 | Barton, Daniel | The proposed gondola doesn't solve the problem and creates a whole lot of other problems. The gondola only serves 2 ski resorts. Why should public funds be used to essentially pad the pockets of 2 ski resorts. The gondola doesn't help traffic for anyone going to trailheads or any other place along the canyon. There are other methods to help traffic such as electric bus service, tolls and other things that don't require destroying trails, historic rock, or other elements of nature. This service would really only be used during peak snow months. Close to a billion dollars of public funds to benefit 2 ski resorts for 3 months out of the year makes no sense and is no where near a "solution" to this problem. I am a voter here in Utah and strongly oppose this action. | 32.2.9E; 32.2.9A | |
| 33133 | Barton, Hannah | Please don't move forward with the gondola option. Per the Salt Lake City department of public utilities, it will impact our watershed. Our water and air are our MOST important resources. Without them, nothing else matters. There will be no residents, tourists, skiers, hikers, or climbers to use the canyon if we do not protect our water and air and sustain them as much as possible. Anything that threatens those natural resources should be stopped. | 32.2.9E; 32.1.5C | A32.1.5C |
| 36205 | Barton, Katie | Please do not do this. It will be catastrophic to landscape, watershed, not to mention cost taxpayers. | 32.2.9E; 32.1.2F; 32.2.7A | |
| 25587 | Barton, Kelly | Please don't build a gondola! It is going to destroy so much nature, having to build more roads to get to the towers, etc. Better to make everyone bus up to the slopes! | 32.2.9E; 32.2.2B | |
| 29067 | Barton, Mary | <p>I disapprove of the use of taxpayer funds to build a gondola. There is nothing equitable about this as a form of public transit.</p> <p>Widening roads and adding parking does not alleviate congestion in the long term. If you need a car to get to your public transit, your public transit is a failure. The gondola being low impact doesn't matter if it requires cars to get to it. Cars are not sustainable.</p> <p>If we have \$5.5m to spend, use it to save the lives of pedestrians and cyclists getting run over by cars.</p> | 32.2.9E | |
| 33021 | Bartsch, Erik | Best low environmental impact and practical solution. Fully supported. The canyon doesn't belong to local residents whom have dew problems with access. | 32.2.9D | |
| 30658 | Bartz, Philip | <p>\$550,000,000 is a lot of money! Okay, now that I have your attention: Please don't build the gondola. It is destructive and expensive, and it is especially unnecessary in light of the staggering cost of the operation.</p> <p>In the unlikely event of this comment reaching anyone's eyes (besides, of course, the poor sap UDOT tasks with reading through all these complaints, if indeed they care enough to do that much), I invite you, dear reader, to ponder: how exactly do you think UDOT plans to secure \$550,000,000 (wow, look at all those 0's...) in funding for the initial construction, in addition to the \$7,000,000 PER YEAR required for the gondola's operation? Those aren't abstract numbers, funds that UDOT can simply pluck out of thin air. No, this is REAL MONEY we're talking about, \$550,000,000+ of it, earned by and taken from YOU AND ME, hard-working taxpayers from around the state, the vast majority of whom will (a) never know how the ever-increasing taxes deducted from their paychecks are being used, and (b) never in any way benefit from this colossal waste of their money.</p> <p>But you know who does stand to benefit from this? The multimillionaires in charge of the corporations running the ski resorts up canyon, who are throwing all their substantial weight into backing this project, heedless of its monetary consequences for everyday taxpayers like you and me. If they want a gondola to the bottom of their resorts, let them pay for it! It is not the government's purpose to toil away at their construction projects for them; it is not the taxpayer's responsibility to fund it; and frankly we can all see that UDOT's got enough on their plate as it is, muddling their way through the multi-year construction projects on 215 and I-80, in addition</p> | 32.2.9E | |

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| | | <p>to countless other equally dismal and inefficient traffic projects around the state.</p> <p>For heavens' sakes, UDOT can hardly be trusted with our money to fix a pothole. But now it's proposed that they take over half a billion bucks from us to build a big ole ski lift up the middle of Little Cottonwood Canyon to ferry tourists to winter resorts, and no less, resorts you're telling me will be devoid of snow in a few short years? Do I need to elaborate further? If all goes as predicted by the infallible "experts" (who am I to contradict them, anyway?) and the ski resorts are shortly crippled by climate change, then what exactly is the point of throwing \$550,000,000 of our money into an alternate method of transporting people to them?</p> | | |
| 34802 | Base, Samantha | I invite you to go for a hike in the canyon | 32.29D | |
| 34710 | Bass, Bonnie | <p>I am strongly opposed to the recommendation to implement gondola service through Little Cottonwood Canyon.</p> <p>I am a regular user of both Big and Little Cottonwood Canyons, visiting approximately 40 weekends a year in additions to occasional weeknights. I have rarely encountered traffic in the canyons since traffic congestion is not an issue for most of the year, or even for most of the day on snow days. A gondola is a permanent, expensive, and environmentally destructive structure that is overkill for the scale of the problem.</p> <p>I am also concerned that the gondola will not actually reduce canyon traffic. A gondola ticket will be expensive. Unless subsidized by the ski resort, in the best case scenario a gondola ride will cost around \$40 a person (based on current gondola sightseeing tickets at our resorts). This is not a feasible cost for a family with kids to pay in addition to ski passes, so families or groups that would otherwise carpool will continue to use their cars. I fear that once the novelty of the gondola wears off, it will be purely a tourist attraction and not used by season pass holders and others who routinely use the canyon. This is not acceptable for a project of this magnitude. In order to be successful, any solution implemented for traffic control needs to be cost-effective and convenient for the user.</p> <p>I agree with some forms of the suggested alternative such as implementing tolling and vehicle occupancy restrictions. My suggestion would be to have the resorts reserve out their parking spaces ahead of time. Anyone without a reserved parking space would then be required to take the bus to the resort. This would do far more to reduce congestion than a gondola. Recreationists that do take their cars into the canyon should then be charged a toll, which could be used to offset the costs of the buses and other more impactful capital improvements like parking lot construction for trails that don't have them, or improvements to existing lots like trash can installation. This combination of buses and tolling would do far more to reduce congestion than a gondola would, and at a lower cost. It could also be implemented immediately, rather than after a long, expensive, and irreversible construction project, all while preserving the natural beauty of Little Cottonwood Canyon.</p> | 32.2.9E; 32.2.4A; 32.2.2Y; 32.2.2K; 32.2.9A | A32.2.2K |
| 34704 | Bass, Brian | <p>I am disappointed in UDOT's recommendation for a gondola service through Little Cottonwood Canyon. I do not believe this is a good solution for many reasons. First and foremost, Alta and Snowbird are not the main attractions of Little Cottonwood Canyon. The canyon itself is the main attraction. According to An Estimation of Visitor Use in Little Cottonwood, Big Cottonwood, and Millcreek Canyons prepared by the Utah State University Institute of Outdoor Recreation and Tourism in 2016, only 22.8% of vehicles using the canyon throughout the year were visiting the ski resorts. Hiking, sightseeing, camping, rock climbing, mountain biking, and backcountry skiing account for a far larger share of canyon usership through the course of the year, and yet none of these recreationists will experience benefit from a gondola. In fact, they will see a diminished experience as some current trails and recreation areas will be destroyed by the gondola towers, and the viewshed of other recreation areas will be negatively impacted. Next, I do not believe the gondola will work well to reduce traffic issues. Most people currently prefer to use their own cars over public transportation to the ski resorts, and by far the most common reason I see for this online is that "they 'need' their cars at the resort, so they can have their ice chest, change of clothes, etc... right there at the resort. If they were to take the bus, they wouldn't be able to carry all this stuff to the resort.," The gondola does not solve this problem, and therefore I only see people using it in large numbers once the canyon is already backed up. Therefore, the gondola might not actually reduce any congestion, it will only force more people into the resorts, creating longer lift lines, causing more on-mountain accidents and injuries, and diminishing the customer skiing experience. Traffic congestion is also not an issue 90% of the year. There is no congestion in the summers or winter weekdays. Even weekends when it hasn't snowed in a while see very little traffic congestion. It is debatable how urgent some kind of traffic congestion solution is and rushing into an irreversible half-billion dollar project seems rushed. But if a traffic congestion solution is to be implemented, there are many reasons not to choose the gondola right away. The first is cost, as the gondola alternative is far more expensive than other options that could be explored first. The gondola alternative was estimated at \$550 Million dollars in 2020, which would be equivalent to about \$600 Million now. Looking at our big project history, the Salt Lake Airport construction was initially estimated to cost \$1.8 Billion and now estimates are upward of \$4.1 Billion. The longest gondola in the world right now stands at just under 9 km. At 8 miles long, this would make the LCC gondola over 33% longer than the world's longest gondola. A construction project of this unprecedented magnitude would bring many unknowns, almost certainly causing the gondola budget to creep upward over time. Right here in Utah we have a perfect example of what is known to reduce traffic congestion, as we have seen Zion National Park implement mandatory bussing over the last 20+ years. Zion recently received a grant for \$33 Million that will replace their entire bus fleet with electric buses. The enhanced bus service considered in the EIS here is \$200M cheaper, plus it could be scaled as needed, which could further reduce costs. The gondola alternative has no flexibility or scalability. Looking at the EIS data, over the last 20 years the road has been closed an average of 56 hours a year for avalanche control. This is not very much per year, but the trend is what I am more concerned with. 4 of the last 6 years have had less than 30 hours of closure. Our world is trending in a direction where there is less and less snow each year. To lock ourselves into a full gondola solution at this point in history, without trying a scalable option first, is unwise. Finally, this is not a project that has Utahns in mind. From what I've seen, the majority of elected officials in Salt Lake are not in favor of the gondola alternative. The resident public that lives near the canyon are certainly not in favor of the gondola alternative. The people that benefit from this project are the owners of Snowbird and Alta, some of the wealthiest people in America who hardly need a government handout. If Alta and Snowbird were truly worried about traffic congestion, they could stop accepting the Epic or Ikon pass and traffic would improve overnight. The highest priority should be to preserve the land for use by all Utahns and guests. Intentionally increasing the capacity of Little Cottonwood Canyon beyond its limit is unacceptable.</p> | 32.2.9E; 32.1.2B; 32.20C; 32.2.9A; 32.2.6.3F; 32.2.2K | A32.1.2B; A32.20C; A32.2.2K |

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| | | Increasing ski resort capacity beyond what the road can handle will negatively impact the watershed and recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures, which will only further reduce public access to what once was public land available to all. I agree with some forms of the suggested alternative such as implementing tolling and vehicle occupancy restrictions. My suggestion would be to have the resorts reserve out their parking spaces ahead of time. Anyone without a reserved parking space would then be required to take the bus to the resort. This would do far more to reduce congestion than a gondola. Recreationists that do take their cars into the canyon should then be charged a toll, which could be used to offset the costs of the buses and other more impactful capital improvements like parking lot construction for trails that don't have them, or improvements to existing lots like trash can installation. This combination of buses and tolling would do far more to reduce congestion than a gondola would, and at a lower cost. It could also be implemented immediately, rather than after a long, expensive, and irreversible construction project, all while preserving the natural beauty of Little Cottonwood Canyon. | | |
| 28998 | Bass, Jim | As a non-Utah resident who skis at Snowbird, I believe the gondola solution would be an ideal solution to the problem of traffic, safety, and reliability of transport in Little Cottonwood Canyon. In addition, it would be a breakthrough example for our country of how "ropeway" systems can address innumerable congested traffic problems (especially in highly populated urban areas) throughout our country. I have traveled throughout the Alps for many years where ropeways (and railway systems) have been used for over 75 years to address the kind of problem faced with car traffic and safety in Little Cottonwood Canyon. It has worked well for European countries and it is a low-CO2 emission solution that would be a good contribution to addressing the challenges posed by considerable global warming. | 32.2.9D | |
| 29356 | Bass, Laura | As someone who skies at Snowbird every winter, I am thrilled about the idea of a gondola. It is the most environmentally friendly solution for sustainable mountain recreation for the next 30-50 years. The development that Utah is considering is inspiring. | 32.2.9D | |
| 37488 | Basso, Matthew | I oppose the gondola. I don't believe that it makes sense for the wide range of recreational users in Little Cottonwood Canyon. Because it will only stop at Alta and Snowbird that does not allow backcountry skiers snowshoe ours and others in the winter to use the gondola. Likewise it would be ideal to have a solution that also offered non-winter users mass transportation. Hence I suggest either going back to the drawing board and reconsidering a cog railway. Or choosing a electric bus option. That of course would be in addition to whining and snowsheds. I should add that the gondolas visual impact as a second reason that I oppose it. | 32.2.9E; 32.1.2D; 32.2.6.5F; 32.2.6.5G | |
| 26854 | Bastar, Brooke | The view up the canyon will be forever ruined. It services 2 locations only. Where will cars park? You going to dig more into the mountains to create it further destroying what we need, vegetation to cool the already heating city. Please reconsider this horrible idea! Electric buses and more of them like Zion National Park | 32.2.2B; 32.2.6.3F | |
| 36623 | Baste, Alma | I do not support putting a gondola in Little Cottonwood Canyon. As a climber, and more specifically a boulder, I am concerned about access issues as well as the overall experience- I go climbing to enjoy nature and get away from the city, and I do not want that tainted by a gondola floating about my head. Furthermore, I am concerned about the impacts this would have on air quality. On the off chance that this gondola and the tolling does decrease traffic in the canyon, by building a parking lot further away you are concentrating more pollution in the valley and pushing traffic back into neighboring communities. This money would be better spent funding FREE public transit THROUGHOUT the valley which would do more to alleviate congestion issues (across the board) as well as improve air quality, than a gondola. Increasing and funding busing in the canyon throughout the year and providing numerous stops, would also do more for both of these issues. Incentivizing carpooling, would, again, do more for these problems than wasting tax payer money on an absurd capitalist adventure. Little Cottonwood Canyon is more than just a tourist trap for rich people, it is a beautiful destination and recreation space for everyone. | 32.2.9E; 32.2.6.5E; 32.2.2I | A32.2.6.5E; A32.2.2I |
| 33973 | Batcheck, Lauren | Hi there, My name is Lauren Batcheck and I am a resident in [REDACTED] and registered voter in Utah. As a resident, I'm amongst many other locals who are opposed to the proposed gondola in Little Cottonwood Canyon. I'm a frequent and year-round visitor to LCC and this would destroy the beautiful nature Mother Earth has provided for us in this canyon. Not only will it devastate the irreplaceable local vegetation and habitation but also the scenic views for all visitors. And it creates additional opportunities for safety hazards in the canyon. I'd love to help in any way with alternative solutions, whether increased bus service, mandatory carpooling, tolling, etc. Let's find a better suited solution together! Thank you, UDOT, for helping solve this challenge while also prioritizing the preservation of nature in Utah. It's so important to our lives and generations to come. Appreciate you and your efforts, thank you!! Lauren | 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N; 32.13A | A32.2.9N; A32.13A |
| 38098 | Bate, Alex | I am a resident of salt lake and frequent user of LCC during all seasons. I oppose the proposal to install a gondola as a solution to the traffic problems in LCC. There are many other options that are less invasive that should be tried and tested before such a drastic, expensive and environmentally unfriendly gondola is installed. Expanding parking options below the canyon, funding UTA so adequate busing can be utilized, installing a pay system for single cars going up the canyon are all viable option that should be explored and implemented. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 35094 | Bated, Erika | As a Utah resident I am strongly against the Little Cottonwood Gondola Project. In this comment I will outline the potential negative affects the gondola could have as well as some alternatives to consider before the start of a large project such as a gondola. To start off, some negative affects a gondola project will have include: Environmental: - noise pollution during construction for wildlife that call LCC home. - habitat encroachment during and after construction on wildlife. | 32.2.9E; 32.2.9B; 32.2.2B | |

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| | | <p>- Construction will inevitably seep into the water in the canyon, which is a water shed.</p> <p>- The gondola placement will negatively impact little cottonwood creek which is public land.</p> <p>- There is critical habitat in little cottonwood canyon, once critical habitat is destroyed or altered the wildlife (plants included) that rely on the critical habitat will also suffer.</p> <p>Recreational:</p> <p>- During the construction of the gondola, there will be limited access to the entire canyon. Climbers, fisherman, hikers, bird watchers, and so many more hobbies will be interrupted during this construction.</p> <p>- After the construction, there will still be limited access to recreation activities as well as interrupted beauty by the gondola.</p> <p>- The gondola will not service other activities, only skiing. This is not helpful for the people on vacation with many bags. It also is not inclusive for other recreation users.</p> <p>With all of that being said, I am in favor of widening the road with enhanced bus service and limited access via cars. Think Zion National Park style. I am also in favor of tolling during peak seasons, where residents, employees and busses get a barcode to put on their window and have a lane to drive up through where a gate opens and the other lane(s) are tolled or have a guest system in place. This also provides more jobs whereas the gondola takes away jobs and takes taxpayer money.</p> <p>Thank you for taking this comment into consideration.</p> | | |
| 33469 | Bateman, Mallory | This will likely be repetitive of my comment on the draft EIS, but crafting a purpose and need to suit your predetermined outcome is a pretty terrible use of the the NEPA process. I understand it happens frequently, but deciding to go with the option that almost solely benefits private entities with federal and state funding is incredibly misguided. This does not serve the public in an inclusive way, it does not serve the canyon in an inclusive way, and this decision does not consider residents and taxpayers of Salt Lake County. Great work on continuing to degrade public trust in processes like this. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9N | A32.1.2B; A32.2.9N |
| 25670 | Bates, Adam | Glad to see the Gondola chosen. Given both options this is the best choice for the environment and for those who need transportation. I remember Provo Canyon before the road expansion and 4 lanes would destroy LCC canyon. Snow on the road is the cause of all the problems. Bus's still uses the road and would be prone to all the same problems, so it will NEVER be a logical solution. Gondola is like a wind turbine, it may have a visual impact but its better for the environment than a fossil fuel burning power plant built all pretty. This is no different than a TRAX stop with stations at Jordon Commons or downtown businesses. Transportation growth needs to reflect where/how people are going. People are going to hate on Snowbird/Alta because that is where the stations are going to be. But as a transportation engineer you design stops where people go. Just like there are no TRAX stops at parks. Don't let passion overrule reason, think, and leave politics at the door. | 32.2.9D; 32.2.9C | |
| 34569 | Bates, Dawn | Many of the projects that the State and/or private citizens and companies think are a great idea are only a great idea because money can be made, not because it's necessarily a good idea. Economic growth is important but not the most important. One of the reasons my husband and I made Sandy our home 43 years ago was because it was close to the canyons and afforded us an inexpensive form of recreation for our family of 5 children. We camped at Spruces and Redman, hiked the trails and enjoyed Cottonwood Creek and all the beautiful scenery that the Canyons afford. I don't know what the statistics are as to how many Sandy (and other surrounding cities) citizens ski, but feel that this project is targeted to those who come from out of state, not local skiers. Sometimes it's better to underdevelop, keep nature the way it is and just not focus on \$\$\$\$. The State of Utah is going to overdevelop to the point where it's citizens will not be interested in living here anymore. Consider less invasive solutions to the traffic issues and please don't TOLL us out of being able to afford enjoying our own canyons. | 32.2.2K; 32.2.4A; 32.2.2PP | A32.2.2K |
| 27001 | Bates, Hank | I believe that in order for the gondola to work at all you cannot have it start at the mouth of the canyon. If the gondola were to start at or near rio tinto soccer field it would have easy freeway access on I15 from both directions (north and south) and there is already a massive parking lot that only gets used in the fair weather seasons during games. Putting the base station at the mouth will be a complete waste of money and will not relieve pressure on cottonwood heights and sandy, it will probably make it worse. | 32.2.2I; 32.2.3.5E | A32.2.2I |
| 34195 | Bates, Hank | Just get it over with and build it | 32.2.9D | |
| 27440 | Bates, Michael | Having lived in Salt Lake for multiple winters, I would love to see the project move forward. I remember a couple times trying to make it up the canyon stuffed in a buss elbow to elbow with as many people the buss could hold. Then having to sit in traffic stuffed with all the people for up to an hour or more. I have been to Lake Tahoe and rode the gondola there and it was a very pleasant experience. | 32.2.9D | |
| 34740 | Bates, Mike | I am for the gondola in Little Cottonwood Canyon. I think it would provide an attractive alternative for people to explore the area for all seasons. The alternative for more buses has been implemented and has not helped out with traffic. I have personally been stuck on several busses during peak season and sitting in a pack buss elbow to elbow for an hour our more is a horrible experience. One other alternative I would like to see is making it possible for the TRAX to run up the canyon? Thanks | 32.2.9D | |
| 28386 | Bates, Oskar | These plans simply make it clear that your government doesn't believe in, or refuses to make any changes in the face of, the climate crisis in which we find ourselves. These discussions of pursuing the skiing industry into exponential futures are ridiculous in the context of the future as it stands. We could change things but only if we invest our energy in concepts that change how we relate to nature. I would love to know where you are going to build this 2500 car lot, it is going to destroy the existing forest and hills at the mouth of the canyon. Everyone will still be waiting in line, I don't see how waiting at the bottom will make people happier than waiting on the canyon road. Cringe. | 32.2.2E; 32.2.6.5E; 32.2.6.2.1C; 32.7B; 32.7C | A32.2.6.5E; A32.2.6.2.1C |

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| 36534 | Bath, Whitney | I vote no for the gondola. | 32.2.9E | |
| 30467 | Batt, Sara | No gondola! Extra busses up and down the canyon, parking garage at the base, or specific bus stops with parking near shopping centers below the canyon. Cut off non-canyon residents from accessing the canyon, and require bus transportation. | 32.2.9E; 32.2.9A; 32.2.2I | A32.2.2I |
| 32492 | Battaglia, Mark | Limit the total number of vehicles that can go up the canyons on a daily basis. Once capacity is reached it's closed. If the ski resorts don't like that they can pay for an alternate solution not the public again! | 32.2.2K | A32.2.2K |
| 36452 | Battle, Cullen | <p>The Final EIS does not contain enough information to reasonably conclude that Gondola B will actually accomplish the purpose of reducing traffic and congestion on SR 201 and other roads on peak travel days in winter. According to the EIS, peak winter use in 2017 was 14,000 vehicles per day, and that number is expected to grow to 18,000 by 2050. With a parking capacity of 2500 vehicles, the gondola will reduce peak daily traffic by no more than 18% currently, and 14% by 2050. There is nothing in the EIS to show that these reductions will be enough to prevent congestion on peak days. Although the EIS concludes that Gondola B will reduce average vehicle travel time in the canyon from 80-85 min to 43 min, the report does not show how these numbers were arrived at, nor is it clear whether these numbers represent average peak days or some other average. The report needs to be more open and transparent in showing how an 18% reduction in daily traffic can lead to a 50% reduction in travel time.</p> <p>Moreover, the report fails to consider whether a reduction in road congestion resulting from gondola use will merely stimulate additional demand to replace the traffic diverted to the gondola. It is well known that many people choose not to travel to the ski resorts on peak days because of congestion in the canyon and long travel times. If congestion and travel times are reduced, some of those people will choose to travel, and will continue to do so until unacceptable levels of congestion are again reached. The report should have considered the degree to which this phenomenon will offset the benefits of a gondola.</p> <p>Another major flaw of the report is speculation about how tolling might suppress private vehicle travel demand if the gondola is built. Tolling is not part of this project and there is no way to ensure that tolling will accompany a gondola. The report admits that the amount of any toll is unknown. Therefore, it is impossible to reach any reasonable conclusions as to whether and to what degree tolling will drive traffic to the gondola or will discourage other vehicles from replacing that traffic.</p> <p>The same is true with parking capacity at the resorts. There is no way within the scope of this project to guarantee that the resorts will limit parking. If the resorts expand their parking capacity, this will stimulate additional demand that could more than make up for the traffic diverted to the gondola.</p> <p>Finally, the report contains no meaningful analysis of the cost of using the gondola and how that will influence travel behavior. These costs are unknown and any discussion of them is sheer speculation.</p> <p>Given these unknowns, it is impossible to reasonably conclude that one alternative is better than another in reducing travel times and congestion, or that Gondola B is the best alternative in that regard. For all we know, Gondola B, at a cost that could approach \$1 billion, will accomplish nothing more than providing an express service for ski resort patrons seeking a faster trip up the canyon.</p> | 32.1.4I; 32.2.4A | |
| 33557 | Battle, George | We don't want the gondola! This is a horrible idea for the betterment of salt lake and Utah as a whole. Stop the gondola! | 32.2.9E | |
| 27201 | Bauer, Julie | On the handful of days that traffic is really bad it is backed up all the way to the hwy. do you honestly expect someone to wait in their car for an hour in traffic just to get to the mouth of the canyon then unload and get in a 55 min tram? Of course not. At that point they are almost there and will stay in their car for the duration of the drive. It's as if you people have never actually been there when the traffic gets bad. | 32.2.9E; 32.2.6.5E; 32.2.4A | A32.2.6.5E |
| 25622 | Bauer, Julie | This is an outrage! I'm a local small business owner, home owner and season pass holder of Alta/Snowbird. The traffic issue is not everyday and I do not want my tax money going to this nonsense! It will be ugly and an absolute [REDACTED] show that will solve nothing. | 32.1.2B; 32.2.7A; 32.7C | A32.1.2B |
| 25632 | Bauer, Julie | There is no way I'm sitting on a gondola with my two children for 55 min just to get to the mountains with all our gear and lunches. That is absolutely insane to expect families to use this! | 32.2.9E | |
| 30763 | Baughman, Zachary | I am against the gondola because it would destroy the natural beauty of LCC and it would crowd the resorts even more than it already is. I support the improved public transportation alterenative | 32.2.9A | |
| 30250 | Baum, Nicole | I don't want a gondola that will only cater to the resorts and create a huge impact on the people who live in the area. | 32.2.9E | |
| 30868 | Baum, Randall | Please, please, please do not put in a gondola in LCC. Other means from alleviating traffic exist. Many user groups frequent the canyon. Please do not destroy a resource so many love and cherish. | 32.2.9E | |
| 25671 | Baum, Sam | As a climber, snowboarder, outdoor educator, guide, and ski shuttle driver, I am appalled by UDOT's decision to move forward with the gondola. To make such an irreparable impact to one of the most beautiful locations in the Salt Lake valley is a shame. This is especially true considering that the traffic in LCC is only an issue for a small fraction of the ski season. The decision to build the gondola only serves the ski resorts and their patrons. It neglects the other users in the canyon. This decision is clearly pandering to the wealthiest and most privileged users of the canyon and only serves to widen the inequity that is far too common in outdoor recreation. For a city that has some of the worst public transportation I have ever experienced in a large urban area, I would think that this would be an excellent opportunity to build up the bus system both in the canyon as well as in the valley at large. I hope that UDOT will reconsider other options in the coming months. | 32.1.2B; 32.2.9E; 32.2.9A; 32.1.1A; 32.2.9N; 32.1.2D; 32.2.2PP | A32.1.2B; A32.1.1A; A32.2.9N |
| 36880 | Bauman, Beth | If you build it, they won't come! The project is very flawed. Too high a price tag and it doesn't move enough people in a timely manner. Never mind, the giant towers will be an eye sore! Who wants to look at that! | 32.2.9E | |
| 38163 | Bauman, Beth | Gondolagate. Follow the money. Utahns say NO GONDOLA. | 32.2.9E | |
| 35186 | Bauman, Gene | Please take my comment as a no go for a gondola in Little Cottonwood canyon. Using a half of a billion dollars or more as a benefit for ver few people. This is a terrible waste of taxpayer money. No gondolas paid for by the public. | 32.2.9E | |

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| 36103 | Bauman, Sandra | I am very much opposed to the proposal to build a gondola in Little Cottonwood canyon. Aside from the scarring to the canyon, the cost is an unfair burden to the vast majority of the public. It benefits the two ski resorts, which are private enterprises, at a tremendous cost to the public. It is not a year round operation, and in fact, as our climate changes still more, what guarantee is there as to how many years Utah can count on being a ski destination? Bus service, and possibly fees for use would be a better and more equitable solution. | 32.2.9E; 32.1.2F; 32.2.7A; 32.2.2E; 32.2.9A; 32.2.2Y | |
| 31848 | Bausum, Kelly | I've only just seen the Big and Little Cottonwood Canyons, and this mountain range for the first time in my life this month, and already I feel deep in my heart that these landscapes need to be protected from the industrial greed of humans. There are fewer and fewer undisturbed wilderness area in this country, and as a climber and environmentalist, it breaks my heart to see untarnished nature be made so ugly with unnecessary construction and human intrusion. And once one project like this is allowed, more will follow, and in seven generations time there will be nothing left of our sacred spaces where we feel we must go to heal from the wounding touch of society. Save Little Cottonwood from being spoiled, please. | 32.1.2A | |
| 36113 | Baveda, Igor | Hello, I'd like to start with I imagine there are people, UDOT employees, with degrees and high-paying positions that came up with the gondola decision on their own, with the public opinions taken in place and no external factors such as lobbying to influence your decision. Who am I kidding, right? I'm going to say something that has been repeated probably 80% of the time in the comments. The public does not want a gondola. The public does not want their canyon destroyed with your feat of engineering. The public does not want their climbs and boulders destroyed. I have a high suspicion that the only reason there's a comment period is because of NEPA. If UDOT could, you guys would just bring the bulldozers and yell get out of the way. But, unfortunately to you, and fortunately to us, the taxpayers, you have to go through the NEPA process. What really hurts my brain to understand is the fact that UDOT decided against a pedestrian bridge at Cardiff Fork due to its impact on the viewshed but considers it okay to build the longest gondola in the world in LCC? And as a taxpayer, I really don't see why I should pay for an infrastructure that will benefit 2 private businesses only. And charge people to use the gondola. My apologies in advance for my rather foul mood, but I have no faith that UDOT can come up with a solution that will actually benefit the public. Which begs the question, who will benefit from this? NO GONDOLA. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 28640 | Bawden, Bc | In 1889 the first electric trolleys began operation in Salt Lake City. By 1941, trolleys stopped running and tracks were torn up. UDOT should plan ahead and NOT do any irreversible damage to LCC by building a gondola or widening the road. Let the resorts handle their own parking problems. The parking reservation system works. Save the taxpayers a lot of money. Save the canyon. Don't build a gondola. | 32.2.9E; 32.2.2K; 32.1.2B | A32.2.2K; A32.1.2B |
| 27351 | Bawden, Beverly | During the 2021 ski season, there were less than 5 days that there were any significant traffic delays in LCC. The parking reservation system was a successful resolution to previous traffic delays. In fact, it was so successful that Park City will implement the reservation system for the 2022-2023 ski season. There is no need to build a gondola. Furthermore, increased parking to accommodate ski traffic and reduce road congestion should be the responsibility of the resorts, not the taxpayers. The canyon is used by many people including boulderers, climbers, hikers, mountain bikers, trail runners, and campers whose outdoor experience will be diminished if a gondola were constructed. Moreover, taxpayers across the state don't want to pay for a gondola in LCC. Finally, Governor Cox has said that he wants to protect Utah's great outdoors. He said, "even actions that feel like a light touch can damage or even destroy a site forever," Adding a gondola to the delicate environmental balance of Little Cottonwood Canyon must not happen. A gondola would, in fact, create catastrophic and irreversible damage to the canyon. Additionally, Alta Ski Resort general manager, Mike Maughan, told my state legislative representative that the parking reservation system has been a tremendous win. Everyday, skiers told him that it had improved their experience. The 2021-22 season Alta was one of their top revenue seasons on record. We certainly don't need a gondola. The majority of locals and taxpayers don't want one. | 32.2.9E; 32.2.2K | A32.2.2K |
| 27406 | Bawden, Beverly | A gondola would ruin the recreational and aesthetic enjoyment of LCC for boulderers, climbers, hikers, trail runners, mountain bikers, naturalists, and campers. And we don't need a gondola because the parking reservation system is working so well. In fact, Park City is implementing parking reservations this year. Furthermore, Governor Cox wants to protect Utah's great outdoors. He said, "even actions that feel like a light touch can damage or even destroy a site forever," Adding a gondola to the delicate environmental balance of Little Cottonwood Canyon must be included in his thought. It would, in fact, create catastrophic and irreversible damage to LCC. Additionally, the parking reservation system is working. Alta Ski Resort general manager, Mike Maughan, told my state representative that the parking reservation system has been a tremendous win. Everyday, skiers told him it has improved their experience. This past season Alta had one of its top revenue seasons on record. We certainly don't need a gondola. The majority of locals and taxpayers don't want one. The expense cannot be justified when there are so few days each year that Snowbird skiers are vying for the first run down powder. UDOT would do well to put its money toward rebuilding/repairing flood destroyed/damaged roads in southern Utah. Please do not spoil our canyon and add to our taxburden. | 32.2.9E; 32.2.2K | A32.2.2K |
| 37366 | Baxter, Hannah | The proposed gondola is an unrealistic and harmful option for several reasons. First, the gondola would only stop at Snowbird and Alta, but over 3/4th of canyon users don't go to those destinations when they go up the canyons (source: An Estimation of Visitor Use in Little Cottonwood, Big Cottonwood, and Millcreek Canyons, written by Chase C. Lamborn and Steven W. Burr). This means that the gondola would not be improving access and will not be cutting down on the majority of traffic. In order to offset the \$600 million spent to build the gondola, the gondola will likely cost money to use, with no estimate cost released, whereas public transportation is free, and even the ski buses are only \$5 (Deseret News "What Now? Will New Buses or a Gondola be the Answer to a Congested Canyon?"). UDOT has itself admitted that the gondola will not reduce traffic, but instead get more people to the ski resorts. According to EIS 8.4.3.2, with the increase in resort visitation from UDOT's proposals, "daily traffic volumes would be similar to the existing conditions in 2020", but "the [gondola] would provide an | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.2I; 32.2.2K | A32.2.2I; A32.2.2K |

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| | | <p>economic benefit to the ski resorts by allowing more users to access the resorts" (UDOT's EIS Ch. 6.). This shows that even UDOT is aware the gondola is not actually meant to improve traffic and accessibility, and that it is instead simply a way for those who already have more than enough money to increase their wealth at the cost of the citizens of Sandy and the health of the canyon. In other words, UDOT says the gondola will increase resort visitation and profit while using public funds and not reducing traffic. Using public funds to increase the wealth of ski resorts, which are private companies, is governmental corruption. Those in the government who support this plan will be know as corrupt politicians who harmed instead of helped the people they were supposed to be serving.</p> <p>Beyond affecting canyon users, proposed construction of the gondola is harmful to the health of the citizens of Salt Lake Valley. On average, 90% of SLC's water supply comes from the Wasatch. UDOT construction projects have polluted streams before (KSL - concrete spill in Mill Creek).</p> <p>In total, the pros list for the gondola is short, and the cons list is very long. The pros are that it will increase resort profit (by using public funds, yippee for corruption!), increase profit for private developers (who obviously need all that extra money), will be a tourist attraction, and will get more people to the ski resorts (who, just like the private developers, are in dire need for more money). The cons are many. It will irreparably damage the canyon's beauty, will require \$600 million in tax dollars to build, will not address traffic, will not improve accessibility, only services the resorts, will require years of construction in our very sensitive and crucial watershed, will require dispersed users to pay for access to their public lands, and will not address Big Cottonwood Canyon traffic.</p> <p>Let us remember that this whole issue originally was meant to address canyon traffic and accessibility. What would be the best solutions for those? Adding bus stops around the valley that could take anyone straight to the canyons. Buses that stop at ski resorts AND hiking trailheads and climbing approaches. Buses are the best solution. They are already cheap, could be incentivized to increase ridership, and can be implemented far quicker than a gondola, and do not affect the beauty of our canyon. Those who have proposed the gondola are corrupt and greedy, putting personal monetary gain over the needs of the community and the health of the canyon. The intertwining of UDOT with the private gondola interests shows that UDOT has lost sight of their purpose and is no longer interested in helping the citizens of Utah. Instead, they are concerned only with helping those with private interests. If the Utah Legislature ultimately decides to support the gondola, it will be a sad day in the history of our state. It will show a government that is corrupt and that does not care about the health or opinions of its citizens.</p> | | |
| 33337 | Baxter, Joelle | <p>No gongola! Put it on the ballot and let the taxpayers vote.</p> <p>With the Great Salt Lake drying up, how can we guarantee snow in the future without the lake effect? It doesn't make sense to put an expensive gondola with the climate changing. It also doesn't make sense to put it in to fix a problem that occurs a handful of times a year.</p> <p>Add more buses. Please make Snowbird only buses and Alta only buses, they would get more riders that way if riders didn't have to go to both resorts.</p> <p>Toll the canyon.</p> <p>I'll take bad traffic any day over the gondola.</p> | 32.1.2B; 32.2.2E; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 25827 | Baxter, Lance | A TRAX line makes so much more sense in the longterm. This allows people to not use a car at all and get up the canyon from all across the wasatch front. It might be more expensive, but it integrates into what UDOT has been developing over the past 20 years. This [REDACTED] gondola is just a huge mistake | 32.2.9F; 32.2.2I; 32.2.9E | A32.2.2I |
| 36292 | Baxter, Stevan | I am against the gondola. It is a waste of taxpayer money and a harm to a natural environment and habitat. | 32.2.9E | |
| 35788 | Bay, Dustin | The gondola is an innovative solution that will create opportunities for Utah as a whole. The vocal minority will loudly proclaim how terrible it is to try something new. They should be ignored. The gondola will have minimal environmental impacts and will be cost efficient and a tourist attraction. | 32.2.9D | |
| 37215 | Bay, Hazel | I don't think we should have a gondola going up the canyon. It is going to ruin the beautiful site of the canyon and is not enviromentally healthy. I love to go up there and climb, ski and just enjoy the wonderful nature we have. We should not ruin that for a gondola. | 32.2.9E | |
| 37363 | Bay, Natalie | I am against the Gondola option in Little Cottonwood Canyon. Building a gondola in the canyon would be destructive to our precious watershed, the habitat for the flora and fauna, as well as compromise and, in some places, destroy areas of decades old recreation. The visual eyesore alone would be detrimental to the value that Little Cottonwood Canyon currently offers to so many varied user groups. The gondola would change the serene beauties of the natural canyon to one likened only to an amusement park. This canyon is loved dearly, and almost to death by so many. If the gondola were to actually move as many people as it claims to be capable of, and there are that many that would fork out the fees to ride it to the ski resorts, the end result would be more miserably crowded than it already is. How many is too many? Remember, this is a canyon, not a city that requires trains, subways and gondolas. Relevant perspective seems to be lost on this issue.As the cost for the gondola listed in UDOT's EIS is much less than is currently being reported in the news, it is not as cost effective as the other options. I do not support the gondola option as it will be limited to only those that can afford to pay for parking at the LaCaille Base Station as well as the fee to ride the gondola. This cost on top of the cost for a ski pass is even more limiting. Those that currently ride the UTA buses up the canyon pay for a bus pass that benefits them every day of the week anywhere along the Wasatch. The fiscal benefit of the gondola benefits the owners of the proposed base station location and Alta and Snowbird Ski Areas only. To expect the tax payers to pay for an option that is exclusive and not benefitting the majority is egregious.Other options without the large environmental impacts that the gondola option brings with it should be implemented first instead of going straight to such a detrimental and exclusive option. I support funding with my tax dollars enhanced (electric) buses and appropriated lanes, widening the road where necessary for peak period driving. I support tolls (similar to Mirror Lake Hwy format) as well as incentivizing those that carpool as well as locals that steward the canyon. Ultimately, I support preserving the natural canyon as best as we can and that should be the top priority. Following that, providing transportation up the canyon that is available and feasible for the majority is key. | 32.2.9E; 32.1.2D; 32.2.0C; 32.2.6.3F; 32.2.9B; 32.2.4A; 32.1.2F | A32.2.0C; A32.1.2F |
| 37379 | bay, ruby | I am against the Gondola option in Little Cottonwood Canyon. Building a gondola in the canyon would be destructive to our precious watershed, the habitat for the flora and fauna, as well as compromise and, in some places, destroy areas of decades old recreation. The visual eyesore alone would be detrimental to the value that Little Cottonwood Canyon currently offers to so many varied user groups. The gondola would change the serene beauties of the natural canyon to one likened | 32.2.9E; 32.1.2D; 32.2.0C; 32.2.6.3F; | A32.2.0C; A32.1.2F |

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| | | <p>only to an amusement park. This canyon is loved dearly, and almost to death by so many. If the gondola were to actually move as many people as it claims to be capable of, and there are that many that would fork out the fees to ride it to the ski resorts, the end result would be more miserably crowded than it already is. How many is too many? Remember, this is a canyon, not a city that requires trains, subways and gondolas. Relevant perspective seems to be lost on this issue.</p> <p>As the cost for the gondola listed in UDOT's EIS is much less than is currently being reported in the news, it is not as cost effective as the other options. I do not support the gondola option as it will be limited to only those that can afford to pay for parking at the LaCaille Base Station as well as the fee to ride the gondola. This cost on top of the cost for a ski pass is even more limiting. Those that currently ride the UTA buses up the canyon pay for a bus pass that benefits them every day of the week anywhere along the Wasatch. The fiscal benefit of the gondola benefits the owners of the proposed base station location and Alta and Snowbird Ski Areas only. To expect the tax payers to pay for an option that is exclusive and not benefitting the majority is egregious.</p> <p>Other options without the large environmental impacts that the gondola option brings with it should be implemented first instead of going straight to such a detrimental and exclusive option. I support funding with my tax dollars enhanced (electric) buses and appropriated lanes, widening the road where necessary for peak period driving. I support tolls (similar to Mirror Lake Hwy format) as well as incentivizing those that carpool as well as locals that steward the canyon. Ultimately, I support preserving the natural canyon as best as we can and that should be the top priority. Following that, providing transportation up the canyon that is available and feasible for the majority is key.</p> | 32.2.9B; 32.2.4A; 32.1.2F | |
| 31646 | Bayat, Ben | Before deciding on a long term project like the gondola, we should first try a few seasons with other ideas like expanded bus, toll, and other incentives to manage canyon traffic | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 32590 | Bayerlein, Karl | Gondola idea is the worst public works idea ever proposed. It only benefits very few people. A toll road is a far more economical alternative that would provide revenue to shore up the overused infrastructure in LCC and lessen traffic and usage. This is what occurred in Millcreek canyon when the toll was implemented | 32.2.9E; 32.2.4A | |
| 27754 | Bayles, Jean | Against the gondola construction. | 32.2.9E | |
| 29048 | Bayles, Maren | We as a community don't want this. We need to preserve the canyon as is for this and future generations. The gondola will ruin much of the existing beauty and wildlife and will have a horrible impact on our environment. | 32.2.9E | |
| 35741 | Bayles, Maren | Please don't destroy little cottonwood. You can't get back what you destroy. You'll be unnecessarily impacting natural habitats, our watershed, ecosystems, and public recreation/enjoyment. | 32.2.9E; 32.1.2D | |
| 34184 | Bayless, Brant | A gondola ruins for everyone the entire canyon's rugged beauty and character while only serving a precious few resort customers. It's a permanent scar on the canyon that doesn't seem like it has any chance to be the savior that AltaBird seems to think it will be. Please just drop it. | 32.2.9E | |
| 33760 | Baylis, Jacob | I am NOT in favor of the Gondola, in very strong terms. I believe a much simpler solution exists such as tolling in some fashion (weekend, <2 people, etc.). As a skier, climber and mountaineer, I see no benefit to a gondola only serving two ski resorts. The space needed for thousands of parking spots will take away from the already limited housing market and the gondola towers will ruin the canyon valley. The cost is much higher than the problem's worth in my opinion and does not seem to be supported by the majority of the public. I personally do not know anyone in favor of the gondola and am very concerned the entities with the most sway in this decision are being influenced by money and greed. Please listen to the majority of people who utilize the canyon, the locals, and concerned organizations voicing their opinions. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30287 | Bayly, Sadye | You actually make it seem really easy with your presentation but I find this matter to be actually one thing that I feel I would by no means understand. It seems too complicated and extremely broad for me. I'm taking a look ahead on your next submit, I will try to get the dangle of it! | 32.29D | |
| 29017 | Beacco, Mary | <p>I am opposed to the gondola option for LCC.</p> <ol style="list-style-type: none"> 1) This solution seems like a big tax subsidy for Alta and Snowbird. I do not want my tax dollars spent this way. 2) I don't think this option will work in easing the traffic congestion. Because the gondola trip takes so long, I feel few people will choose this option. 3) The parking structure proposed for the gondola will make traffic congestion on Wasatch Blvd. worse, in my opinion. 4) Finally, one thing that might help is to have Alta and Snowbird stop selling IKON passes! | 32.2.9E; 32.7C; 32.2.4A; 32.2.6.5E; 32.2.2K; 32.2.7A; 32.7B | A32.2.6.5E; A32.2.2K |
| 36849 | Beacham, Syd | <p>Ashley Liewer said it best: I oppose the gondola's construction. Not only is it detrimental to our environment, but it also is not equitable. To me, equity in recreation means that all citizens of the county have the opportunity to access recreational opportunities. The current proposal for the gondola is a threat to our watershed and environment. This impacts the equity for individuals in our county to access clean and safe drinking water and access recreational opportunities that allow them to experience what our canyons have to offer.</p> <p>Our canyons should not be for the well-off or a profit-making commodity for a couple of ski resorts. They belong to all of us and need to be protected.</p> <p>We need leaders who understand what equity means and stand with the constituents they represent. We need leaders who do their research and take the time to understand the issues they are being asked to address. We need leaders who will represent the constituents they are elected to serve and not their own personal, partisan interests</p> | 32.2.9E; 32.1.2D | |

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| 27445 | Beadner, Olivia | I ski frequently in Little Cottonwood Canyon and am therefore very aware of the issue. This is not the proper solution and I would rather take the bus or carpool or anything else than add more infrastructure into this precious canyon. Utah's wilderness and environment advocates have long been ignored by public officials. I urge you to understand that the impact of this project will have repercussions for decades. The exact reason why Utah is so beautiful and does bring in money will eventually be destroyed if we continue like this. Skiing, climbing, hiking, and fishing all thrive in the Wasatch Front. The wildlife has a haven deep in these mountains, and they are a drive for people to visit and spend time here. This is their home first, not ours. We have already destroyed the valley, Utah Lake, and the Great Salt Lake is rapidly drying up. Please put money into harm reduction for the residents of Utah first before beginning a lengthy construction project that very few want. Listen to the voice of the many, not the money of the few. This is the whole reason you exist, isn't it? Do you remember that you are to serve the people of this great state? I love being a recent resident of Utah, but I am devastated by how this land is taken care of. While there is still snow, I would love to ski. It won't last forever, and while that is devastating and will lead to less money put into the economy, a gondola will only make it worse. Please let us enjoy the land while it is still here. | 32.2.9A; 32.1.2B | A32.1.2B |
| 38071 | Beaird, Emma | Please leave our canyons wild and free! The people of utah don't want this!! KEEP OUR CANYONS WILD | 32.2.9E | |
| 28603 | Bean, Adam | I would like to know more about why the gondola is chosen for the best option and why Snowbird was allowed to buy the land under a different company. | 32.2.9N; 32.2.9W | A32.2.9N |
| 27276 | Bean, Erin | I adamantly oppose the construction of a gondola in Little Cottonwood Canyon. This is a huge expense to Utah taxpayers, and it will only benefit the relative few who ski at two resorts. It is ridiculous to spend more than half a billion dollars on a gondola when we haven't even begun to exhaust the far more cost-effective options available-increased busing, tolls, and paid parking at the resorts, to name a few. It is unconscionable to spend this amount of money to benefit the relative few who would benefit. Please put the burden on the people who ski, not on the backs of all Utahns. | 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.2.2K |
| 35730 | Bean, James | I am going on record as being against the Gondola I any way, shape or form. The devastation to the canyon will be permanent. If the Gondola is approved it should be 100% paid for by the resorts and developers | 32.2.9E; 32.1.2F; 32.2.7A | |
| 26950 | Beardsley, Margaret | Why not close the canyon to cars and use buses, so that no additional infrastructure is needed, or replace the road with a train - which seems to be the most environmentally friendly option because of train efficiency. This solves the traffic problem without destroying any of the canyon or ruining the natural look of the canyon that people love. | 32.2.2B; 32.2.2I; 32.2.Y, 32.2.2PP | A32.2.2I |
| 31115 | Beasley, Ben | I love Little Cottonwood Canyon and have been a consistent visitor in all four seasons for nearly 25 years. Please do not destroy what makes this canyon so amazing by putting in this insane gondola. I love to ski, I've been a season passholder in LCC for many years, and I am 100% opposed to this gondola. Please - try some of these commonsense, simpler solutions first! Listen to the people that as a government agency you are supposed to care about, rather than well-connected developers simply looking to sell off our mountain beauty to make a buck. | 32.2.9E | |
| 31119 | Beasley, Suzannah | The gondola option is the last option that should be looked at. Twenty-two lift towers in the canyon will destroy the backcountry feeling of the canyon. It doesn't help people access the canyon anywhere other than at Alta and Snowbird. Widen the road. Require payment to enter the canyon. Provide more bus services. Don't waste money lining the pockets of a few people. | 32.2.9A; 32.2.9E | |
| 29876 | Beattie, Brandon | Do not do this!!! Here's 5 reasons. Many of us are scared of heights. Gondolas will be cold and if they fail function could kill people. A broken bus can easily swap people to a new bus. Gondolas can't. It's a single point of failure for many systems. Sudden wind issues can shut it down and strand people. Just force people to take buses, cheaper and more reliable. Also 99% of the year the gondolas will not be needed. Make the resorts fund busses. I've been skiing in this canyon for nearly 40 years and this is obviously being pushed not by people who use the canyon or care about cost, or have a fear of heights. | 32.1.2B; 32.2.2B; 32.2.2PP; 32.2.6.5K; 32.2.9E | A32.1.2B |
| 35230 | Beattie, Cliff | I'm firmly opposed to the use of a gondola in Little Cottonwood Canyon. I am a resident of Cottonwood Heights, but would oppose the gondola choice no matter where I live. It would only serve the users of the ski resorts, not those who wish to access other parts of the canyon. It would also destroy the open view, both up and down canyon, of the mountain vista or view of the Salt Lake valley. I would much rather see improvements to the existing road (such as adding an additional lane with that lane being an "UP" lane in the morning and a "DOWN" lane in the afternoon) (also snow roofs in appropriate areas); use of reduced or zero emission bus service; tolling for private vehicles during peak traffic times; and other improvements that could be added incrementally and at a more affordable cost. | 32.2.2D; 32.2.9E | |
| 35765 | Beattie, Doug | I feel strongly that a gondola in Little Cottonwood canyon would be a very bad idea. What would happen if an avalanche took out a tower? How long would it take to rescue people from gondolas if for any reason they got stopped and could not move. It is one thing to have persons turned back either down or back up the canyon to safety with only a few caught in a situation, but don't strand the whole group of those on a non-movable gondola system. I think the ad showing a dirty bus versus a clean gondola is only propaganda to convince stupid people that the gondola is a better way to travel. Don't insult us with such ads. I'd prefer to simply leave travel the way it is with possibly more buses to make it easier for those who are concerned about parking or road conditions to have that choice. Do NOT consider a gondola system. The only thing a gondola system will help is to put money into a few developers/investors pockets. | 32.2.9E; 32.2.6.5K; 32.2.9A | |
| 27100 | Beaufort, Alex | Are you kidding me??? People don't want this. We don't need a gondola. There are more financially responsible first steps to mitigating traffic problems, like mandating buses, increasing prices of parking, etc. but a gondola won't do it. | 32.2.9E; 32.2.2K; 32.2.9R | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |
| 33026 | Beaumont, Chelae | I do NOT support having a gondola built in little cottonwood canyon. I would prefer to see an improved bus/shuttle system that can be utilized year round, and can offer more stops to support the entire community-not just the resorts. Thank you. | 32.1.2C; 32.2.9E; 32.2.9A | |

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| 36259 | Beck, Allison | I am a resident of [REDACTED]. While I support the gondola a million times over than the enhanced bus alternative, I am very concerned over what sort of impacts this alternative will have on the lower canyon, traffic, and public transportation leading up to the base station. Very careful, comprehensive planning NEEDS to be done to ensure we don't create another traffic nightmare. I'd also like to see road tolling and reservations continue to help fill the VERY large pot that will be needed to build this gondola. I would also like you to engage residents of LCC so that our voices may be heard as design and other changes move forward. I think that something needs to be done to save the canyon, and CARS and other pollution emitting vehicles are not the solution. I'd like to see a sustainability element to the footprint of this gondola (green energy? natural gas power? wind based electricity feeding the gondola), because this is the way of the future. This is a huge opportunity for us in LCC to lead the way with an innovative solution. Rushing or cutting corners as we do this is not the way (and I'm a little worried about our development-minded friends on the Hill with this one). | 32.2.9D; 32.2.2K; 32.2.2Y; 32.2.6.5E | A32.2.2K; A32.2.6.5E |
| 35290 | beck, andy | My Name's Andy Beck, I own a home in Cottonwood Heights and I am opposed to the gondola. I am a Utah voter and I use Little Cottonwood Canyon multiple times a week, summer and winter. This is a place where my son, my friends and all their families come to enjoy nature and the beautiful canyon. I feel that the gondola may be the worst option available for the future of the canyon. I believe the best solution is more buses and bus stops, or possibly tolling . Thank you for looking into these options, I hope you can represent what the community wants as opposed to what's best for the two ski resorts. Sincerely, Andy Beck | 32.2.9E; 32.2.9A; 32.2.4A | |
| 32917 | Beck, Brooke | Do not put in a Gondola. It is a terrible idea and will do irreparable damage to the environment and canyon! Not to mention there isn't going to be any snow in 5 years because of global warming. Do not put in a gondola! | 32.2.9E; 32.2.2E | |
| 30190 | Beck, Hayden | The proposal put forth by UDOT is just plain bad for Utah. We would all really like to see our State agencies shift their focus from trying to attract money, tourism, and industry from other parts of the country and focus on improving life for the average Utahn. Building a multi-billion dollar gondola that will run during limited times of the year does nothing for Utah skiers. It only provides a novelty experience that tourists will be attracted to. To whomever is actually reading this comment, thank you. I doubt that you have much say over the actual final decision, but I know that there is someone who has to read these and categorize them. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 38211 | Beck, Mike | This comment is in opposition to the gondola. It is total overkill to solve a minimal problem that only benefits Alta and Snowbird. It will forever ruin the majestic views of the canyon and will be useless for all others wishing to recreate in other areas of the canyon besides the resorts. Unlike a better bus system, it will do nothing to ameliorate the traffic problems in big cottonwood canyon on those same high traffic ski days (only 23 days a year!). It will overcrowd the ski resorts and raise the price of skiing significantly. Other options exist before permanently destroying the canyon. | 32.2.9E; 32.1.2B; 32.1.2D; 32.2.0C | A32.1.2B; A32.2.0C |
| 31359 | Beck, Pamela | My understanding is that the gondola would be a similar cost to widening the canyon road. I prefer the approach that has worked in europe for decades : gondola yes | 32.2.9D | |
| 28180 | Beck, Susan | My skiing experience is only related to cross country, so the problems I see are only related to the health of the canyon and the cost related to establishing this monstrosity. This is recreation we are talking about; a choice not a necessity. It is almost impossible to address such frivolous use of public funds. Even more upsetting is the pressure this activity will bring to this critical, fragile environment. How many people can be allowed to enter this spectacular place at one time and how can one expect it to remain a place dependent on careful management. The time of freedom for all, especially those who can afford it, is over. The time is now to protect places that we all depend on to remain healthy. Because we need this critical environment for all of us to benefit from the important resources these wild places provide, less is more. | 32.2.0B; 32.2.0C; 32.2.9G | A32.2.0C |
| 28651 | Beck, Susan | Are we really going to spend all this money on a project that will only benefit a privately owned company. I guess that is business as usual. This is a fragile canyon and part of our drinking water. Given the issues we have with the environment already, this seems like a foolish idea. This is for recreation not for sustaining the life and health of our city!!! Aim to reduce the activity in the canyon; there are number of ways to do this. Time to get creative and put the health of the canyon first. | 32.2.9G; 32.1.5C; 32.1.2B; 32.2.2PP | A32.1.5C; A32.1.2B |
| 34955 | Beck, Susan | Why is part of this canyon for sale. Why is it being used to make money for individuals. The most important function of our canyons is to provide this community with water. The second is to provide respite from a hectic world. We are obligated to make choices that keep it healthy. Gondolas do not contribute to that goal. | 32.1.2A; 32.2.9E | A32.1.2A |
| 35363 | Beck, Todd | You absolutely cannot destroy the cottonwoods for this gondola especially with the decreasing snow volume. It's not a valuable investment because snow tourism is gonna die when there's no more snow. Our govt needs to make a comprehensive investment into the future of our natural resources in Utah and act for the future generations of our people. The gondola is a cash grab. | 32.2.9E; 32.2.2E | |
| 33870 | Becker, Bruce | No Gondola. No road widening More busses. Implement toll. | 32.2.2Y; 32.2.9A; 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37518 | Becker, Kelly | Please no gondola. I ski the canyon all the time and it's really only bad traffic a few days a year. Reservations at the resorts have made a big difference. The gondola is too expensive for just serving two resorts and a limited population. So many other road / transit issues in utah to address that would benefit many more people than the rich skiers. I BBC f D I think a toll would encourage car pooling. Don't ruin the pretty canyon for the resorts - there are other options and honestly traffic is not that bad with resort reservations. | 32.2.9E; 32.1.2B; 32.2.2K; 32.2.4A | A32.1.2B; A32.2.2K |
| 27388 | Becker, Kyla | This gondola plan caters to the tourists of our city, not the residents, and further harms our AIR QUALITY! Please get your head out of the sand and your hand out of resort co pockets and do the right thing. This is idiotic and disgraceful. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 31752 | Becker, Margo | I strongly oppose a gondola! | 32.2.9E | |
| 38719 | Becker, Ralph | Josh,I've submitted these comments through your form and below, but the formatting seems to be screwy, so I'm attaching a document below for your consideration. If you or your team has a desire to discuss any of these comments further, I welcome any communication.Thank you for your incredible investment of time and professionalism in approaching your PM job, Ralph <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.1A; 32.1.1C; 32.1.5C; 32.20A; 32.20C; 32.20D; 32.20H; 32.20L; 32.1.2H; 32.1.2N; 32.26D; 32.2.2I; 32.1.2D; 32.2.6.2.2A; 32.1.2C; 32.1.2O; 32.2.3B; 32.2.9DD; 32.2.2CCC; 32.12A; 32.12J; 32.12K; 32.2.9F; 32.26E; 32.1.2F; 32.2.9N; 32.2.6.5F ; 32.1.2C; 32.20A; 32.2.6.2.5A | A32.1.1A; A32.1.1C; A32.1.5C; A32.20A; A32.20C; A32.20H; A32.1.2H; A32.2.2I; A32.2.6.2.2A; A32.2.9DD; A32.12A; A32.12K; A32.1.2F; A32.20A |
| 31928 | Beckett, Robert | I'm concerned that this transportation benefit would serve two private resorts at the expense of public funds. | 32.2.7A; 32.1.2D | |
| 34984 | becking, john | the gondola only moves 1050 people per hour. Over 10,000 want to on first chair by 9am on a powder day. The gondola does almost nothing to help this. You still have the same problem as before. A waste of my tax dollars. Why should the public fund the ski areas ? | 32.2.9E; 32.2.6.5D; 32.2.4A | |
| 30301 | Becking, John | Only running during the winter, not busy at the bird if it doesn't snow. Only serves Alta or Snowbird, should be privately funded by the ski resorts not the tax payers | 32.2.7A | |
| 30452 | Beckley, Alex | The gondola isn't a real economic solution to the problem of traffic jams on sr210. A couple of reasons I see is that people are still going to have to drive their cars to the bottom of the canyon and park their cars. Currently, there is also no land or parking there. This will just back traffic up outside of the canyon and that doesn't help the problem. Also, both 210 and 190 have traffic issues, why spend 500 million to potentially fix one of the canyons? Increased bus service is what I think should happen. UTA suspending half of the bus routes is the exact opposite thing that needs to happen. Take the money proposed to the gondola to pay drivers more, create an incentive to attract drivers. This would also stimulate the economy more than outsourcing construction to some out-of-state companies to build a gondola. The drivers would be spending the money they have in the valley, creating more economic growth. | 32.2.9A; 32.2.6I | |
| 30386 | Beckner, Joshua | I do not support the gondola. I feel it will have a negative impact to the environment, make LCC less accessible to certain users and is not a cost effective option. Thank you. Josh BEckner | 32.2.9E | |
| 29751 | Beckstrand, Gary | Please count this comment as negative against the proposed gondola project. The cost is to high for the benefit of an affective return. The gondola will only be needed a few days per year by a very small user group. This is not a good use of tax dollars. The impact to the water shed is negative and not worth the risk as well as the towers and cables impacting the canyon view. Increase bus service and limiting single use vehicles and/or a toll road should be better solutions. | 32.1.2B; 32.12A; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B; A32.12A |
| 26076 | Beckstrand, Reilly | I can't believe this is actually being approved. Little Cottonwood is so much more than just a ski destination! So much of the year is spent doing numerous activities besides skiing; it doesn't make sense to permanently impact the canyon for the powder day pile ups. | 32.1.2B; 32.1.2D | A32.1.2B |
| 37071 | Beckstrom, CJ | No gondola. | 32.2.9E | |
| 25627 | Becnel, Patricia | It was very disappointing to hear of UDOT's determination that the gondola is the best option. I doubt this comment now will hold much sway since I would bet most of the 144, 000 comments you received opposed the gondola. Yes, it will be a tourist attraction and seems fun to have a gondola, but the reality is that taxpayers will be saddled with \$550 million bill for something they did not choose and most will never be able to use. Riding the gondola, if we base it on Park City numbers, will be expensive. It caters to the ski resorts which is a rich man's sport. Researchers predict we will only have snow for another 20 years. So are we spending millions of dollars, not only in the construction costs, but with maintenance for something which will last for ten years? Yes, the gondola will run year round, but most people who use the canyon other than for skiing, do so for hiking and climbing. The gondola will not make stops at any of these areas on the way. I can only hope the legislature will not support it , but with their love of"economic development" with little concern for the environment, I doubt that will happen. Imagine, now we will give visitors a front row seat to our dirty air as they gaze into the valley and increase tourism to support the ski resorts. There are more viable | 32.2.9E; 32.2.2E; 32.2.9N; 32.2.7A; 32.1.2D; 32.2.2Y; 32.2.2K; 32.7C; 32.2.6.3F | A32.2.9N; A32.2.2K |

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| | | options than a gondola: increased electric busing, carpool incentives, limiting the number of people in the canyon, and so on. Unless you block all traffic from going up the canyon and force people to ride the gondola, it will not eliminate all the problems you are trying to eliminate, but cause additional problems and costs. Patricia Becnel August 31, 2022 | | |
| 35144 | Becnel, Patricia | Thank you for all your work but I oppose a gondola. Not only will it damage the canyon but it is not fair to burden tax payers with the expense especially when it will not benefit everyone who uses the canyon. By the time UDOT gathers the money to build. Our snow pack is predicted to be in decline and the chances of having an incomplete structure marring the mountainside is great. The gondola is a toy for the wealthy and there are many other more equitable solutions that have been proposed. No to the gondola. | 32.2.9E | |
| 27696 | Bedard, Josh | Please NO! This only helps us a few days (lets say 25 at most) out of the year when things are bad. The other 340 days it's a permanent eyesore. Right now chain controls are not enforced and single occupancy vehicles are common. There is no way skiiers are going to wait 35 minutes to get up the hill when they can drive in 15. Parking lots for the bus service are too full. More busses = more people seated which makes people happy. We need to actually execute conservative measures first! Please please please do not build a gondola. | 32.2.9E; 32.1.2B; 32.7A | A32.1.2B |
| 31639 | Bee, Carol | I am totally opposed to a gondola system being installed in Little Cottonwood Canyon. The initial cost, yearly maintenance cost, plus the estimated price of a ride are all too much. We are in a recession, which is expected to get worse, perhaps even a depression, so now is not the right time to spend kind of money. A better use of the money might be in securing our schools. | 32.2.9E; 32.2.7A | |
| 31638 | Bee, Carol | The proposed toll prices are exorbitant, and they will prohibit many people from accessing the canyons. Why not issue a small fee for parking at the ski resorts and establish a parking reservation system in the winter. And provide more buses, especially for Little Cottonwood Canyon. We are in a recession, so don't get so greedy. | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.2K | A32.2.2K |
| 28401 | Beecher, Leo | I understand that funding has not been determined. If taxpayers are expected to pay so a small minority in the state can use the canyon, the matter should be on a ballot for the whole state to consider. | 32.2.9N | A32.2.9N |
| 36789 | Beecher, Lyle | I a strong supporter of the Gondola B preferred selection by UDOT. This is the most effective solution offered with the most minimal impact on the canyon with only 2 acres of disturbed surface verses 50 acres with the added lane option, not to mention the tremendous impact that would happen to the north side of the road with the widening solution. There would be multiple areas with 30' gunnite walls up the canyon similiar to the Provo canyon walls but even more than there. This is a proven fact documented by the Civil Engineering group of Ensign Engineering. Added and Enhanced Bus solution only puts more rubber on the road which has proven to be an inadequate solution already. The Gondola is the best solution for this challenge and will provide such an enhanced experience that has been proven worthy solution over time in Europe in so many ways. Thank you for your consideration of the Gondola as a Preferred Solution and now let's move forward with it. | 32.2.9D | |
| 29865 | Beeler, Jacob | The gondola project is a pointless endeavor fueled by corporate greed that will only make the canyon less accessible. The solution to the "transit problem" is to do nothing. | 32.2.9G | |
| 37852 | Beeman, Caren | I think this is a bad idea. The canyons can not handle that many people. | 32.2.9E; 32.1.2B | A32.1.2B |
| 27450 | Beeny, Kole | LEAVE OUR CANYONS ALONE. this is entirely a money making process with little to no support from the general public. LEAVE NATURE ALONE.... | 32.1.2B; 32.2.9G | A32.1.2B |
| 35391 | Beers, R | There's no need to ruin the aesthetic of the entire canyon to satisfy the greed of the resort owners | 32.2.9E | |
| 28323 | Beers, Rob | No gondola possibly the worst solution available | 32.2.9E; 32.2.2PP | |
| 28297 | Beesley, Benjamin | This gondola program should not be implemented as proposed. The study shows at best this moves 900 people per hour up the canyon and ride times are significant. The proposed gondola only makes 2 stops once at each resort. The gondola will be utilized at best 50 days a year. Flex lanes and Avy sheds which wild allow more people up the canyon along with ability to pick more than 2 destinations. | 32.2.9B; 32.1.2D; 32.2.5.5C | |
| 38661 | Beesley, Daniel | Hello, my name is Daniel Beesley, and my phone number is [REDACTED]. I would like to raise my support against the gondola. I actually as my final year of college for an economics class did a survey of skiers and snowboarders in Little Cottonwood Canyon and the results that I found were that people would be willing to ride the bus and to carpool if there were some sort of monetary like fee for not carpooling and I just think that using five hundred million dollars to fill up a canyon with metal and gondolas for the few days when during a few hours, there's traffic is insensitive to the rest of everybody else who's using the canyon and I'm strongly against the gondola, and anybody who I don't know if this is a political thing, but I would not vote for anybody who supports this and thank you for all that you do and I appreciate your guy's help and I hope you guys have a wonderful day. Take care, and thank you so much. | 32.2.9E; 32.2.4A; 32.1.2D | |
| 33450 | Beesley, Daniel | Please do not build the gondola. There is so much natural beauty in LCC and it would be a disgusting travesty to spend 500 million dollars to fill it with gondola towers and noise in order to alleviate traffic during a few hours of a few days of the year. I strongly oppose this and will not support or vote for any representative who supports the gondola. Thank you for all you do! | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N; 32.11D | A32.1.2B; A32.2.9N |
| 30968 | Beesley, Robert | The proposal for gondola which will only service Alta & Snowbird less than 15-20% of the year. Why should the the public be tasked and burdened with paying for this rather than the beneficiaries, Alta & Snowbird? Also a further stipulation should mandate that if the state pays for this project Alta should no longer be limited to a skier only resort but a ski/snowboard resort similar to Snowbird. | 32.2.9E; 32.29I | |

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| 28687 | Beesley, Sarah | I absolutely agree with enhanced bus and would also do tolling during this period. We may not really need the gondola which I still think is a terrible idea that would ruin the canyon during construction and is not practical to get skiers up. If it is going to get enough skiers up then it's certainly way too invasive. Please try to avoid the gondola if at all possible. I'm happy to hear there isn't funding for it and hope the other solutions of enhanced busing and tolling will address the issues | 32.2.9A; 32.2.9E; 32.7C; 32.2.7A | |
| 37765 | Begin, Pascal | No to gondola | 32.2.9E | |
| 26421 | Behr, Ryley | Please don't follow through with this. The overwhelming voice of the public does not want a [REDACTED] gondola in any of our canyons. | 32.2.9E | |
| 30415 | Behrend, Mike | The gondola should absolutely not be built. This would be very detrimental to this area's natural resources, putting the profits of few over the benefit of the whole public. Public lands should not be viewed as a tool for a small number of people to profit from, degrading the land in the process. The long term longevity of this project's benefits to the whole public are questionable at best. | 32.2.9E | |
| 37718 | Behrman, John | I grew up skiing at Alta my first day I was 3 years old. Little Cottonwood Canyon is one of the most Beautiful National Treasures in our State and Country. It would be absolutely Trajic. To Ruin the natural beauty by constructing this gondola! Please keep our Canyon free from the steel and cable. Sincerely John Behrman | 32.2.9E | |
| 37581 | Behrmann, Luke | To whom it may concern, I am writing to express deep concern at what has to be ill-thought reasoning to justify the construction of a gondola up little cottonwood canyon. I am one of those who loves skiing in the winter and have myself been frustrated with the long lines of cars and winter road closures. The fact however remains that the road, as it is, is already putting more people on the mountains and slopes that the mountains and slopes have capacity to absorb. There is only so many acres and so many ski lifts. Putting even more people up in the mountains via a gondola when there is no more space just makes no sense! The unfortunate reality is we need to be protecting the mountains be reducing our footprint, not putting ghastly eye-sour of a gondola that only for a hand full of days each year will put more people into the canyon than what any logical person could expect the canyon to be able to hold. It's not worth the cost. The simplest approach is to simply limit traffic with a pay booth at the bottom - you could probably buy one at home depot for a few thousand dollars. I have struggled to find people who support the gondola and am not sure why this is being forced on those whose mountains these are! | 32.2.9E; 32.1.2B | A32.1.2B |
| 37419 | Behrmann, Nicole | I do not support the idea of the gondola. Terrible economic waste, eye sore, environment harm. I ski up at those resorts and would not use the gondola, seems unconventional and inconvenient. I would rather take buses, use tolls on the canyon, have a paid pass etc. Please no gondola!! | 32.2.9E; 32.1.2F; 32.2.9A; 32.2.2Y | |
| 33623 | Behuniak, Tim | UDOT's Gondola proposal is a JOKE!!!! You will take hundreds of millions of TAXPAYER dollars for a "solution" that will directly benefit private entities - businesses that will probably not even be in business in another 10-20 years due to climate change of lack of snow. Why not take 500 MILLION DOLLARS to incentivize bus driving as a job, update busses, etc. Limit the number of cars up the canyon on peak winter travel days, and add a toll. Make anyone with a Utah license discounted fees, or free, while those without a Utah license have to pay to go up. Use this money to help fund and incentivize bus travel and careers. Get your head on straight, UDOT! Also, the people don't want your gondola. It doesn't benefit all people ...watch this: https://www.youtube.com/watch?v=d2w77nWIPC8 | 32.1.2B; 32.2.2E; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 33416 | Behunin, Trenton | No Tram for these reasons. Spending would be better used to improve roadway and create a PATHWAY like Provo canyon which would benefit all the public like biking, walking, hikers, climbers, etc. Next, I think the tram visually scars the landscape more than roadway n path. My vision is a dedicated third lane for busing and the lane would alternate to accommodate busy times and use electric bus. Most bus stops would be express but some would stop for hikers, climbers, sight seeing, etc that are along the way. Please consider everyone and not just skiers and not block the visual awesomeness of the canyon with a tram. | 32.1.2B; 32.2.6.3F; 32.2.6.4, 32.2.9B; 32.2.9E | A32.1.2B |
| 35867 | Beifuss, Jefferson | The gondola option is awful, serving only the wealthy ski areas, while trashing the natural beauty of the canyon with towers, cables and cable cars. Even a 3rd bus lane would not be as visually disturbing as this option. Please find another way and consider all the potential users of the canyon, not just the wealthy, connected ones. | 32.2.9E; 32.1.2D | |
| 25973 | Bekker, Katharine | I do not believe that the gondola project would be beneficial for LCC or the community of people that uses it. It is simply too expensive to be a viable option for the majority of prospective users. The canyons should be accessible to all cimmunity members regardless of their socio-economic status. Instead of the gondola, UDOT could improve the bus system--preferably an electric bus system--to minimize traffic in the canyon. The gondola would also be more harmful than a bus system to the LCC ecosystem. Long story short, the gondola is a greedy, capitalist-based project that would be harmful LCC. Moving forward with this project would indicate that UDOT is more concerned with money than with community or sustainability. Furthermore, it would show that you are not taking the input and opinions of community members into account, as the vast majority of people in the Salt Lake Valley are not in favor of the gondola. Please make a wise, sustainable, and community-minded decision. | 32.2.9E; 32.2.6.5D; 32.2.4A; 32.1.2D; 32.5A; 32.2.6.3F; 32.1.2B; 32.2.9N; 32.2.2PP | A32.1.2B; A32.2.9N |
| 25975 | Bekker, Kathy | I don't like the gondola option because it only allows access to the ski resorts. If you chose a train or bus option you could put in more stops that would allow for people to enjoy different parts of the canyon. This one is cheaper than the train, but so limited in scope, I don't feel it meets the needs of the canyon. | 32.2.9E; 32.1.2B; 32.2.6.3C; 32.2.6.6A; 32.1.2D; 32.2.6.3F | A32.1.2B; A32.2.6.3C |
| 25967 | Bekker, Matt | Please don't do this. Let the ski resorts solve their own parking problems. There are so many better alternatives with less of an impact. Consider electric shuttles! | 32.2.9G; 32.2.2PP; 32.2.6.3F | |
| 29063 | Belcher, Lorrie | Regarding the gondola. We are in a severe drought. Where will we get the water to run the gondola? There is no grid. If I cant even water my lawn how can we run a gondola? | 32.2.9D | |

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| 33922 | Belcher, Lorrie | Since we're in a drought where does UDOT plan to get the water to run the gondola. We're in a drought We're in a drought We're in a drought | 32.1.2B | A32.1.2B |
| 26270 | Belka, Ed | I say don't mess with Mother Nature. | 32.29D | |
| 36869 | Belko, Frank | Absolutely support Gondola. Live in East Sandy and on snow days tired off dealing with long lines of cars down 9400 S. Good option for future congestion. | 32.2.9D | |
| 26256 | Bell, Angie | -increasing the number of people that can access the canyon is not a solution. It is a new problem. There has to FIRST be measures in place to control the number of people. Alta and snowbird implementing reservations for parking has basically solved this issue (I ski every single weekend so I've seen the difference it made). -There has to be some incentive for locals to use the gondola. More time and significantly more money does not make me want to use it. Why would I spend \$200 and plan an extra hour to take my family skiing where we will end up standing in ridiculously long lift lines? -This feels completely motivated by land development to generate more tourism and create more revenue. That doesn't have to be a bad thing, but let's call a spade a spade. | 32.1.2B; 32.2.2K; 32.2.4A; 32.2.9N; 32.20C | A32.1.2B; A32.2.2K; A32.2.9N; A32.20C |
| 37241 | Bell, Brent | I am against polluting the pristine view up and down the canyon with gondola towers. | 32.2.9E | |
| 28942 | Bell, Debbie | no gondola...it's the most ridiculous thing I've ever heard. Do you care what that's going to do to the canyon. I drive up there all the time year round. It's only busy about 8-10 days a week. Have you thought about all the wind up there in the winter? What are you going to do with the swinging gondolas? Think...think...think.. | 32.2.9E; 32.2.6.5K | |
| 32100 | Bell, Don | I'm against gondola construction. It's too expensive and will be destructive to the canyon. Better less expensive alternatives such as parking passes, mandatory car pooling, and others exist. The problem needs further study. | 32.2.9E; 32.2.2Y; 32.2.2K | A32.2.2K |
| 28756 | Bell, Kevin | Rich skiers should pay for anything related to transportation to their elite playground. Otherwise you're stealing from the poor to benefit the rich. | 32.2.7A | |
| 31553 | Bell, Leila | The gondola proposal has unacceptable impacts on Little Cottonwood Canyon. Access to climbing, hiking, running, and biking areas will be compromised during years of construction. The gondola equals the destruction and/or removal of irreplaceable and historic world-class outdoor resources and views that are unique to SLC and drawn people from around the country and world. Furthermore, the traditional owners of the lands should be consulted and all areas of cultural and gistorical significance should be identified and protected. The gondola is designed to serve only ski resort users, ignoring dispersed use recreators and other year-round canyon users. The gondola is fiscally irresponsible, with half a billion in initial construction along. There are other options such as tolling and increased busing that are backed by the majority of people and Utah residents. Listen to the people, not special interest groups out to make money with no regard for the unique and incredible areas in which we are lucky to live and explore. | 32.2.9E; 32.2.9A | |
| 31495 | Bell, Lisa | The gondola proposal has unacceptable impacts on Little Cottonwood Canyon. Access to climbing, hiking, running, and biking areas will be compromised during years of construction. The gondola equals the destruction and/or removal of irreplaceable and historic world-class outdoor resources and views that are unique to SLC and drawn people from around the country and world. The gondola is designed to serve only ski resort users, ignoring dispersed use recreators and other year-round canyon users. The gondola is fiscally irresponsible, with half a billion in initial construction costs, alone. The gondola is not an equitable solution and perpetuates outdoor marginalization in SLC. There are other options such as tolling and increased busing that are backed by the majority of people and Utah residents. Listen to the people, not special interest groups out to make money with no regard for the longevity of the community. | 32.2.9E; 32.1.2D; 32.1.2F; 32.5A; 32.2.9A | A32.1.2F |
| 31500 | Bell, Mark | I know this is a resource used by many (outside the ski groups). It would be good to get a solution (e.g., more buses, tolls, etc.) that help meet the needs of all involved (the short ski season) and helps preserve over 200 world class bouldering opportunities. | 32.1.2D | |
| 27722 | Bell, Michael | I oppose the Gondola project for the following reasons: Gondola Project risks: - Earthquake prone area - One of the most active avalanche areas. Look at how the Provo canyon Bridal Veil Falls Gondola project works. Oh wait you can't; an avalanche wiped it out in 1996 - High winds - Longest 3-cable gondola system in world (8 miles) - Will require 20+ towers; 10 of which will be over 200' tall. (Each tower will need a road built to access the tower for construction and ongoing maintenance), so lots of additional permanent roads - The proposed system is designed in Germany; so all the maintenance and parts have to come from there - What is the solution for passenger rescue when the gondola breaks down? Or loses power? - Given all these risks, the proposed budget I think vastly understates the construction costs. I would not be surprised to see a DOUBLING of the construction costs. Preferred alternative: - Toll road with variable tolls (with exemptions for local residents). - Or shut the road down entirely and force everyone to use the bus (as is done in, for example, Zion's Park) - Free bus (paid for by the tolls) - Almost no risk. - No idea how the "claimed" 48 busses will be needed. If I did the numbers correctly, that means 1 bus every 1/3 of a mile? | 32.2.9E | |
| 30143 | Bell, Michael | I live on [REDACTED] where the gondola would literally be overlooking our house. This is too important of an issue to not be on the ballot. Too much money and dedicated special interest involved and UDOT is actively participating. Phased approach first to truly see if it works, not just a timeblock to seek funding. LCC is too important to let a slow overpriced transit option ruin it forever. Please stop it at all cost. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.29R | A32.1.2B; A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 34799 | Bell, Taylor | I currently disagree with the gondola proposal. I am concerned about it's overall environmental impact relative to other solutions as well as the lack of public support I am witnessing. | 32.2.9E | |
| 36268 | Bellacomo, Bryson | The gondola does not have the ability to adapt or to scale to changes in demands and conditions. There are better options that consider a longer timeline along with lower costs. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35866 | Bellante, Carrie | Please don't build the Gondola. It will ruin so many beautiful trees and plants and animals homes. Also there are so many better solutions for the traffic. Increase busses and allow shuttling only up the canyon similar to how Zion national park runs. | 32.2.9E; 32.1.2F; 32.2.2B | A32.1.2F |
| 32367 | Bellante, Gabriel | Please preserve the beauty of Little Cottonwood and do NOT put a tram through the heart the majestic Wasatch Mountains. It does not make sense with limited return on investment for helping with the congestion in the canyon. It would be much more prudent to utilize more buses and limit POV use in the canyon. sincerely, Gabriel Bellante | 32.2.9A | |
| 29074 | Bellantino, Stacey | I don't want the gondola! Its not fair for us tax payers to have to pay for something we don't want. Also I think If the resorts want it they should be the ones to pay for it. They make enough money for what they charge to ski nowadays its ridiculous! | 32.2.9E; 32.2.7A | |
| 28528 | Bellantino, Travis | It's pretty clear that nobody wants the gondola! We shouldn't even have to waste our time commenting about this! If this goes forth It's pretty clear that it's only about money and we all know money always wins! We as tax payers shouldn't have to pay a dime for something that only benefits the ski areas and serves no benefit to backcountry users of all types!! NO GONDOLA | 32.2.9E; 32.2.9N; 32.2.7A; 32.1.2B | A32.2.9N; A32.1.2B |
| 25839 | Bellantino, Travis | The gondola has got to be the worst idea ever! The only ones benefiting off of this is Alta and Snowbird! I absolutely refuse to pay for any of this and if you think us tax payers should have to pay for this my family will gladly get the █████ out of here!! | 32.2.9E; 32.2.7A; 32.6A | |
| 31568 | Bellotto, Kalehua | Just build the gondola ? Americans are so slow. We want but we don't want. If that's the case then leave them in grid lock. | 32.2.9D | |
| 28161 | Belman, Matt | More busses! More Parking! Mandate no single drivers! A Toll! No Gondola!!!!!! | 32.2.9A; 32.2.4A; 32.2.9E | |
| 30675 | Belman, Matt | No to gondola Yes to more parking, tolling, more busses | 32.2.9E; 32.2.9A | |
| 27572 | Belmore, Michele | I've lived in CH since before it incorporated and I do not feel that spending \$1 Billion+ to service a small number of local and state residents is a proper use of out tax dollars (etc). I would like to see a STOP to promoting Utah tourism until we can get our air quality in check. We have quite enough people visiting and with the granite pit and Hillside developments, I can think of far better ways to spend \$1 Billion+. Who will bear the burden of upkeep, maintain/replace the canyon ripped out? Personally, I feel that no matter we--the citizens of Cottonwood Height want--that this is a already a done deal and somebody in the know will be benefiting monetarily from it being built. (Much like the sponsors of the prison moving who are getting even wealthier than they already are). NO to the Gondola, a moratorium and ALL drive-thru businesses in our valley. Let's put clean air, affordable housing and water conservation back on the table as or #1 priorities. | 32.2.9E | |
| 25801 | Belnap, Jared | This is a terrible idea and waste of tax-payer money as it just kicks the can down the road. and solves nothing for BCC or traffic along wasatch blvd and surrounding areas. I've lived here all my life. I'm a rock and ice-climber and the ecological, environmental, and visual impact of this option is not what I'd hope UDOT was capable of approving. Get federal funding please, spend more money and solve it in the only way this could possibly work long-term. A COG-WHEEL TRAIN SYSTEM connecting via tunnel to Heber City, Park City and BCC. This would attracct tourism from all over the world in a sustainable way to handle this increased traffic, with sizably lower impact in the long-term. Please do the right thing and turn this project down! | 32.1.1A; 32.2.9F; 32.2.2C; 32.7C; 32.2.9N | A32.1.1A; A32.2.9N |
| 36162 | Belnap, Kayla | Please reconsider the transportation alternative! Would hate to see the gondola impact our beloved canyon. | 32.2.2PP; 32.2.9E; 32.1.2F | |
| 33667 | Belnap, Spencer | Just adding my voice to the citizens of SLC adamantly opposed to this project. I do not ski, but visit Snowbird and/or Alta at least a couple times a year. I would hate to stop that entirely for years on end while this gondola is being built, destroying various wildlife habitat and water and blighting out amazing views. Please listen to the everyday and common people of this state and area and not the rich elitist developers. Thank you! | 32.1.2B; 32.2.9E; 32.2.9N; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 38078 | Belova, Nika | Increased bus services, including better parking at and near the base, is a far and away better option than a gondola. Its flexible, cheaper, and better suits the needs of both locals and tourists. As not only a Utah native, a skier, and a climber, but also a scientist - the data backing the gondola makes no sense. It does about the same amount of good allivating traffic as increased bus service, but comes with a whole host of bad - limited capacity, limited ability to run in bad weather, destruction of natural habitats, destruction of wilderness recreation areas, more congestion at the base, and more. It makes no sense. Increase bus service and institute a toll for passenger car instead. | 32.2.9A; 32.2.2K; 32.2.9E; 32.1.2D | A32.2.2K |
| 30325 | Belsheim, Douglas | My family and I moved here from California, in large part, to get away from these massive government spending boondoggles. The gondola would be: - Unsightly to Utah's natural beauty - Waste of tax payer's money. Why do we have to foot the bill for what the ski resorts and La Calle are obviously pushing for? - Very unpopular. I have not had one conversation with someone who likes the gondola idea who lives in our neighborhood at the base of Wasatch and Little Cottonwood. | 32.2.9R; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Please start with tolling/buses to see how that works before making a choice to spend what will most likely cost the taxpayers in excess of a billion dollars, devalue our homes, mar the landscape, and only help to proliferate big business, big government and big wastes of tax payer dollars. | | |
| 26037 | Belshin, Bryce | Dont build the gondola, it will destroy the canyon. Nobody wants it | 32.2.9E | |
| 38795 | Beltran, Erin | Subject : Little Cottonwood Canyon y nuestra comunidad merecen respect! Dear Utah Department of Transportation, I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. I recently moved to Cottonwood Heights near the mouth of BCC from SLC proper. Our opinion hasn't changed about this maddening, insulting gondola idea. NO ONE up here wants the gondola! You've already been shown that by referendum! Stop pretending that this is of any benefit or justice. It will benefit only a handful of businesses at the top and bottom of the canyon and its construction/engineering. I even know an engineer on the project who hates it but can't say so professionally! The engineers want our tax dollars but not the gondola itself! Arghhhh. I know a nail technician who worked in LCC who couldn't get to work already because the busses didn't run at her shift times. These are real people's lives. The gondola will also mar the aesthetic of the canyon for ALL recreators, residents, and other users. I REALLY don't want to have to look at it while I'm hiking, backcountry tour skiing, etc. Ugghh. It won't be able to run in high winds! It's ridiculous! Busses can run in higher winds than gondolas because of their lower ground profile. Ski resort employees already get stuck up there, away from their families and obligations, too often during season for storms. Don't give them a fake option that would run even less frequently; just increase bussing! If it's snowing so hard that even the busses with chains can't run, then, okay, no one should be traveling in any way at all. It denies communities of color and Utah's low-income communities access to physically and mentally healthy recreation, exercise, and therapy opportunities. It's so racist! Latinos, for example, have half as many cars as whites to get to a gondola station. We need more busses! They need to stop at every major trailhead and campground, not just businesses (like ski resorts), in LCC (and BCC). They need to run year-round, not just in winter! Bicycles, backpacks, and skis/snowboards need space on them, too. We need these bus networks to also extend throughout the county so that people, say in West Valley City, can actually get there. No one should be driving cars so much up the canyons or to them, and everyone should be able to navigate there via excellent public transit from anywhere in the county. This is HUGE for our county's traffic, accident safety, and AIR QUALITY. Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening. Thank you for your consideration. Sincerely, Erin Beltran | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2I; 32.10A; 32.29E; 32.2.6.5K; 32.2.3A; 32.2.6.3C | A32.1.2B; A32.2.6.3C; A32.2.2I; A32.2.6.3C |
| 33327 | Ben Reuven, Yotm | Don't do it! You're just destroying such a special place with such a special community! Please have a second thought and stop it! | 32.29D | |
| 34182 | Benak, Michelle | Absolutely no gondola!! This will impact the canyon and all of our homes around it. The thing that is the most frustrating is UDOT/gov't knows public opinion, acts like they are considering and do what they want anyways! this is all about money and politics not what the community wants. Why ask if you are going to do what you want anyways? Money talks. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 27913 | Benak, Michelle | Please listen to the people!! We don't want a gondola ! | 32.2.9E | |
| 32051 | Bench, Andrew | A gondola is a horrible, terrible, no-good idea. What you really need is a 1-seat ride from the airport to the ski resorts!! Light Rail all the way! | 32.2.9E; 32.2.2I; 32.2.9F | A32.2.2I |
| 30051 | Bench, Brittani | Please lower the speed limit on Wasatch Boulevard from Fort Union Boulevard south to the High T intersection (where Wasatch turns into Little Cottonwood Canyon Road). For those of us who live in the neighborhoods along Wasatch, safety is top of mind. As it is now, the 50 MPH speed limit is just too fast. People consider it a highway and disregard the safety of the bikers and pedestrians who also have access to the roadway. This has led to many accidents that could have been avoided but for the high speed of vehicles involved. Lowering the speed limit to 35 MPH would signal to motorists that it is a residential roadway and will be much safer for those of us entering and exiting from the residential access points along Wasatch. Please restore the safety of our community by lowering the speed limit to 35 MPH. | 32.29D | |
| 34269 | bench, karsten | The gondola is a low volume solution. The only time a cable car system makes sense is where you are dealing with terrain that is not suitable for a road or train. Given there is already a road and bus infrastructure, we should focus on expanding bus service. Also bus services should run in the summer. Anyone who actually thinks a gondola will reduce traffic has not done the basic math and certainly has not investigated the results other cable car systems in dense urban environments globally, re the Metrocable in Medellin. I honestly can't believe this is actually something I have to put in the EIS thing. The gondola should not be on the table, and it should not take experts to figure that out. The amount of money and time being wasted that could be put back into bus services is negligent at best, blatant corruption at worst. You all should be ashamed of yourselves. | 32.2.2PP; 32.2.6.5A; 32.2.6.5C; 32.2.9A; 32.2.9N; 32.7C | A32.2.9N |
| 32546 | Bench, Robert | Taxpayers should not fund the gondola. It will benefit two privately owned resorts. The gondola would be of use primarily on weekends during the winter. | 32.2.9E | |
| 35721 | Benda, Chalis | No to the gondola! UDOT needs to exhaust all other options before. (more buses, toll into the canyon, etc). The gondola will only benefit the two resorts in that canyon. Little Cottonwood canyon will be destroyed and never be the same. It not only is for skiers - it is for hikers, climbers, photographers, etc. It is universal in its beauty. The gondola will take years and years to complete, wont there be congestion then? Taxpayers will be funding this. As one, I do not want to be taxed on | 32.29R; 32.2.9E; 32.1.2F; 32.1.2D | A32.29R; A32.1.2H; A32.2.6S; A32.1.2F |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | something that I will never take/benefit from. You are making the wrong decision. Exhaust all other options before. THIS IS WRONG. | | |
| 35635 | Benda, Chris | I am a resident of Sandy who lives off of Wasatch. We are a skiing family. We have noticed a great increase in traffic on Wasatch and the canyon. I am OPPOSED to the gondola! I feel there has not been enough research in other options - bussing for out of town visitors, passes for locals, etc. I am OPPOSED to paying for the gondola for Snowbirds profit. It will only attract more traffic to the area. Our valley is at capacity. Please reconsider the gondola. | 32.2.9E; 32.2.7A; 32.1.2B | A32.1.2B |
| 35877 | Benda, Jake | I grew up at the base of Little Cottonwood, spending much of my winters traveling to Snowbird. There is no question that outdoor recreation has seen a dramatic increase in the number of participants. From my observations of those traveling in the canyon, myself included, many are single passenger vehicles. We do this because it is convenient. This needs to change. Please encourage public transport and carpooling before venturing down a large endeavor such as building a gondola. Who knows, maybe the simple steps could encourage the way people look at caring for the earth. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 29942 | Bender, Noa | Please do not choose to ruin the canyon by building the gondola. It does not help at all with parking outside of the ski resorts and will destroy the beauty of the canyon and the climbing as well. I am very much opposed to this solution! | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B |
| 31447 | Bender, Noa | We do not want the gondola. It ruins the canyon and the climbing and only serves the ski resorts. Please don't ruin this geographic beauty with our taxpayer money | 32.2.9E | |
| 25515 | Benedict, Kai | I want to preface this by saying that safety should always be the first concern and I appreciate UDOT doing what they do to keep us all safe in LCC on a daily basis. That being said, I strongly believe that the gondola is an unconscionable alternative and requires excessive alteration of this incredible natural landmark. I don't really understand why none of the onus is being put on the ski areas. Why are they continually allowed to profit off of the degradation and alteration of public lands and now off of taxpayer money? Why is it so egregious that they should cap ticket sales or limit guest access to the resorts? Are their profits so much more important than public lands? I totally support more busses, totally support tolls for non-carpool cars, but this is extreme to a huge degree without even taking mitigating measures first. Why commit to this plan now? I understand that it is a tiered rollout but try something else first! This kind of land management that just bends over to the financial interest of corporations is honestly enough for me to leave the state over. Hard to think of a move that shows more of a lack of commitment to local residents. I get wanting to support the tourism generated by the ski resorts but this goes a step too far in sacrificing local lands enjoyed by locals at the expense of wealthy out-of-towners. In a larger sense, seems to contribute to the unlivability of salt lake area to all but either long-term residents or those not looking to establish a community here. Tough to see myself staying if this is approved. | 32.2.9E; 32.2.7A; 32.2.2K; 32.29R; 32.1.2B; 32.2.9A; 32.2.2Y; 32.2.2PP | A32.2.2K; A32.29R; A32.1.2H; A32.2.6S; A32.1.2B |
| 27115 | Benedict, Paul | Please do not build the Gondala. There are other alternatives. The people, overwhelmingly, do not want this. Thank you. | 32.2.9E | |
| 33157 | Benegas, Elizabeth | As a resident of Cottonwood Heights, a voter, taxpayer, and frequent user of LCC I strenuously oppose a gondola in any form. This plan benefits very few (namely, two resorts and a bunch of visitors) while burdening many, including property owners and residents, drivers, and recreators in the canyon. That is to say nothing about the tremendous fiscal waste, which could and should be spent in ways that would benefit many more people. Further, the process of building and maintaining a gondola and the parking areas to serve it will ruin our national forest land, including trails and climbing areas (land which is so fragile it cannot even accommodate dogs), and mostly for the benefit of visitors. It will also destroy the aesthetic of LCC, one of Utah's most picturesque landscapes. This poorly designed and unjust plan should be withdrawn. There are many other solutions to decrease traffic in the canyon, including tolls, permits, and improved bus services, that UDOT has never even tried. It only makes sense to start with the least invasive options first before jumping into a half billion dollar project with very limited returns and so many drawbacks. | 32.2.9E; 32.1.2B; 32.2.2Y; 32.2.9A; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 32267 | Bengtzen, Sabrina | Little Cottonwood Canyon is an iconic destination, and a gondala will destroy the beautiful landscape that exists. The last thing I want to see looking at the mountains is a massive, man made attraction that claims it will limit traffic and congestion concerns. Locals don't want to ride in a gondola and the implementation of it will only cause increased confusion and more traffic. Now the roads can be clogged and the gondola too. I think there are other solutions that are more efficient and less expensive. Please don't destroy our canyon. | 32.2.9E; 32.2.2PP; 32.2.6.5E | A32.2.6.5E |
| 34131 | Benhoff, Shane | Thanks for listening to us. The gondola is a very large, expensive project and should not be undertaken until other actions are taken, including tolling. Increase bus service and increase tolls to very high prices (50\$) and see how traffic changes. Please try something else instead of jumping to billion dollar conclusions. | 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9N | A32.2.9N |
| 25992 | Bennett, Amanda | I am saddened by the fact that the costly vision of the gondola is the one that my government has decided on. It's hard as a canyon employee who loves nature has to see such change that doesn't make sense. The public has spoken out against a gondola for many reasons and I feel that my government officials have not listened to those they say they represent. It does not align with my vision and I feel my representatives are not doing their job. I feel unheard and disappointed in the future of Little Cottonwood Canyon. | 32.2.9N | A32.2.9N |
| 32206 | Bennett, Brianna | Please don't build the gondola it would really suck and some things are more important than money | 32.2.9E | |
| 25502 | Bennett, Brodin | Please no gondola! Can we at least try less permanent and invasive solutions first. Why does the first option that we try have to be a permanent 550 million dollar fixture in a beautiful landscape | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30202 | Bennett, Jamie | Please do not ruin our beautiful mountains by putting a gandola in. It is not a good use of money or how we should be regulating traffic. There are better solutions. Please listen to the citizens! We DO NOT want a gandola! | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35448 | Bennett, John | For days with excess traffic, a reservation system and varying tolls depending on the historic traffic patterns would be preferable to a gondola system. As a taxpayer, I have no interest in subsidizing a gondola system. With the projected cost of the system, there is no way the proposed fares would cover much more than the operating cost. If this was a business, it would need to pay for itself or it would not be built. | 32.2.9E; 32.2.7A; 32.2.2K; 32.2.2Y | A32.2.2K |
| 34786 | Bennett, Katherine | I very much support the gondola. As someone who has had to continue to get up earlier and earlier to ski, only to find the traffic unbearable, I think a gondola would be a huge win. Not to mention improve the safety of those traveling up and down the canyon- those winter roads are treacherous! Finally, reducing the people that are driving in the canyon is better for the environment and wildlife protection. For those who are strongly opposed to the gondola I have not heard any good reasons except "looks," which frankly is short sighted and selfish. I encourage UDOT to build the gondola! Thank you, Katherine Bennett | 32.2.9D | |
| 27352 | Bennett, Mark | Absolutely 100% opposed to the gondola. Eyesore to a stunning canyon, perfect by nature... please don't ruin it forever! I'm a former Cottonwood Heights and now Millcreek resident. I work at Snowbird, for ten years now... I hope I don't get fired for my position here. If, sadly, this goes through, MAKE ALTA AND SNOWBIRD PAY FOR IT, as they are the ONLY beneficiaries. Certainly not general Utah taxpayers. If the gondola gets built, I can no longer in good conscious work at Snowbird, a resort that I love. | 32.2.7A; 32.2.9E | |
| 34117 | Bennett, Rob | The gondola option for Little Cottonwood Canyon is ill conceived and exists primarily to benefit land owners at the base of the canyon. These land owners include former members of the Utah legislature and Snowbird ski resort. The gondola would permanently scar the canyon and it's beauty. The occasional traffic problems in the canyon would be better solved by an increase in existing UTA bus service along with enhanced parking facilities in the Salt Lake valley for those riding these buses. Ski resorts can contribute to enticing people to ride buses by expanding their number of ski lockers at the resorts. Also limiting the number of skiers (and snowboarders) per day as per Deer Valleys model. It is not the taxpayers responsibility to promote the endless gluttony of the ski resorts, primarily Snowbird. There is no need to widen State Road 210. No gondola. | 32.1.1A; 32.1.2B; 32.2.2K; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.1A; A32.1.2B; A32.2.2K |
| 33637 | Bennett, Sam | The gondola only serves a limited amount of people at a time so it really won't affect traffic flow a lot and then will have to be shut down for high winds or snow storms so it will be shut down a lot during ski season when it is supposed to help the most but it doesn't help with traffic either to other stops in the canyon so in reality it will impact traffic very little but cost millions of dollars to build which could cause traffic problems while building. There are cheaper, more efficient and better for the environment options than the gondola. It should not be put up (just do bus only during ski peak season) | 32.1.2B; 32.2.2L; 32.2.2PP; 32.2.6.5C; 32.2.6.5K; 32.2.9E; 32.7C | A32.1.2B |
| 30818 | Bennett, Terrasa | to solve traffic issues in the cottonwood canyons UDOT and UTA need to work together to optimize busing up and down the canyon- year round! Alta and Snowbird each need a buses going to the separate resorts. IT would also be beneficial to have more stops up and down the canyon- i.e. LDS vaults, Lisa Falls, Tanner Flat, White Pine trail area. The gondola will NOT solve these issues. It feels like UDOT and UTA are working against each other rather that working together to solve traffic issues. | 32.1.2C; 32.2.6.3C | A32.2.6.3C |
| 25637 | Bennett, Tracy | The Gondola may help with some traffic issues but create a whole lot more issues at the mountains than it will solve. The better options are expanding bus service-year round and by adding more stops in the canyons such as Lisa Falls are, Tanner Flats camp ground, White Pine trailhead along with Snowbird and Alta. The issue is so much greater that winter traffic. My hope it that UDOT will address some of the other canyon traffic issues and NOT just resort traffic issues. | 32.2.9A; 32.2.6.3C; 32.1.2B; 32.2.9N | A32.2.6.3C; A32.1.2B; A32.2.9N |
| 34125 | Benney, Tabitha | Please do not move forward on this - we need to preserve this land as long as possible. | 32.29D | |
| 33672 | Benning, Alex | This is atrocious. Taxpayer money you should not be used for A gondola the only serves private corporations. Furthermore putting in a solution that is not only an eyesore but also affecting the recreation of Little Cottonwood Canyon that does not run year-round or provide any access to public trails before the resorts just shows how Corrupt this option is. If you truly want to help congestion along Wasatch Boulevard and LCC you should have a centralized bussing locations from the city that goes directly to resorts. Investing in busing and common sense solutions is what we need. The people in charge of this project should feel ashamed of themselves that they are looking at only the resorts best interest and not what the people need or want. It's another level of [REDACTED] that you think that there will not be congestion to the gondola from every direction and widening Wasatch Boulevard will not fix this it's just another way to pave paradise. I really hope we could recall the EIS board. WE NEED BUSSES, AND WE NEED BUSSES FROM ALL OVER THE VALLEY. The fact that it takes four hours to go from the University of Utah to LCC on a bus is a travesty. No [REDACTED] people don't use public transportation. invest this money into putting more buses on the road that come from locations such a Sugarhouse Park Westminster College, the U downtown, Murray etc, so people to don't need to drive half the distance to then wait for multiple busses to get on and up. Resorts should invest in this too, taking a section of parking lots and making them into lockers for a season pass holders So people can take the bus up without all of their gear would be a common sense solution. Use your brain and think of the people when using taxpayer money not private corporations interest. | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9E; 32.7B; 32.7C; 32.2.3A | A32.1.1A; A32.1.2B |
| 35733 | Bennion, Dennis | This is the dumbest thing that I have ever heard of. No wait lets pump water from the coast to save the Great Salt Lake. Both are equally stupid ideas. Just widen the road and let the ski resorts deal with the parking at their resort. Or close them down altogether. | 32.2.9E | |
| 30638 | Bennion, Jill | Why not increase the amount of buses. Have buses that go directly to each of the resorts. Instead of having a bus go to snowbird and Alta. That is the big reason why I don't take the bus. Do not want to waste time waiting for room on a bus. Then having to go through all the stops at snowbird. Parking lot for gondola will be even worse. There is not enough room at the mouth of the canyon to accommodate all the cars. Plus, the roads in that area are all | 32.2.9A; 32.2.6.5E; 32.2.7A; 32.2.6.5H | A32.2.6.5E |

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| | | small two lane roads. Gondola and parking garage are a little too late. Should have planned this when the big nursery in that area closed down. Could have used that property for a parking garage. Resorts should also have been more proactive in planning for parking they should be the ones to cover the cost. To have tax payers foot the bill for a few months of use is ridiculous. What is the plan for when an avalanche hits the area? Loss of power and damage to the gondola??? | | |
| 32312 | Bennion, Sara | I do not think the gondola is a good idea. There are so many cheaper ways to solve the traffic problem including bussing and carpools. I also really like the idea of having a sign at the bottom of the canyon showing how many parking spaces are available. this will be so much less expensive and less invasive. Thank you for taking all options into consideration. | 32.2.9E; 32.2.9A | |
| 25582 | Bennion, Tim | No! No no no no no! No gondola! No one wants it! Well, besides the people lining pockets. | 32.2.9E | |
| 34632 | Benoit, Nick | In am not in favor of the Gondola. Primarily due to it's inflexibility to solve traffic issues outside of peak winter traffic. It is clear spending time in little cottonwood in the summer that traffic and parking issues are present at all times of year. I am in favor of enhanced bussing due it its far superior flexibility. | 32.2.9E; 32.2.6.5G | |
| 30170 | Benowitz, Joe | By the time this is completed electric and driverless vehicles would dramatically change the potential outcomes of this investment. Furthermore, there are significant economic problems that could be solved through a better plan including the potential to link Park City and SLC so service workers could commute and a faster connection between all SLC and PC resorts would improve tourism dramatically. Reconsider a tunnel solution that can tap into the future of self driving electric vehicles. | 32.1.1A; 32.1.5B; 32.2.2C | A32.1.1A |
| 31124 | Benson, Aaron | The gondola is a poor option for Utah. As a local who doesn't ski at Alta or Snowbird, I will never use the gondola, but I would benefit from a designated bike lane on the LCC road in the summer. So I have motivated reasoning for preferring the current alternative. However, the price tag for either option is so high. Did UDOT consider expanding bus service while severely restricting private car access to the road? It seems that an increase in busses with a stiff disincentive to drive (along with the avalanche sheds) would cost a lot less but would achieve UDOT's objective of reducing traffic on those two dozen or so days a year when traffic is a serious concern. The gondola option is overkill to achieve that goal. Please don't ruin LCC with the world's longest but least used gondola. | 32.2.9B | |
| 36866 | Benson, Annor | While I understand there is no option that will please everyone, I hope there is an awareness that this process seems performative-that regardless of comments the decision has been made. The people who will be negatively impacted the most seem to be cast aside for those who will benefit the most financially. I am very upset that UTA is as cut this winter instead of doing a full trial run of the bus option; it seems to me there was an opportunity to test an option and see if it was viable which is a rare gift. Instead there is no test and now a created "crisis" that would seem to artificially support a gondola. If gondola is the way, I would hope Alta and Snowbird pay their fair share and are encouraged not to pass the cost on to customers. | 32.2.7A; 32.1.2D | |
| 30227 | Benson, Danielle | Do not build the gondola without several years of trialing very good bus access and tolling to get up and down the canyon. It would be simple to run a toll on the road to discourage driving and offer buses. Then all you need is several bus terminals outside of the canyon, spread across the valley. Toll every car that drives up to Bird/Alta in peak times (or deny car access outright in peak times (except for employees or people staying at the mountains)), and run buses continuously from the base of canyon parking lot. Jackson Hole basically does this and it keeps traffic down. It's clear that this is a big ol' bonus to Alta and Snowbird's pockets while killing the skier experience. To say that busses aren't feasible without developing the infrastructure to reliably allow people to leave their cars down canyon is completely disingenuous to me. This is going to be an epic [REDACTED] of traffic and parking dystopia at the base of the gondola. | 32.2.4A; 32.2.9A; 32.7B; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 31768 | Benson, Joan | I am opposed to the UDOT recommended "gondola solution" to Little Cottonwood traffic. I cannot imagine a more intrusive plan. With unacceptable impacts to the look, environment and wildlife inhabitants of the canyon. I honestly cannot help but laugh at the absurdity of the plan, though it is anything but funny. | 32.2.9E | |
| 37163 | Benson, Mark | I am NOT in favor of this transportation system being built. | 32.2.9E | |
| 26473 | Benson, Richard | I am opposed to the Gondola. Too much money to spend for a select group of people.. | 32.2.9E | |
| 30690 | Benson, Sheila | I am against the gondola to benefit 2 businesses for a few busy ski months out of the year. It will not benefit locals , as it is expensive to ride on a regular bases. | 32.2.9E; 32.1.2B | A32.1.2B |
| 33032 | Benson, Stephanie | I've used the canyon as a skier and a hiker and I vehemently oppose the gondola. It only serves a small portion of the canyon and will destroy its beauty, which is the main reason that people come to use the canyon. Please reconsider and find another solution. | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35615 | Bentley, Logan | No gondola!! Infrastructure that will taint the canyon that only serves the ski resorts yet is paid by the tax payers is a terrible idea. Let's try low hanging fruit solutions first like bussing or tolling solutions before we do something so drastic like putting a gondola of that size in the canyon. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 35265 | Bento, Haley | Please do not put up this giant, expensive piece of infrastructure that will only benefit the resorts. This has absolutely no use in the majority of the year. Those of us that live in the area near the bottom of the canyon do not welcome this infrastructure and increase of traffic to our neighborhoods. I do not want my tax dollars going to this. As a skier in little cottonwood canyon, I think this will absolutely kill the resort experience as these resorts are already overcrowded and getting more people up there is not the answer. Further, when conditions are bad and the road is prone to closures, the absolute last thing we need is more people up there. This will cause me to stop skiing little cottonwood canyon resorts where my family have been skiing for 50 years. This makes me so sad to see it getting to this point. Please switch to more busses, few systems for driving up the canyon and improving parking in the canyon. | 32.2.9E; 32.2.0C; 32.2.9A; 32.2.2QQ | A32.2.0C |
| 35032 | Benton, Josh | The gondola would be a disaster both environmentally and to the recreational opportunities in LCC. Additionally, the gondola would be an eyesore that would further degrade the experience of all canyon users. Improving and increasing transit options is by far the more effective solution. Buses are infinitely scalable, and by discouraging single-occupant or low-occupant individual vehicle travel through a toll or increased enforcement of the traction law, congestion would become a problem of the past. There is no public support for the gondola, and if this plan goes through, it will be a disgrace to UDOT and the state of Utah as a whole. | 32.2.9E; 32.2.9A; 32.2.2M | |
| 25615 | Bentson, Braden | Very disappointed with UDOTs decision on the gondola. If this can be reversed it should. | 32.2.9E; 32.2.9N | A32.2.9N |
| 37305 | Benzon, Ethan | No gondola | 32.2.9E | |
| 31079 | Beppu, Steiner | I support the Gondola | 32.2.9D | |
| 35739 | Berardy, Alexandra | I DO NOT support the proposed gondola. Please DO NOT do it. | 32.2.9E | |
| 35742 | Berardy, Jordan | I DO NOT support the proposed gondola. Please DO NOT do it. | 32.2.9E | |
| 33620 | Berbert, Josh | Why dump a ton of money into a gondola when you could spend a fraction of it making the bus system more reliable? | 32.2.9A | |
| 26232 | Bercaw, John | You have got to be kidding me! A gondola! Can you say corruption, special interests? Why is the tax payer bailing out corporations? This whole project reeks of doubling dealing and nefarious motives. As a life long Alta skier they can kiss my season's pass goodbye. | 32.2.9E; 32.2.7A; 32.1.2B; 32.2.2PP; 32.2.9N | A32.1.2B; A32.2.9N |
| 30361 | Bercaw, John | I am against the gondola installation proposal and am appalled that UT taxpayers are being asked to pay for what can only be described as corporate welfare. If Snowbird and Alta want a gondola let them pay for it. | 32.2.9E; 32.2.7A | |
| 26730 | Berets, Robert | I oppose the gondola. It is not right to use public money to promote transportation to only 2 stops, both of which are privately owned resorts. Buses and enforcement of winter restrictions would suffice. Also, the canyon could utilize bus service in the summers as well, with frequent trips and enough stops to trailheads in an effort to curb crowding on canyon roads and parking areas. | 32.2.2M; 32.2.9A; 32.2.9E | |
| 32336 | Berg, Bridget | I grew up near the mouth of Little Cottonwood and have seen the effects of growth & have been personally affected by the transportation issue on a regular basis as a skier, hiker & nature enthusiast. This topic is very near to my heart, as this canyon is a one of a kind sanctuary that benefits everyone who enjoys it. I am 100% completely opposed to the gondola for the following reasons 1- it serves corporate ski resort interests far more than the public 2- it only serves ski resort users(which I am one of) and not everyone else enjoying the canyon 3-it tears up & permanently changes & destroys the canyon & its quiet unobstructed views 4-it is unethical how ski resort owners from snowbird have been allowed to purchase plots of land for the gondola location & personal property next to the proposed download location to benefit their corporation & personal interests & they should be investigated for legality since this is supposedly a public project which should not benefit individuals & be done in secret to benefit corporate interests Sounds extremely corrupt 5- there are easier, quicker, cheaper & less destructive alternatives-increased busses & tolls 5-if there is \$ for a gondola there is \$ to increase bus drivers pay to accommodate increased bus services 6-increased busses& tolls could be implemented much quicker & help substantially with the issue 7-Save our canyons has done their research & proposed a much better plan which actually serves the public That said-i support an increased bus system as well as tolls for cars, especially single occupant cars. If there are 4 people per car, charge less to carpool. If we run busses up & down every 15 minutes or so then it would be easy to use, like Zions park. We can gradually convert to electric busses to help with the environmental impact In my opinion the canyon will be destroyed & never the same again should this corporate gondola project be approved This is not what the public wants | 32.2.9E; 32.2.9A | |
| 32459 | Berg, Natalie | Let's keep taxes low. Please rethink the gondola idea. It sounds way out of our price range and I have a hard enough time paying taxes as it is. Thanks for listening! -Natalie Berg | 32.2.9E | |

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| 31687 | Bergan, Rich | I support the gondola plan. It makes better sense than widening the road, tolls dozens of noisy, smelly, and crowded busses. I have visited the Alpine areas in Europe and fully enjoyed the gondola trips. Like many people I am unable to hike or purchase special gear to enjoy our beautiful canyons. Gondola is the only way many people can see the beauty and enjoy winter sports without pollution and noise. | 32.2.9D | |
| 27271 | Bergen, Stephen | I think that this is a damaging idea, the canyons natural beauty will be effected. This canyon brings in many people but a gondola doesn't provide any more added benefit than the buses that already exist. The resorts are already crowded with people from just the cars and buses, it would make the skiing much less enjoyable and feel more like Disneyland where you spend more time in line than actually skiing. | 32.2.9E; 32.20C | A32.20C |
| 33352 | Bergman, Kenny | Please do not go forward with the gondola. It is a subsidy for the massive ski resorts that should foot the bill instead. | 32.2.7A; 32.2.9E | |
| 33548 | Bergman, Matt | NO TO THE GONDOLA. NO IMPROVEMENT NECESSARY | 32.1.2B; 32.2.9E; 32.2.9G | A32.1.2B |
| 29402 | Bergman, Matt | No gondola! | 32.2.9E | |
| 29148 | Bergman, Thomas | <p>I feel that the gondola does not benefit the community as a whole. While it will contribute to growing the ski areas and bringing in more revenue for Alta/ Snowbird, it does not seem to offer fair compensation for the people of the community of Alta, nor the people who own homes at the mouth of the canyon. The gondola will impact the community in a negative manner.</p> <p>I propose increased bus routes, and tolling on the road at which vehicles will be checked for proper tires/ chains. The tolling will provide revenue for the community as opposed to the community paying for a gondola that only benefits the ski resorts monetarily.</p> <p>It seems quite apparent that the majority of people, especially those impacted due to their close vicinity, are against spending 600 million dollars on the gondola. It is our taxpayer dollars, and we should be shown the respect of choice by listening to the majority. To build the gondola goes against what the majority of people want.</p> <p>Please listen to the people. It is simply unjust to make a decision against the large majority. It highlights a lack of empathy and consideration for those it will directly impact.</p> | 32.2.9E; 32.2.9A; 32.2.9N | A32.2.9N |
| 33386 | Bergmann, Shannon | No to gondola. Too much \$, impact on environment too high for low percentage of comparative users. More frequent buses, larger buses, utilize parking at existing bus stops on weekends. My kids hated the bus cuz didn't come often enough & always full. This can be solved by frequency increases. | 32.2.9A; 32.2.9E | |
| 34476 | Berlin, Caroline | The gondola proposal is appalling. It will destroy countless classic climbing problems that people enjoy every day. It will be useful for as many years as the canyon still get skiable snow and with the way we are treating planet, that could very well be in my lifetime. It only serves the ski area ownerships pockets. Stop trying to solve a problem by creating an even larger one. No gondola. | 32.2.9E | |
| 35221 | Bernal, Peggy | I feel that the impact of putting the gondola up the canyon is a bad idea. It will cost millions and will take trees and the beauty of the canyon away. There must be a better way to move traffic up the canyon | 32.2.9E; 32.2.2PP | |
| 35204 | Berndt, Marshall | The entire outdoor community is clearly and obviously against this. The community that uses and cares for the area the gondola will be in. What is making anyone move forward with an obviously bad plan that is opposed by the majority of the people that will utilize it. | 32.2.9E | |
| 34986 | Bernhard, Rory | I completely disagree with the proposed plan of installing a gondola to provide access up Little Cottonwood Canyon. First of all, I don't know why the tax payers should have to pay to provide the resorts with an increased revenue stream. This is unacceptable. Secondly, the disastrous blight of this piece of infrastructure will forever mar the beautiful canyon. In the interest of sustainability and protection of lands, we shouldn't be trying to figure out how to shoe horn more people into a canyon. LCC is not a clown car and the profit driven interests of private ski resorts and money hungry politicians should be more than enough to shut the entire project down. | 32.2.9E; 32.17A; 32.20C | A32.20C |
| 35922 | Berrett, Dianna | The gondola is not necessary. There are less invasive ways to address this problem, which have been spoken about at length throughout this process, so I will not list them here. Additionally, it is 100% wrong to expect the taxpayers to foot the bill for some thing that will benefit gondola private interest parties and two privately owned ski resorts. It is unfathomable that this is even a topic of conversation and shows a great lack of integrity within the state. | 32.2.9E; 32.2.7A | |
| 37607 | Berrett, Jake | Terrible use of funds. Benefits few and will not be efficient. Not a good idea. No to the Gondola! | 32.2.9E; 32.1.2D | |
| 35992 | Berrie Rounds, Bree | I am a longtime Sandy resident who loves the mountains, and to boulder - we need a less invasive option BEFORE spending millions on the gondola. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 32766 | Berry, Bryn | As a salt lake county resident my whole life and a user of this gorgeous canyon for 60 plus years, I strongly disagree that the expenditure for the project for Little Cottonwood Canyon is the best viable option. This project clearly only caters to the ski industry, not benefiting the hundreds of hikers and backcountry users in all seasons. In the decades to follow we could likely have very abbreviated ski seasons or no ski seasons in my children's and grandchildren lifetimes, yet they will be stuck with this blight on the landscape. These precious canyons are why we live here. Do Not Mar Them in This Fashion | 32.2.9E; 32.1.2D; 32.2.2E | |
| 33527 | Berry, Jack | It appears that UDOT in partnership with the resorts and those who stand to gain significantly from the government pork barrel, have chosen the least popular LLC transportation solution. During the EIS process the long term slow build-out of three lanes was never really considered. Countless people have suggested two lanes | 32.2.2D; 32.2.2K; 32.2.2P; 32.2.6.5H | A32.2.2K |

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| | | up and one down in the AM, switching to two lanes down and one up in the PM. This alternative was rigged and doomed to failure by UDOT requiring moveable lane wall with the alternative. What nonsense! The smart highways and technologies on the cusp exploding this decade will allow for tremendous advancements driver-roadway communications. We just need 3 lanes long term, with a slow master-planned build out. We are almost there! Oh and did UDOT ever consider the simplicity heard of a "rejection loop". When the parking lots are full cars just turnaround or Mom's drop there kids off , vehicles just get routed back down that 3 lane smart highway - lot of signs and lane signs, wi-fi communicating road conditions and lane switching. By the year 2030 every-ones devices and cars will have chips in them that 1000 times faster. The problem with the canyon road is flow, not parking capacity. The road is a mess only when it doesn't flow. When cars get stuck, or traffic is held up, that when the canyon road becomes a mess. It is that simple. There has never been enough parking and there never will be. With parking reservation systems, rides shares, small buses, designed drop-offs and a three lane "smart 21st century" roadway design that FLOWS, the problem is mostly solved. I have lived near the mouth of LCC my whole life, skied at Alta for 59 years, and my family has lived on the Wasatch front since 1853. Its always going to be a little crazy in LCC . It comes with the terrain and SLC is not a ski town, SLC is ski capital city. We have maybe 60 "PAC 12" powder days each year. That's the design point!! Lets build three lanes, designed for the 21st century with a reasonable build-out time line that works all year, and provides service for the rich and poor and flexibility. While many may deride the three lane smart design alternative, this alternative provides for compromise. The three lane smart alternative acknowledges that the population is growing, our electric age is advancing rapidly, and little by little we can design and upgrade the canyon road at a reasonable cost to improve the FLOW not capacity. In closing, just to state the obvious, Mother Nature is in charge with regard to avalanche conditions, the gondola alternative will do nothing to alleviate congestion during periods of avalanche control, and during inter-lodge when nobody is going up. Please reconsider the three-lane smart roadway alternative. | | |
| 33820 | Berry, Kevin | I'm opposed to the gondola. While it may help ease congestion for 50/365 days it will leave its mark every single day. The canyon is used for more than just winter activities and focus should be placed on how these activities, and the nature of getting out of the city, would be impacted by a structure so obviously seen and out of place. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 33569 | Berry, Matt | As a Cottonwood Heights resident and Little Cottonwood Canyon recreational user, I am opposed to the implementation of a gondola. The obvious and significant changes to the landscape are unacceptable. This will destroy climbing access and permanently change the look and feel of this canyon which is a jewel of the Wasatch. This canyon is one of the reasons I moved here to Salt Lake City. Developing the canyon in this way may help with traffic to the ski resorts but completely overlooks all of the other activities and users of the canyon. Runners, backcountry skiers, climbers, bikers, anglers, etc. The implementation of a gondola will only have a negative affect to these user groups and will only benefit the king pin ski resorts. This is a mistake and it needs some serious consideration before the city allows this canyon to be permanently altered forever changing the canyon we all know and love. Other options such as implementing tolls like we use in Millcreek canyon and using dedicated bus lanes / priorities (forcing people to use public transportation) all have less environmental impact and can be used to affect the traffic in the canyon. Why take such drastic measures which will have significant negative environmental effects when we live in one of the most beautiful states in the country just to serve the ski resorts. We should be protecting our wilderness and not destroying it. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2Y; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B |
| 26813 | Berry, Nicole | While I know elements of the gondola are less than ideal, it is STILL better than more buses and road congestion! Many beautiful mountain cities in Europe have option for very tasteful and gorgeous gondolas to complement the scenery. I believe we can accomplish this! | 32.2.9D | |
| 32964 | Berry, Scott | I am an east bench homeowner in Salt Lake County, and skier with more than 50 years of history at Alta and in Little Cottonwood Canyon. I am deeply opposed to the "gondola" proposal. As proposed, the scheme primarily benefits the private owners of Alta and Snowbird, neither of which have made any commitment towards financing the scheme. Only a small fraction of Salt Lake County residents use LCC in winter. Why should Utah taxpayers subsidize a project too benefit corporate interests, at the expense of the Canyon environment? The idea is so preposterous one can't help but wonder what has happened in the "back room", attended only by UDOT and the ski resort owners. Alternating canyon access on winter days to odd/even license plates would solve the traffic problem instantaneously, at no cost to the public, and virtually no cost to UDOT. Why has this obvious solution been ignored? Simply because it might "cut into" the profits accruing to the resort owners. This is embarrassing and shameful. | 32.2.9E; 32.2.2K | A32.2.2K |
| 34494 | Berry, Sean | <p>I'm submitting this comment today because I'm very concerned with the current plan and the potential impact that it could have to a canyon that I have learned to love. While the alternative options provided are a good start there are many other options that could be used to enhance these such as charging the toll to single occupant vehicles only in order to promote carpooling, building another park and ride at the base with bus access, and adding addition bus routes to more locations. There are so many better solutions that use the current corridor instead of permanently altering the canyon for the service of private ski resorts using taxpayer dollars.</p> <p>The Gondola is the worst option in so many ways. Not only would it forever alter the canyon and destroy the natural beauty of it, it would cause a myriad of other issues. For one the gondola is not even funded yet and if history tells us anything it would cost far more than the outlined budget putting further burden on taxpayers. I also don't believe that it would reduce traffic but rather increase the amount of people that visit the canyon overall. It serves only these private ski resorts and no other public areas which turns this project into a publicly funded project for only the benefit of the owners of the resorts. This can also not be said enough that it would destroy a significant amount of natural beauty in the canyon and cause damage to a protected watershed with the building of new road for access and the pylons of the gondola itself.</p> <p>The public opinion is clear on this. The gondola is not the way and the funds can be used in far better ways such as increasing driver pay to attract more drivers and funneling the money into more public transport rather than cutting ski buses like the UTA just did. That is a clear attempt to engineer a crisis in order to make the gondola a more attractive solution. Do the right thing and do away with the gondola idea.</p> | 32.2.9A; 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 36252 | Bertagnolli, Isabella | Do not build the gondola. Increased electric bus presence would carry way more people through the canyon than the gondola. The Enhanced Bus Service alternative is much preferred to the building of the gondola. | 32.2.9E; 32.2.6.3F; 32.2.9A | |
| 31634 | Bertoldi, Kody | Do not put a big ugly gondola in that canyon. All the land its going to ruin for each supporting tower you have to build along it's destination. It's way expensive. I don't want to be trapped in a cube box up in the sky full with of other people. There's no parking for a thing like this. Just widen the road an extra lane and do the busses | 32.2.9E; 32.2.9A | |
| 31569 | Beseiso, Sam | Other countries go to the future we go back, UDOT is old school they need to hire innovative people, widen the roads, put a tunnel, making it start at a private resturant and go up to 2 private resorts..... that sounds like corruption in my opinion someone's getting paid to push this. Add bridges to make traffic flow instead look at othe countries go to Japan. | 32.29D | |
| 33163 | Beseris, Ethan | As a longtime resident of Sandy and a frequent enjoyer of LCC trails I wholeheartedly oppose the proposed gondola solution. The impacts to the environment and outdoor recreation far outweigh the benefits of the gondola. I support finding alternative solutions to alleviate traffic and congestion in LCC that are not as invasive as the proposed gondola. | 32.2.9E | |
| 33774 | Beseris, Wendi | Our family is strongly opposed to building the gondola in Little Cottonwood Canyon. We are voters and residents living in Salt Lake county and close to the canyon. We feel that UDOT should look at a phased approach with the least impactive alternatives for a 2 to 3 year period and then reevaluate and determine if it has improved traffic flow. To consider the gondola as a total solution to the problem is short sighted. There are many other options available. Our Family treasures little Cottonwood Canyon and we spend many hours recreating in the canyon. This is a resource that needs to be preserved and not destroyed for the sake of Business interests. Thank you for your kind consideration. Save LCC. Please. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.2.9R | A32.1.2B; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 34790 | Betancourt, Kellie | I am for the gondola. As long as there are no long term impacts to the watershed, the gondola is the best option for the environment and it is a solution that has been proven to be succussful in other countries. | 32.2.9D | |
| 30350 | Betchell, Bryan | Do not build the gondola! Where is half a million dollars going to come from if the UTA can't pay enough to retain drivers! This is ludicrous and irrational. Preserve the beauty of the canyon for future generations. There are more user groups for the canyon than just skiers!!! | 32.2.9E; 32.1.2D | |
| 33651 | Beth Vogel-Ferguson, Mary | Hello - I am a frequent user of UTA buses and trax. I appreciate the way our public transportation system has been able to adapt to the growing needs of the community. I have every confidence that UTA will be able to serve the needs of the community to reduce the volume of traffic in little cottonwood canyon. The gondola will serve only a very limited set of users in the canyons and is only necessary on a limited number of days each year. The gondola is a very expensive public funded project that significantly benefits Snowbird and Alta financially without considering the needs of others using the canyon. Please do not add to the damage we have already done to our environment by introducing this additional human intrusion into our beautiful canyon. I dare say MOST Utahns will never experience a single benefit from this project but will be taxed to pay for it. No - stop - there are better ways to solve this periodic problem. Please think again and do not build the gondola! Thank you for listening, Mary Beth | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 27042 | Beth, Kely | Please listen to us. The users, the passionate, and the wallet. Gondola does not resolve the issues. It does not cater to the overall safety of the users. Please reconsider | 32.1.2B; 32.2.6.5K; 32.2.2PP; 32.2.9E | A32.1.2B |
| 25949 | Bethel, Ryan | Please try do use buses before a gondola | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 28721 | Beucher, Zachary | I was fortunate enough to enjoy working at Alta during the 2018-2019 season. I could not have imagined the way this season turned out for me; This was a year for the record books. I enjoyed two "country club" days with one resulting in the most spectacular power day imaginable. No COVID, no parking rules and no decision on a gondola. The biggest concern from everyone was that powder days seemed to be skied out faster then they could remember. I can say I did not share the same concern. A day at Alta for me is getting up the canyon, viewing the beauty of the scenery, getting to enjoy a few turns of the greatest snow on earth and sitting down at the end of the day enjoying a nice cold drink. I'm in no hurry to get on a lift and no hurry to leave. This canyon has snow for everyone to enjoy any day, any time. If this gondola makes it easier to enjoy a day at Alta with less headache of finding parking and dealing with road closures I'm in support of it. But to be honest it seems like this gondola is just funneling traffic congestion to gondola line congestion. | 32.2.9D; 32.2.0C; 32.2.6.5E; 32.2.6.5C; 32.7C | A32.2.0C; A32.2.6.5E |
| 27704 | Bevan, Rachel | The gondola option is short-sighted and detrimental to Utahans who enjoy Little Cottonwood Canyon. I was born and raised in Utah, and have spent every winter since I was 3 years old skiing in Little Cottonwood canyon, and every summer hiking and enjoying the beauty we have in our backyard. I understand that recently the canyons have become crowded well beyond what they used to be, but a gondola is an expensive solution that degrades the beauty and natural wonder of the canyon. We need increased bus/public transportation options, or a dedicated shuttle, and incentives for individuals to change their behaviors to utilize these transportation options. A gondola will still require extensive infrastructure updates to accommodate park and ride options for individuals utilizing the gondola, plus the extensive cost of the gondola construction and maintenance. That cost should be reallocated to improving public transportation or shuttle offerings including clean energy and electric vehicle investments, not permanently changing the visual impact of the entire canyon, particularly since UDOT does not have the funding currently to move forward with the gondola. The gondola option feels like an extreme overreaction to the increase in demand to recreate in the canyon over the last | 32.2.9E; 32.2.9A | |

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| | | 3-5 years, and feels punitive to those of us who have responsibly recreated there for over 30 years. Please reconsider the gondola construction and consider investing in better, cleaner, more reliable services utilizing the existing roadway infrastructure. | | |
| 28753 | Bianco, Annalise | <p>Enhanced Bus Service Alternative:</p> <p>I'd like to propose ideas to build off of the "enhanced bus service alternative" plan that will be effective this winter. As an employee of the canyon, I feel as if my biggest barrier in getting up and down quickly is the lack of buses and long bus times. For example, a bus wouldn't come to the Wasatch 3500 E Park and ride for hours after 2 pm. When skiing ends at 4 pm, skiers want to get there as quickly as possible. UDOT also has many other routes throughout the valley that restrict the number of buses up / down the canyon. Is there any way UDOT, Alta, and Snowbird can work together on a solution where there are specific ski buses for each ski area? Many other resorts like Big Sky and Aspen do this. Where, there is an Alta or Snowbird-specific bus that only runs up and down the canyon. Then, at the base or near Bell's canyon area, create a parking system that allows cars to park there to catch the bus. If a bus ran every 15 minutes from the base and back to the base until 10 pm, employees and skiers would be more likely to take the bus. This is especially because it makes the most sense economically with gas prices and the wear on cars. How can UDOT, Alta, and Snowbird incentivize this? Maybe there can be a way where people can receive "green credits" every time they use the bus instead of driving their car up the canyon. "Credits" can eventually build up to discounts at Snowbird/Alta shops, and restaurants, or even can be applied towards next season's pass. I am passionate about a bus solution to the traffic problem. Please feel free to contact me if you would like to discuss this further.</p> <p>Thank you, Annalise</p> | 32.2.2I; 32.2.9A; 32.2.4A | A32.2.2I |
| 32662 | Bianucci, John | Although the Tram may be the least expensive and invasive I oppose it because 1)it will be mare costly to run and maintain 2) will only serve the ski resorts 3) is only viable in the Winter. Use buses or bite the bullet and add lanes to the erxisting road. | 32.2.9B | |
| 33539 | Bickerstaff, John | <p>My name is John Bickerstaff and I strongly oppose the Gondola "solution" to the problem of transportation within the canyon. I am a registered voter in Utah and I would never vote for this expensive, destructive approach to the problem. Increased busing or other alternatives are far better solutions. The gondola is going to ruin irreplaceable views and damage irreplaceable climbing and hiking within the canyon.</p> <p>A gondola can only serve a few people at a time and is a huge expense. It does nothing to solve crowding at trail heads and other types of crowding in the canyon. It only serves two resorts at the top of the canyon and is not a fair and equitable way of approaching the problem as it favors only those who are going to the ski resorts.</p> <p>PLEASE do not ruin the canyon with a Gondola that is a huge expense and can only serve a few people at a time.</p> <p>Thank you.</p> | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.6.5A; 32.2.6.5C; 32.2.6.5G; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 31066 | Bickley, Brittany | The local community does not want a gondola and the impacts it would have on this beautiful canyon are devastating. Little cottonwood is one of my favorite places and the most beautiful canyon for climbing near lcc. The gondola would cut right through those areas and ruin the beautiful view. I also worry about impacts from construction and maintenance. The community wants increased bus services. A gondola feels short sighted and selfish. | 32.2.9E; 32.2.9A | |
| 36852 | Bicknell, Ashleigh | <p>Thank you for all the work you put in to draft the EIS.</p> <p>As an employee at Alta, backcountry skier, climber, hiker, and user of LCC, the gondola is NOT an option to preserve the wilderness. The best part of climbing, camping, and being in the Wasatch mountains is feeling like you are the only one there. With the gondola, it would be seen from many of the climbs and camping spots. It also doesn't stop at trailheads and only caters to the ski resorts.</p> <p>The logical things to do ASAP to improve the roads is:</p> <ol style="list-style-type: none"> 1) Snowbird and Alta implement reservation systems to limit users to the resorts. 2) Snow sheds get built (road closures and avy danger is one of the main reasons for congestion) 3) Strict policing of cars going up canyon not just when it is snowing, but on days it is predicted to snow. I see way too many cars up canyon on snowy days that shouldn't be up there, and many end up sliding off the road and causing more delays. 4) Improved busses with stops at the TRAILHEADS and an Albion basin only bus up for Alta and the grizzly parking lot. I know many Alta skiers that would ride the bus if there was an Alta express bus. 5) If there is a toll it should ONLY be for cars with two or less people. 6) Improved trailhead parking 7) If busses won't stop at trailheads, support local backcountry programs with rideshare vans. <p>Please reduce construction, get rid of the gondola plan, and make changes ASAP.</p> <p>I hope you truly consider these options and can get things moving to improve the road not just to LCC but to BCC as well.</p> | 32.2.9E; 32.2.2K; 32.2.2M; 32.2.9A; 32.2.4A | A32.2.2K |
| 26524 | Biddinger, Scott | I'm 100% against the gondola and so is most of the wasatche. Don't do it. Use tolling. | 32.2.2Y; 32.2.4A; 32.2.9E | |

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| 29070 | Biddinger, Scott | Don't do it. Tolling is the best way to preserve the canyon | 32.2.2Y | |
| 37030 | Biddle, McCall | I oppose the gondola proposition. | 32.2.9E | |
| 31554 | Biel, Sandra | Vans every 10 minutes. No cars. Skiers, hikers and snowshoers can be transported. Road does not need to be improved for this. Taxpayers who do not use the resorts should not have to pay for the resorts to make money. Global warming is real. Why develop gondolas with such a limited future. Only those with money already in this will profit. | 32.2.9E; 32.2.2E; 32.2.2K | A32.2.2K |
| 34245 | Bielicki, Bryan | The little cottonwood canyon gondola is, in my opinion, an awful idea. Not only am I (a Salt Lake City resident) going to have to pay for this in taxes, I won't even use it as I do not ski, same with a high percentage of other Salt Lake City residents. It is a waste of tax payer dollars. Secondly, it will be a scar on the canyon. One of the amazing things about lcc is the skyline and the ridges of the mountains. If a gondola goes in, it will mure what was once a very beautiful canyon with pristine views into a glorified power line. The view will be ruined. PLEASE do not ruin lcc. | 32.1.2D; 32.2.7A; 32.2.9E | |
| 36228 | Bierce, Jeff | Build a roof over road in avalanche areas, instead of gondola.. the gondola idea is not good | 32.2.9E | |
| 25531 | Bigatti, Martin | No gondola. Stop it. | 32.2.9E | |
| 36549 | Bigelow, August | A gondola in of itself is not a terrible idea. But the amount of money that would be dedicated to this small subset of the population is ridiculous! Where is UDOT when it comes to funding transit options that benefit the common person? There are so many projects that deserve the funding instead of this: FrontRunner double tracking and electrification, light rail in Utah County, long distance rail to St. George. ALL of these are far more important than the gondola and I will absolutely not support this until the common person in this state is attended to. This is a project for the well-off. And the people in this state need freedom of transportation and clean air way before the wealthy need a gondola. Stop building so many wasteful roads, proposing a wasteful gondola, and realize that T in UDOT needs to provide for all of us. | 32.2.9E; 32.2.7A | |
| 36046 | Bigelow, Julie | This whole thing is very ill conceived. Environmental issues, fowl issues, cost issues, destroying the beauty of the canyon, doesn't stop where anyone other than skiers want to stop, cost cost cost. Why isn't there a referendum where folks who live here get to vote. Who is making these decisions? Why don't you trust the adults here to be able to decide what is best for them. Remember majority rules? Incuse you couldn't tell, I am very much against the gondola! Please do not destroy our canyon(s) | 32.1.2F; 32.2.9E; 32.2.9N | A32.1.2F; A32.2.9N |
| 26740 | Bigelow, Julie | No! | 32.2.9D | |
| 32660 | Biggs, Susan | I am opposed to the gondola approach to solve traffic issues up little cottonwood canyon. It is just too expensive, I am not willing to pay out tax money in that way, I think buses electric could be a better alternative. As a close neighbor to the canyon I could never afford to take Gondola after it was built to enjoy the canyon as I do now. I could s bus if needed. | 32.2.9A | |
| 32691 | Biggs, Thomas | I disagree that the gondola should be built. I do not agree with the cost and annual maintenance. I do not believe tax payers should be providing this service. If the ski resorts want better access, then they should fund (at a minimum) 50% of the total building cost and its annual maintenance. Right now, ski resorts are getting a free pass, as always, to benefit from the tax dollars of patrons who don't ski or visit that canyon. | 32.2.9E; 32.2.7A | |
| 28247 | Bigler, Jan | How could you possibly approve a gondola (!) for this problem? Are you out of your minds? How will the thing support itself in the future? What happens on non busy days when no one takes? Who will pay the operating costs? Just lump it on to the tax payers? Are you totally [REDACTED] crazy? | 32.2.9E | |
| 26622 | Bigney, Nadia | I do not support building of a gondola in any of the cottonwood canyons as this will only add more stress the the actual land that we hold so dear as back country athletes. This does not adequate solve our problem and further adds construction and access roads to our shrinking back country. | 32.2.9E | |
| 30185 | Bigwood, Noah | The preferred gondola option B is not an acceptable use of my tax dollars and public lands! As a concerned citizen, climber, skier and canyon user I find the impact of the preferred option to be to great, the cost too steep and the disruption to the environment, scenery and activities too great. Please reconsider in favor of a lower impact and less costly alternative. The gondola will not benefit all canyon users equally and is primarily a benefit to the "for profit" private ski areas while causing loss of access and loss of aesthetics to all other canyon stakeholders. | 32.1.2D; 32.2.7A; 32.2.9E; 32.4B; 32.6A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 34236 | Biittner, Libby | UDOT should continue pursuing enhanced bussing solutions and tolls, should enforce rules that make the canyon less accident prone, and should not proceed with the gondola option in any form. The gondola is not a clear winner from a budgetary perspective (especially when you consider the overruns that are almost certain to occur), will only relocate traffic instead of actually alleviating it, does not meaningfully serve canyon users other than ski resort customers, and will irreversibly disfigure our iconic canyon. I have skied in Little Cottonwood canyon for 30+ years and understand well the traffic problems, but I have also seen how little common-sense action has been | 32.1.2B; 32.1.2D; 32.2.2M; 32.2.2Y; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.7B; 32.7C | A32.1.2B; A32.2.9N |

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| | | <p>taken to mitigate these problems. How many days of gridlock per ski season year could be avoided just by reducing the number of accidents (or other incidents where a tow truck is needed) in the canyon? There needs to be earlier implementation and better regulation of chains/4-wheel drive only, as it is currently far too easy to circumvent that poorly enforced guideline. Delivery trucks should never be in the canyon in peak hours or during storms. Busses need to be better maintained so they don't break down.</p> <p>We have sat in the red snake for many years in the canyon, yet a toll has never been tested. Carpooling has never been meaningfully incentivized. On every weekend powder day, someone gets stuck or goes off the road in their 2-wheel drive car with bald tires and requires rescue. Busses have always been slow, late, crowded, and break down too frequently. These basic wintertime issues need to be addressed before imposing something as drastic as the half billion dollar year-round eyesore (without summertime operations) that the gondola is.</p> <p>What would UDOT's recommendation be if the loud and greedy voices of ski resort executives were removed from the analysis? Snowbird stands to gain too much from the gondola, and it is hard to believe that the UDOT decision has not been unduly influenced by them. Especially when their shady and presumptuous land purchase is considered.</p> <p>Please stop considering options that will visually destroy LCC forever, won't actually fix the congestion, and will give corporations even more power over our ability to recreate in the canyon.</p> | | |
| 26652 | Billings, Richard | I find this approach very sensible. The aesthetics of a gondola far outweigh any bus system. | 32.2.9D | |
| 38511 | Bills, Michael | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 38512 | Bills, Michael | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.2PP; 32.2.6.5E; 32.20B; 32.2.9E | A32.2.6.5E |
| 34565 | Bills, Rachel | I do NOT support the gondola. It's a lot of money to spend on a solution that doesn't help with year round traffic and public access to the canyon. It does not include transport to trailheads and other areas of the canyon the people use all year long. The ski resorts are the only ones that benefit from a gondola. A bus system, designated bus lane, avalanche sheds and increased parking at the base of the canyon are the best solutions for year round accessibility for everyone. | 32.2.9B | |
| 27248 | Biltoft, Christopher | <p>If the Gondola B alternative "best meets the project purpose and need," then the project purpose and need require reexamination. On what basis is it supposed to provide the "highest travel reliability?" If safety, mobility, and reliability are issues on S.R. 210, then traffic engineers should concentrate on addressing those issues. The gondola is just an expensive waste of time and resources. Please consider the following:</p> <ol style="list-style-type: none"> 1. The gondola will take years and much more funding than fixing the road and expanding parking alternatives; 2. The gondola lets people off only at Snowbird and Alta, while expanding parking alternatives and fixing the road would make trailheads along the entire Canyon available; 3. Few people want to cram into a crowded gondola for a 1-hour ride; 4. No one wants to be stranded in a gondola during high wind events that happen frequently in the Canyons; 5. It is likely that Canyon use will change over time, and the gondola alternative will likely become a "white elephant" soon after it is built. <p>If large amounts of public funds are to be spent on transportation alternatives in the Cottonwood Canyons, those funds should be used to enhance accessibility, watershed protection, and sustainability, not just serving the desires of the wealthy few to more conveniently access ski resorts.</p> | 32.2.9A; 32.2.6.3C; 32.2.6.5K | A32.2.6.3C |
| 31954 | bindrup, cassady | <p>Hullo,</p> <p>Do the words "ANY massive infrastructure plan implemented to create a Gondola up little cottonwood canyon will be opposed by the climbing community," mean anything? It doesn't matter what letter precedes the plan for construction WE DON'T WANT IT. Bus schedules can be disrupted, business can be waylaid as a sad ploy to alter public support but the fact remains that construction of a lift of any size will not only visually impact the canyon forever, it will leave scars in the earth and change the zone for worse and therefore it will be opposed on site as adamantly as it has been in the online space. Our community has spoken out against it. We know we are together on this. Any climber who has touched the drilled scars across faces and aretes understands the history of quarrying and industry already worked upon LCC and has developed a desire to preserve these blocks and pinnacles at any cost. Promises of not affecting bouldering areas have been made, but these cannot be kept if construction goes forward. Neither side is deceived on that point. The entire swath of land from col to river valley is strewn with granite which has, over generations, been intricately mapped and recreated upon. What can be built without affecting it you ask? Nothing. People have not only written and rewritten the history of the canyon, the canyon has been written into people's minds, their memories and their development. Crystals of quartz monzonite leaves impressions in more than fingertips. ■■■ your plan, ■■■ your plan B and every forthcoming plan which involves massive construction efforts requiring heavy machinery to demolish people's relationship with wildernesses.</p> <p>Thanks for listening,</p> <p>-C</p> | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32393 | Biner, Juli4 | I am AGAINST a gondola in Little Cottonwood Canyon. I would like electric buses. | 32.2.9E; 32.2.6.3F | |
| 32396 | Biner, Terry | AGAINST THE GONDOLA in little cottonwood canyon!!! | 32.2.9E | |
| 34580 | Bingham, Ashley | <p>Thank you for considering comments before making a final decision. As a life long user of LCC, I am concerned about the current gondola proposal. It seems to be and extremely expensive endeavor that won't actually solve the problem.</p> <p>Some of my specific concerns are:</p> <ul style="list-style-type: none"> -∑ Permanent infrastructure that will forever scar LCC,"s one of a kind scenery. -∑ The "clean," the gondola will be powered by COAL-fired power from RMP. -∑ The gondolas base station with 2,500 "premium," parking spots will just create new traffic issues on Wasatch Blvd. -∑ Because the gondola only stops at Snowbird and Alta, non-resort canyon users will likely continue to drive in the canyon in the winter. <p>Instead of the gondola I would urge you to please consider more common sense, much less expensive solutions like:</p> <ul style="list-style-type: none"> -∑ Parking reservations. These work! Look at how these reduced weekend traffic at Snowbird in 2021 and Alta Ski Lifts this year. -∑ An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. -∑ Tolling at peak times to further reduce traffic. This simple process has been effective in other Utah canyons and states. <p>I urge you to hit the pause button and reconsider the current plan.</p> <p>Thank you.</p> | 32.2.9E; 32.2.2K; 32.2.6.3F; 32.2.2I; 32.2.2Y; 32.2.4A | A32.2.2K; A32.2.2I |
| 25814 | Bingham, Brandon | Prima facie, the gondola system would seem to be workable. However, it is generally assumed that the more people you can get to a location (and quicker) will also mean that commerce will follow eventually to exploit the resulting growth. Restaurants, hotels, golf courses and other amenities to support the growth would need be developed to support the extra traffic of people. That would require destroying the natural beauty of the area as those venues would need to be built adjacent to the location. Secondly, it is possible with the current drought and possible continuation of the drought, there would be no water to make snow and therefore lose attractiveness for skiers. Lastly, it would be like another Park City, affordable only for those without financial restrictions. I do not have a solution for the situation but perhaps we should make minor adjustments as current resources and technology will allow. If we cover the entire area in ski runs, transportation hubs, parking, restaurants and hotels, there would be nothing to distinguish it from just a plain, ordinary mountain in the end. (This comment may be very short and overly simplified but it is intended to get the onus on a situation that may not really have a comprisable solution. | 32.20C; 20.20F; 32.20H; 32.2.2E | A32.20C; A32.20H |
| 27140 | Bingham, Cadence | I think this is a waste of money and time. There are a lot of alternatives such as bus stops/shuttles that could take skiers to their destination. 22 towers would ruin the view of the canyon in my opinion. The process of building the gondola would also disrupt nature and increase the risk of avalanche so there would also need to be precautions for that. | 32.2.9E | |
| 36411 | Bingham, Mary | I am not in favor of a gondola. Pay more on roads, better bus system, Limit cars is what I want | 32.2.2K; 32.2.9E; 32.2.9A | A32.2.2K |
| 34553 | Bingle, Terri | <p>The cons outweigh the pros.</p> <ul style="list-style-type: none"> *The infrastructure *The animals *the beauty of the canyon *The fact that only a few people will actually use something so expensive but the whole state pays for it? *The individual cost of riding and parking adds to the overall cost of a ski day. Too expensive. *I believe the novelty will wear off and the ridership won't make it worth it. *I believe this idea was brought forth by some rich people to make them richer at the expense of the all of Utah people. (Snowbird secretly bought the property at the bottom?) <p>I just came up with this list in the last five minutes. I know there are many other cons.</p> <p>PLEASE DON'T RUIN OUR SMALL CANYON. I know this kind of thing has worked in other area, but I believe our small canyon could not survive the damage it will do.</p> <p>There are so many other alternatives that could be tried first.</p> <ul style="list-style-type: none"> *toll at the bottom of the canyon *reservations like they are doing now. *effective bus routes. (I have seen buses pass by stops where people are waiting and not stop. Marked as going up the canyon and very few people on the bus). <p>PLEASE DON'T RUIN OUR CANYON JUST TO MAKE THE RICH RICHER.</p> | 32.2.9E; 32.2.9A | |
| 26476 | Bingman, Derick | Such an environmentally disruptive gondola is just another Utah boondoggle where taxpayers support the already rich at the expense of public education | 32.2.7A; 32.2.9E | |
| 36892 | Binjour, Matt | I don't think the gondola proposal will be as beneficial as expected. As inflation has caused many things to increase, I also believe that the proposed cost is extremely low and gives an even larger tax burden to the community. I'm putting in a formal comment to say I do not approve the proposal. Thank you for your time | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
|------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|----------------------------------------|
| 32424 | Bintz, Brian | I can't think of many projects that are a bigger waste of taxpayer dollars. Taxpayer dollars are meant to be used for the public good, not to benefit a privately owned company so they can profit. That is all this project is. To be able to carry more skiers to Alta and Snowbird so they can make more money. The visual aesthetics of the gondola its self isn't very pleasing. When I go up the canyons from Salt Lake I want to see trees and mountains and wildlife. Not a gondola wizzing by from mast to mast. To put it in a nut shell. I vote NO. | 32.2.9E | |
| 26655 | Birch, Ian | The proposed solution of a gondola will NOT solve the congestion problem in LCC, and will likely increase traffic instead. There are no busses to the base station, therefore more people will drive to the mouth of the canyon on basically two surface streets, causing more congestion. Once parking spots fill up, those that did not get a spot will have no other choice but to drive up the canyon. Fees to use the gondola will discourage groups from riding because it will be cheaper to drive. Travel time is too long on the gondola, so people will opt to drive anyways. The gondola will not stop at trailheads, so winter recreationalists will be forced to drive. Increase bus service with meaningful parking availability and widen the road, that is the solution to ACTUALLY solve congestion. | 32.2.6.5E; 32.2.4A; 32.2.6.5G | A32.2.6.5E |
| 37470 | Birch, Jack | Way too much tax payer money when there are only two ski resorts to profit from it. Electric busses please | 32.2.9E; 32.2.6.3F | |
| 25542 | Bird, Chaunceton | Please reconsider the department's plans to install a gondola in Little Cottonwood canyon. This costly option will result in an eye sore that interrupts the People's view and enjoyment of the canyon from top to bottom. Development at this scale is best suited for metropolitan areas--not wilderness. This unnecessary development will also contribute to the already decreasing enjoyment of the resorts at the top of the canyon. Crowds are already making a day at a ski resort a day of waiting in line, and finding a way to jam more people into the resorts will exasperate the problem (obviously). A gondola is a unduly costly, ineffective at alleviating accessibility issues, and would only decrease the public's enjoyment of the ski resorts. In sum, it is a bad idea. | 32.2.9E; 32.20C; 32.2.9N; 32.2.2PP | A32.20C; A32.2.9N |
| 37729 | Bird, Everett | Do not move forward with the gondola. It is a horrible idea, will ruin the natural atmosphere and feel of the canyon. | 32.2.9E | |
| 32351 | Bird, Kenzie | There are alternative low-cost solutions that will reduce canyon traffic congestion that can be implemented this ski season. These alternative solutions have been effective around the nation, including: <ul style="list-style-type: none"> - parking reservations, - priority parking for carpooling, - reduced fare UTA ski buses all season long, - regulated hitchhiking at the designated pick up/drop off spots, - digital signs at the base of the canyons indicating number of parking spaces available. <p>While the Gondola would only serve Little Cottonwood Canyon, these solutions can address congestion in both Big & Little Cottonwood Canyons!</p> | 32.2.2K; 32.2.6.3C; 32.1.1A | A32.2.2K; A32.2.6.3C; A32.1.1A |
| 35485 | Birrell, Bob | Here are my red flags: 1. UDOT does not have the funding for the \$550 million dollar price tag. So who is going to pay for this? Surely I don't want to pay for longer lift lines at two resorts. 2. There is no timeline on how long the project will take, considering they still need money, land approval, etc.. 3. \$550 million to help alleviate traffic for 4 months per year. I would rather spend this money on raising teacher's wages! 4. Just widen the road and add some more parking at Snowbird and Alta, that is a much better solution. | 32.2.7A; 32.1.2B; 32.2.2K | A32.1.2B; A32.2.2K |
| 35806 | Birrell, Doug | I do not want to see towers and gondolas going through the canyon obscuring part of the mountain side. These things never go as planned or cost what they say they will. They never stay on budget. I do not want to see the public being tax for other peoples recreational purposes. I am retired and pretty much live on a fixed income and everybody always wants to have a part of that. | 32.2.9E | |
| 26364 | Birrell, Sharee | Has anyone considered the feasibility of an electric cog railroad? | 32.2.9F | |
| 33888 | Birtcher, Susan | I was born in Las Vegas, NV, in [REDACTED], while my dad served in the Air Force. Both my parents were born and raised in the Salt Lake Area, Riverton and Bingham Canyon. Upon his discharge, we moved back to [REDACTED]. My parents built their first and only home in [REDACTED] on [REDACTED] at the base of Little Cottonwood Canyon. I love that Canyon! In the 1970's skiing was considered expensive but not out of reach. My dad and youngest sister skied every Sunday. My dad was not a wealthy man, he worked on KCC as a electrician. But now, everything has changed. Greed has taken over, only the very wealthy can afford the "Greatest Snow On Earth". So let them pay the price. Ruin our canyon for generations to come just so the elite won't be inconvenienced for less than 2 months? Ridiculous! I beg you to not let this project be accepted. Please think of the majority of the residents of this great state of Utah who want to preserve this beautiful and pristine canyon for everyone forever. Sincerely, Susan Birtcher | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 26704 | Birth, Monica | Please reconsider the gondola. The environmental impacts cannot be undone. This is a poor use of tax money as it primarily benefits the ski resorts and the people (many from out of state) who are using this road on a dozen or so prime days. Consider building a parking structure and limiting traffic to buses and certain permitted vehicles during peak times. This would alleviate the need for either expanding the roadway or building a tram. Thank you for considering my comment. | 32.2.9E; 32.2.9A; 32.2.2B; 32.2.4A | |
| 29780 | Bischoff, Jon | No on the gondola! Public money should not be spent on getting more people to 2 businesses! There will still be jams on the canyon road, but the gondolas only purpose is to get more people to 2 businesses to sell more ski passes. This is ridiculous. The pristine view of the glacial carved canyon will be destroyed with 200' towers sticking up. Crazy. Why this is even being considered is beyond me. | 32.1.2B; 32.2.2PP; 32.7B; 32.2.9E | A32.1.2B |
| 34394 | Bishop, Blake | The Gondola seems like the most inefficient and most expensive way we could solve the problem. A simple larger parking lot with more buses would be much cheaper and actually solve the traffic problems. | 32.2.9A; 32.2.9A | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
|------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|----------------------------------------|
| 29056 | Bishop, Eric | The gondola option is the best option available if the goal of the project is to line the pockets of resort owners and destroy the beauty of LCC. In comparison to the expanded bus option, this option is more expensive, slower, more destructive, and less versatile. The bus option is a year round solution and services more canyon users including those not going to the resorts. | 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 37576 | Bishti, Omar | Hey! Let's not build this thing! We don't need more Gondolas... we need to preserve precious wild spaces as much as possible. We don't need more beauty spoilt. Spend the money elsewhere! Please! | 32.2.9E | |
| 26333 | Biskupiak, Anya | I think the this is the worst idea on earth and I hate it. NO GONDOLA. | 32.2.9E | |
| 36510 | Bistline, Landon | I think it will greatly reduce the carbon footprint in the canyon because of the reduction in traffic. | 32.2.9D | |
| 30206 | Bithell, Candice | I stand with most residents of Sandy AGAINST the building of an expensive and unnecessary gondola. This proposal only benefits the ski resorts of Alta and Snowbird. I am an avid user of this canyon during all seasons as a hiker, biker, snowshoer, and climber. I am up and down this canyon, [REDACTED] throughout the year and have NEVER experienced a problem throughout the 28 years that I have lived here. Some congestion when the snow falls heavy and the canyon is closed? Maybe once or twice a year. MAYBE. This proposal is ridiculous and I, and my family of 5, are all against it. Please please don't do this to our beloved canyon or our wallets! I was shocked to learn that the gondola wouldn't even run in bad weather and that it will cost a fortune to park and then to ride! Please please start with more affordable solutions like tolling and busses and NO GONDOLA. The impact is HUGE and NEGATIVE. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.4A; 32.2.6.5K; 32.2.9A; 32.2.9E; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 29163 | Bitner, Kimball | Build the gondola | 32.2.9D | |
| 37457 | Bitton, Jeff | Gondola is a great idea. | 32.2.9D | |
| 26216 | Bizek, Lucy | Not the move. | 32.2.9D | |
| 37563 | Bjorklund, Jay | Little cottonwood no gondola | 32.2.9E | |
| 37458 | Bjorklund, Todd | Gondola B should be rejected. 53 yr resident of SL County, current resident of Salt Lake City, past resident Midvale and Sandy. The gondola benefits Snowbird and Alta directly, and as private businesses, they should pay for it if they want it. They should also pay any canyon tolls. Public funds should not subsidize private businesses like this. This project is not in the public interest, it is in the interest of two private companies. I've skied many days at both resorts, and believe strongly that they should pay for this themselves. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 38146 | Bjorkman, Kai | Please, please do not further irreversibly damage little Cottonwood canyon. There are other options that are less intrusive, cheaper, and more intuitive. Buses only on weekends and avalanche tunnels to name a couple. | 32.2.9E; 32.2.9A | |
| 36225 | Bjornson, Claire | I'm an avid skier and I don't own a car! I have been an avid bus user and I can tell you it works! Please increase bus routes on the weekends, and do NOT waste our tax dollars on an environmental catastrophe that will in no way fix our transportation issue. The answer is much simpler than the gondola- simple, usable bussing. | 32.2.9A; 32.2.9E | |
| 30449 | Black, Briton | Please do not build a gondola and instead pursue other transportation methods to deal with canyon congestion. I have grown up at the base of the canyon and love the view, and accessibility to some of the world's most premiere climbing locations, and resorts. I do believe that other transportation methods such as a bus lane, a toll booth, parking fees, etc. would more efficiently/effectively resolve the issues that we are seeing in the canyon today. | 32.2.9E; 32.2.9A; 32.2.2K | A32.2.2K |
| 28277 | Black, David | There needs to be a large parking lot at the base of LCC, with camera's and security. Then regular shuttles up the canyon. Stopping at all the locations people need to stop to ski or climb. | 32.2.9A; 32.2.6.3C; 32.2.6.3F | A32.2.6.3C |
| 30363 | Black, Dawn | I do not want to see our wildlife and natural surroundings disturbed because of the gondola. I vote against the gondola. | 32.2.9E | |
| 35187 | Black, Elias | NO GONDOLA | 32.2.9E | |
| 33799 | Black, Katrina | A gondola will be an eyesore, just like the sky resorts. do not cater to the out-of-state rich skiers with our state tax money. An ugly gondola, get real. | 32.2.9E | |
| 26713 | Black, Kenneth | Please do not construct gondolas in Little Cottonwood canyon. It will be a eye sore to one of Utahs most scenic areas. It is also unnecessary. Meter traffic if you must. Limit the number of cars using the canyon per day if necessary. Add a day use fee just to enter the canyon or make it toll road. Gondolas never! | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9E | A32.1.2B; A32.2.2K |
| 32833 | Black, Kenneth | The gondola option is a terrible plan. It is very costly. Will only operate during the peak ski season. It also will only take 20 to 30% of cars off the road. This will do nothing but add an ugly eye sore to the canyon while accomplishing nothing but spending money. This is a bad idea. Do not do it. | 32.2.9E | |
| 27500 | Black, Kenneth | The only responsible and equitable choice is the Gondola, however it should continue over to the resort's in Big Cottonwood | 32.1.1A; 32.2.9D | A32.1.1A |
| 31860 | Black, Kenneth | It is the best thing for the canyons | 32.2.9D | |
| 25662 | Black, Kordell | You are not going to solve the traffic problem with the gondola , you will just relocate the traffic jam to cottonwood heights. Have you ever tried to ride the buss out here. What a joke. Public transportation shouldn't be a disservice. | 32.2.9E; 32.2.6.5E; 32.7B; 32.7C | A32.2.6.5E |
| 34493 | Black, Kordell | Preserve the nature people are coming to see. | 32.2.9G | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
|------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|----------------------------------------|
| 27491 | Black, Matthew | I oppose Gondola Alternative B. I think so much taxpayer money should [not] be spent to service two ski resorts so few days a year. Also, I would like to see just a fraction of that money spent on other conservation projects in the canyon. Watershed and wildlife protections should be prioritized over increasing human use. As our population continues to grow, I would support limiting and capping access to the canyon. | 32.2.9E; 32.1.2D | |
| 25283 | Black, Will | I'm disappointed to hear that UDOT has chosen to ignore the overwhelming local consensus against the gondola. I would encourage UDOT to reconsider and listen to the locals who care about the canyon and represent the diverse user groups who enjoy it. We don't want a gondola! | 32.2.2PP; 32.2.9E; 32.2.9N | A32.2.9N |
| 31535 | Blackburn, Barton | I fully support the Gondola. | 32.2.9A | |
| 34708 | Blackburn, Beth | I don't see why we would put in a gondola-which can never be undone when we really haven't tried any other solutions... once gondola construction starts, that canyon will never be the same. I don't understand why we can't be a little more conservative and try out some other solutions first. Seems like a few people stand to make a lot of money off this project. Typical. Profits over common sense and profit at the expense of the environment. | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 31878 | Blackburn, Fiona | I do not support the Gondola alternative selected by UDOT. The permanent destruction to the natural aesthetic of the canyon is unacceptable and unjustified, especially to those who recreate year round and in the lower portion of the canyon. All users experiences in the canyon will be negatively impacted to improve the experience for only select users on a few high traffic winter days. Tolling and other alternatives that specifically target the congestion concerns on busy winter days without causing irreversible harm to our treasured local canyons is the only acceptable solution. | 32.2.9E; 32.2.2Y | |
| 26766 | Blackburn, Rachel | I do not agree with this as the solution | 32.2.9D | |
| 30827 | Blackhurst, Shawna | Please consider the terrible environmental impact a gondola, a 2500 space parking garage and widening the road in the small, tight, little area surrounding the entrance to Little Cottonwood Canyon. All neighborhoods in the Cottonwood Heights and Sandy areas would be impacted for years by construction, blasting, pollution, and delays, to MAYBE accommodate two weeks worth of powder days for powder skiers and snowboarders. The cart is being put before the horse!! We have been in a terrible drought for years!! If something isn't done about the condition of The Great Salt Lake we will stop having great powder days. Also, why is blasting and all of this invasive construction being considered so near the Wasatch fault line and major water supply area for the growing Salt Lake area and surrounding areas. There are very many more less costly, environmentally friendly, much safer solutions for everyone. This looks like big promoters needing to fill their pockets with no consideration for our community and the environmental impact on our states beautiful Little Cottonwood Canyon. Please stop this devastating choice to build this gondola and parking monstrosity. Please stop the widening of Wasatch Blvd, and please lower the speed limit to make our neighborhoods safer and more healthy for all. Sincerely, Shawna Blackhurst | 32.2.9E | |
| 36091 | Blackner, David | I fear the degradation of the canyon resulting from the installation of the gondola. I also fear its vulnerability to mechanical issues, weather, and even sabotage (recent BC incident). As much as I personally resist the idea, I think increased busing and fees during high use times is a more prudent course. Thank you. | 32.2.9E; 32.1.2F; 32.2.6.5K; 32.2.9A; 32.2.2Y | A32.1.2F |
| 27154 | Blackwell, Hanna | \$550 million dollars to put in a gondola that is used for 4 months out of the year is ethically wrong. If you were to put that money towards the public transportation that is already in place you could improve the buses to be electric, make them more comfortable, add more buses at a time, pay employees better, hire more bus drivers, provided them with benefits! And all this would be more effective and beneficial for the community and also cost A LOT cheaper. The only people who want the gondola in LLC put in place are those who are making money off it. Quit feeding the rich and this to your community and the people who live in the community. Citizens quality of life and happiness are a lot more important than a damn gondola. | 32.1.2B; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.6A | A32.1.2B |
| 26251 | Blaine, Tyler | Absolute dumb [REDACTED] idea and a terrible use of funds. You all should be fired for suggesting the notion. Absolutely disgraceful. | 32.2.9D | |
| 31733 | Blair, Andy | I am writing to express my disapproval of the proposed gondola up Little Cottonwood Canyon. The sole purpose of the gondola appears to be to appease the desires of the ski areas in the canyon to funnel more and more people to their businesses. The gondola does not take into account the many other users of Little Cottonwood who are not going to use the ski areas. Some examples are rock climbers, hikers, backcountry skiers, and snowshoers. The gondola is not oriented toward these user groups and will certainly have an impact on their experiences. This, coupled with the extensive environmental impact and mitigation on the canyon ecosystem combines to make this look like a complete boondoggle oriented to enrich the few at the expense of the many. The gondola appears to fly in the face of the multiple use principals of the Forest Service, which administers much of the Wasatch Mountain Range. This gondola should not be built. Thank you for your time. | 32.2.9E | |
| 29494 | Blair, Cynthia | Please reconsider. I am strongly against the gondola option, as are the majority of my friends and neighbors here in Cottonwood Heights. It benefits the ski resorts ay the expense of the tax payers. I would prefer reservation, carpool, and bus incentives | 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.9E | A32.2.2K |
| 28280 | Blair, David | I disagree with the gondola proposal. It does not make sense to me to have infrastructure like that tarnish the canyon view, only have 3 points to enter/exit and be infrastructure that remains all year to solve a problem that only exists in winter and mostly on fresh snow days and weekends. I would rather see restriction on cars when needed and supply a solution that is flexible like electric busses. That would also provide options for the many people that are not stopping at the two for-profit ski resorts the gondola will support. | 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.1.2B; 32.2.9E | A32.2.6.3C; A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
|------------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|----------------------------------------|
| 30918 | Blake Quintonn, Joseph | The proposal for a publicly paid for gondola to solve the problems of two over solicited businesses at the top of Little Cottonwood Canyon is preposterous. A \$1 billion dollar project to run people with the top 1% of incomes up to two PRIVATE ski resorts, not with my tax money. The answer is simple. 1. Force the ski resorts to offset their starting hours. (Just like in Big Cottonwood). Based on my observations in BCC this will solve 75% of the problem. 2. Charge a per trip toll for all cars with less than 4 people. If there are still too many private cars then only allow buses from 7:30-10:00. 3. Buses (UTA's cynical ploy to cut busing to the ski resorts this season, are you kidding). Increase bus frequency. Make individual runs to all 4 ski resorts. 4. Use the toll to fund three lane wide avalanche sheds. 5. Expand the road to three lanes with one lane alternating, if necessary (it won't ever be necessary, the ski resorts and back country are already beyond full).The gondola will take too long to ride. Will take too long to get to (one pick up point, rather than disbursed pick up points). Will destroy too much of our water shed. Won't operate in heavy weather. The gondola stinks of corruption and will be a publicly paid for boondoggle of international fame.Stop the LCC Gondola! | 32.2.9E; 32.2.2K; 32.2.4A; 32.2.9A; 32.1.1A | A32.2.2K; A32.1.1A |
| 31454 | Blake, Chris | I don't want the gondola at all. I'm an avid snowboarder. I've been riding and skiing in these mountains often since 1984. The most awesome thing about the Cottonwood canyons is that they haven't sold out as much as resorts in Park City, Vail, and others. | 32.2.9E | |
| 28811 | Blake, Jennifer | We do not want the gondola! This will not help the problem at all. Why don't you start charging for parking instead? Or invest in electric busses? This is a HUGE waste of money and resources. | 32.2.9E; 32.2.9A; 32.2.6.3F; 32.2.2K; 32.1.2B; 32.7C | A32.2.2K; A32.1.2B |
| 31082 | Blake, Kathy | Spending over \$500 million on a gondola to service a single canyon is a bad idea. Building the gondola is a bad idea. This decision smacks of special interests and ignoring public opinion. It's a terrible idea. I am against it. Please don't build the gondola and come up with another alternative. | 32.2.9E | |
| 36969 | Blake, Robert | Hello, I think we should find another solution that meets the needs. Austin, tx was going to a similar project and ended up. It completing it as it would not move people on volume & effectively. In addition, I think it would detract from the beautiful canyon views. | 32.2.9E | |
| 35340 | Blake, Sarah | This Gondola is not the right option!! My name is Sarah Blake, I'm a Utah voter and we ski at snowbird all winter. This Gondola does not seem like the right option. With having a family of little kids, it would do nothing more than create a big headache for all families that ski up there. It seems it would be long waits and not not time efficient- and disturb the natural beauty of the canyon and climbing areas. Let alone, the cost it takes to fund this project is CRAZY. That money could be used in such a better fashion. I believe other options are a better choice for our community like better bus service, no single driver cars, tolls etc. Thanks for you time, Sarah Blake | 32.2.9E; 32.2.9A; 32.2.4A | |
| 28223 | Blake, Todd | I am an avid skier. Building a gondola is a terrible idea. The resorts are already too full to be considered safe. The resorts don't need more people. Furthermore, the traffic is only bad at open and close times. The gondola will never get enough use to justify the cost. | 32.2.9E; 32.2.0C; 32.1.2B | A32.2.0C; A32.1.2B |
| 27959 | Blanchard, Anna | The gondola is does not make sense for a traffic solution. We need different solutions that don't have a huge impact on our environment as well as our tax payers money. This is outrageous. | 32.2.9E | |
| 29718 | Blanchard, Kristin | Have you ever stood in a long line to wait for a gondola? It's maybe even more annoying than waiting for traffic. Please please please don't let this porky boondoggle of a project mar the beautiful canyon. There are myriad things UDOT should try before even considering a gondola, including enhanced bus service. As a skier and outdoorswoman I dislike the traffic but this option to address the traffic issues is ludicrous and everyone who isn't set to make money off of the gondola knows it. Please do the right thing. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |
| 34558 | Blanchard, Kristin | Please please please do not spend my hard earned taxes on this stupid gondola. There is no feasible way this boondoggle can fulfill the needs of the traffic in the canyon. Any other assertion is foolish. | 32.2.9E | |
| 30931 | Blanco, Robert | I support the gondola alternative | 32.2.9D | |
| 33763 | Bland, Bob | I have lived in SLC since 1988, and regularly recreate in both Little and Big Cottonwood canyons. The proposed gondola "solution" is a solution to a problem that is minimal at best. The negative impacts far outweigh the perceived benefits. The main beneficiaries are to the ski resorts and to the construction companies who receive the contracts. And, I suspect, to the government officials who give out those contracts. It would be of no benefit to me or anyone I know, in fact since my tax dollars will be used, it would be at a cost to us. Not just financial, but also in our access to our PUBLIC recreation lands. This canyon has a long history of use by many, many people for many different activities. Because these are public lands, our access to our preferred activities has every bit as much importance as the proposed "improved" access to the resorts. Do the right thing here. Show that you represent ALL area constituents, not just donors and politicians and the construction companies who are given the contracts. Why not try more buses? | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 29630 | Blankenship, Wendy | Please commit to fees, increasing bus service, and limiting the amount of people who can enter the canyon first. See if those things work. Please do not build a gondola before trying all other options that are less impactful on the environment. | 32.2.2K; 32.2.4A; 32.2.9A; 32.2.9E | A32.2.2K |
| 36011 | Blanton, Ally | Please think about generations to come and the threat this gondola poses to a water shed so crucial and valuable to a state where our water source is not abundant as is. This gondola in no way provides an environmentally sustainable solution and it is unethical to pitch it as such, especially because skiers and traffic are not restricted to using the gondola instead of driving up the canyon. This is solely for the purpose of ensuring the profitability of 2 privately owned resorts, because Dave | 32.1.2F; 32.2.9E | A32.1.2F |

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| | | Fields made a reckless financial decision to allow the partnering of snowbird and Alta with Alterra, and now he's scrambling to net that lost revenue. If this wasn't for the sole interest of Snowbird, Snowbird wouldn't have quietly purchased the land the base of the gondola is to be built on. The people see it. We're not stupid. Please, I beg, please do not destroy such a beautiful canyon and deplete our water supply for the financial interest of one ski resort. PLEASE THINK ABOUT GENERATIONS TO COME. | | |
| 37288 | Blanton, Victor | <p>Your "options" ignore local seniors. The gondola, which requires multiple times loading, unloading, and transporting between boarding, seating, and exiting while lifting and carrying skis, poles, boards, and bags, is only practical for the younger, more physically capable patron. The bus, which you encourage as an alternative to the gondola, puts Americans with Disabilities Act and Amendments (ADAAA) protected individuals with compromised immune systems at considerable risk of viral and bacterial infections should they choose to ignore doctors' advice to refrain from using public transportation. Only the private vehicle is practical for said senior and/or immune-suppressed population, yet you threaten its use with an outrageous suggestion to impose upon the driver a toll of \$25 to \$30 per day if he or she drives up the canyon. Among locals, its highly possible that he or she has driven the canyon for much of his or her lifetime, to gain access to the reason they made their homes here.</p> <p>No less troubling as it pertains to local seniors is the seemingly seemingly willful intent to force a senior or immunosuppressed person to carry at least one other occupant in their vehicle else pay a higher toll or parking rate.</p> <p>Otherwise, as for the gondola, it will not run when the canyon is closed for avalanche danger; it likely will not get any serious powder skier or boarder to Snowbird or Alta in time to enjoy a morning of fresh powder; it will cause long term degradation to the water shed (from setting and continuously maintaining the base towers, cables, etc); and it will be an eyesore that takes from the canyon's beauty. It will be an attraction to tourists from around the world, and it will compound traffic problems on Wasatch Boulevard and 9400 South.</p> <p>I believe that traffic problems in both Little Cottonwood and Big Cottonwood Canyons are overstated by the local "visionaries." I drive LCC more than 100 days per year, mostly during skiing season. Yes, there are days when the canyon is appropriately closed due to risk of avalanche danger. Loyal locals take the good with bad. And October fest will cause a parking lot on the road for those who set out in mid to late morning. The load of traffic on the road has come and gone, peaking in later years largely due to the IKON PASS. But many old-timers will remember when travel up the canyon was slowed to less than 10 miles an hour behind tour buses that, when parked in Alta's Goldminer parking lot, could number more than 50 or 60. This sometimes caused a 30 to 40 minute lift line when the resort opened. The merge lane at the canyon entrance has helped the uphill flow, and changes routing traffic exiting the resorts has lessened exit difficulty and improved safety. Nothing's perfect. The road is fine without making changes that could invite more harmful development in the canyons.</p> | 32.2.9E; 32.2.6.5E; 32.1.2B; 32.2.2K | A32.2.6.5E; A32.1.2B; A32.2.2K |
| 34751 | Blaszczak, Matylda | As a lifelong Utah resident and frequent Little Cottonwood visitor, I oppose the gondola. I feel that the gondola would be a poor use of tax payers' money as many Utah residents, particularly those living in and around the Little Cottonwood area, do not support the gondola. I also fear for its environmental impacts as big projects like this can have detrimental effects on the environment. This is especially important for Little Cottonwood's watershed. Finally, I believe that there are more sustainable options that have far more public support. Such as the continued development of bus routes. | 32.2.9E; 32.2.9A | |
| 29921 | Blattenberger, Beth | Improved bus service and parking are all that is needed for both winter and summer. No need to widen the road if frequent busses are available serving all Canyon destinations. | 32.2.6.3F; 32.2.9A | |
| 26053 | Blauch, Jason | <p>No to the LCC gondola.</p> <p>There are other solutions that have precedent and are much more pragmatic. See Zion Cny bus system as an example. A gondola makes zero sense. Who is being pandered to with this plan? Definitely not the majority of residents in the Salt Lake Valley.</p> <p>Hard NO to this imprudent and destructive idea.</p> | 32.1.2B; 32.2.9E; 32.2.9N; 32.2.2B; 32.2.2PP | A32.1.2B; A32.2.9N |
| 28529 | Blauvelt, Pieter | I sincerely hope that implementation of a toll along with limited road improvements (snow sheds) and an improved bus system is seriously developed as part of a phased approach. Along with the toll, UDOT should allocate resources to enforcement of the traction law. I believe that these developments, if implemented, could vastly improve the situation today and for a very long time into the future. A phased approach should be implemented which evaluates the effect/improvement of the early phases before committing to a final phase - implementation of the gondola. The gondola solution sounds good at a high level, but when you study the details there are serious flaws in the current proposal that need to be addressed: 1 - Most skiers will not want to put on ski boots in the lower gondola parking garage/base station, more than an hour before they have actually arrived to load one of the ski lifts at Snowbird or Alta. The exit points for the gondola stations at Snowbird and Alta are not conveniently located near any existing lodges. This will require additional transport solutions and time to travel to the lodges. 2 - Same issue as (1), except with return trips down canyon at the end of the day. There need to be accommodations made for skiers to remove boots/gear in one of the ski area base lodges and prepare for the gondola ride back down the canyon before entering the gondola station. 3 - Avalanche mitigation activities at Alta and Snowbird will continue to prohibit individual travel outdoors for periods of time in the morning (INTERLODGE). This will be most effectively managed by NOT allowing gondola loading to occur until avalanche mitigation activities are completed. Thus gondola loading will be delayed on heavy snow days regardless of UDOT avalanche mitigation activities. This will result in a backup of people waiting to load the gondola. Waiting in line with ski boots/gear on will not be desirable, many will opt to wait in their idling vehicles. A solution needs to be developed that allows the gondola to operate during avalanche mitigation activities with upper station capacity to allow INTERLODGE enforcement while the gondola operates with passenger arrivals. 4 - The Gondola B option is designed to encourage car traffic going directly to the base of LCC. The parking garage capacity has been increased to 2500 with Gondola B option. The parking garage structure has been increased to a much taller structure Gondola B option. Yet it was apparently determined that these changes are not significant in terms of environmental and community impact. This is a false determination and further study should be required regarding these changes. I believe that these changes are significant and detrimental. Also, these changes detract from achieving a long term goal of incentivizing public transportation use rather than increased individual automobile traffic. | 32.2.9A; 32.2.9R; 32.2.6.5H; 32.2.9E; 32.2.2M; 32.2.9K; 32.7B | A32.2.9R; A32.1.2H; A32.2.6S |

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| 32398 | Blaylock, Joe | I am a murrayite concerned about the gondola project. I like everything in your phased plan except the gondola. Please do have tolling. Please do expand bus service and go to electric buses. Please do improve road maintenance, while protecting the environment, recreation, and ensuring bicycle access. Please do explore other alternatives. But lay off the magic flying sky box, I don't think it's the right way to move people around. | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 29754 | Bleeker, Kurtis | I am opposed to a gondola in Little Cottonwood canyon. It will destroy the canyon. And the taxpayer will end up paying for the destruction. | 32.2.7A; 32.2.9E | |
| 30159 | Blenkhorn, Sarah | What is the point of comments if they are not being read or considered? Over half of the citizens of Salt Lake do not want the gondola. Climbers, hikers, and bikers who travel to this canyon for their world-class routes and trails will not come here. People will move away. This is not the best option, just a greedy one. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 29327 | Blevins, Jill | No Gondola! We live in Cottonwood Heights and have been carpooling for years to ski and hike in the canyons, BCC & LCC. Education and less intrusive environmental impact options must be given their chance to succeed before we built something we regret. Sound reason must prevail; use this time wisely to rethink better solutions for our canyons and our communities. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 38371 | Block, Quinton | Hello, my name is Quinton Block and I am 15 years old. I love skiing. My mom has been both a mountain host at snowbird and a nurse at snowbird. I have skied Alta and snowbird since I could barely walk and they are my most favorite places in the state. I ride the bus up or drive every weekend to ski. However, when the snow gets good the traffic gets bad. Something needs to be done, and the gondola is not it. I'm sorry but the gondola is quite simply a horrible idea. For many reasons. Given how much snow we get, it would require constant maintenance and a large workforce just to keep it running which costs a lot of money that should be put elsewhere. Also, there would be avalanches which could easily take down towers and that would cost a lot to fix. Not to mention the cost of building the thing. The cost of electricity would be stupendous. It would take much longer than a bus, and it would not be more efficient. No matter which way you look at it there are blaring problems. I could sit here and type out all of the reasons I hate it. However, that would be a long and boring email and I'm not about that. I'm sure other people have done that and I agree with them and their reasons. I want to be able to access my favorite resorts, but I will not do it via a gondola that takes forever and will waste a ton of money that could be used for literally anything else. Hope you realize what you are doing because everybody hates it. Lots of love, Quinton Block P.s. - Do humans actually read this? I hope so. | 32.2.9E | |
| 32682 | Block, Vanessa | Good morning! After reviewing the information above, i am very against the gondola. it does not seem like a solution for all users of the canyon, and creates a very unsustainable plan for the residents of Utah. This appears to only benefit and serve the tourists looking to ski, and does not create a long term solution for the use and needs of the canyon. i am in favor of regulating use days, NO GONDOLA | 32.2.9E; 32.2.2K | A32.2.2K |
| 25543 | Blomgren, Anamika | Lets not ruin the canyon scenery and ecosystem with a horrible gondala. Thanks | 32.2.9E | |
| 35881 | Bloom, Kim | I live at the bottom of Little Cottonwood Canyon and am against the gondola. It only benefits the resorts and wealthy visitors to those resorts. Locals will not pay to still drive to the bottom, to park, and ride the gondola. Electric busses are a much more practical solution....or retrofitting the existing railroad tracks for a Trax-style train. This is the rich getting richer on our tax-payer dollars. | 32.2.9E; 32.1.2D; 32.2.6.3F | |
| 29838 | Bloom, Laura | I do not support the gondola project. Doesn't matter to me who is footing the bill, I do not want a gondola. Ski resorts are already overcrowded. Piping more people via an ugly gondola is only going to make matter worse. Please listen to the taxpayers who have been making it clear for years that we don't want this. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 25553 | Bloom, Pamela | I support the gondola option. I feel it will enhance and provide stunning views, less impact and an elevated access to resorts that can be found in a world class destination. | 32.2.9D | |
| 38952 | Bloom, Samuel | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |

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| | | access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. Sincerely, Samuel Bloom [REDACTED] | | |
| 28956 | Bloom, Samuel | Please do not build a gondola. The public is overwhelmingly against it and it is unjust to use taxpayer dollars to fund a project that will only benefit private resorts. There are many faults in the design including that it only serves these resorts, it doesn't account for inevitable low snow years when it is not possible to scale whereas bus service is. Additionally, it will be unlikely to get used at a high capacity on any day where traffic is not serious, therefore, it is a huge scar on the canyon to solve a problem that occurs for at most several hours each year. It cannot be reversed and will permanently mar our beautiful public lands that make the wasatch so special. | 32.2.9E; 32.2.7A; 32.1.2B | A32.1.2B |
| 30749 | Bloom, Samuel | Please do not build a gondola in LCC. It will not serve any other canyon users other than those who patronize the ski resorts, it is a short sighted plan, and it will permanently mar the beautiful canyon. It is imperative that resources be allocated to relieve the traffic issue prior to any construction in the canyon. Please do not build a gondola. | 32.2.9E | |
| 34525 | Bloom, Samuel | This proposal is short sighted and adequate attempts should be made to mitigate traffic before any construction in the canyon takes place. Do not build the gondola! | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 30709 | Blot, Philippe | Preferred alternative does not address BCC, which is the busiest 2 lane highway in UT. Also, UT taxes should not be used to grow Alta nad Snowbird businesses over their competitors. And there may not be any snow to ski on by the time the gondola is built. | 32.1.1A; 32.2.2E | A32.1.1A |
| 27751 | Blot, Philippe | Why should the Utah tax payer pay for Alta and Snowbird business growth plans? | 32.2.7A | |
| 32381 | Blow, Joe | The gondola sounds like a gift to the ski resorts at the expense of tax payers!!!! | 32.2.9E | |
| 28254 | Blum, Harold | The natural beauty of Little Cottonwood Canyon is a precious recourse that cannot be replaced. I am horrified that UDOT wants to use tax payer funds to desecrate the canyon by building a gondola. Generations of Utah's will be harmed by building a gondola. There is already a very simple solution to the problem of traffic in the canyon. -Charge a \$20 toll for entering the canyon (or make resorts charge \$20 for parking) -Use the funds from the toll to pay for expanded bus service and building parking structures outside the canyon. I find it ridiculous that UDOT wants to build a monstrosity with my tax payer money, rather than implement the above common sense solution. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 30879 | Blum, Mary | Despite the public opposition to the Gondola, UDOT made a done deal with the developers. Who on UDOT got paid off to do this? | 32.2.9N; 32.6A | A32.2.9N |
| 35360 | Blumenthal, Katey | I am against building the gondola. It will not deliver more skiers to resorts than buses. It puts an undo burden on tax payers to support a problem that ski resorts creates and need to solve themselves. It will ruin recreation for climbers, trail runners, hikers, and mountain bikers throughout the canyon. I am concerned about the construction impact on our watershed and ecology. Why not work on multipronged solutions with lower impact first? The gondola will forever scar our already abused canyons. The gondola is sure to be a failed solution. | 32.2.9E; 32.2.7A; 32.1.2D; 32.1.2F | A32.1.2F |
| 31683 | Boardman, Kelly | Please NO gondola. It just doesn't make sense. We need sustainable integrated transportation solutions that include BCC and Wasatch Blvd. [REDACTED]. We need to capture ski traffic at the gravel pit and get people on buses. Having people drive to a gondola loading station on Wasatch will make the area congeosnd take away from the aesthetics of Cottonwood Heights. BCC has gotten really congested over the past few seasons and the gondola does nothing to address this while destroying the beauty of LCC. The gondola is also resort centric and should not be paid for with tax payer dollars. | 32.2.9E; 32.2.7A; 32.2.6.5E; 32.2.9A | A32.2.6.5E |
| 30473 | Bobbe, Cathy | Please re-evaluate any decision to build a gondola to transport seasonal skiers up Little Cottonwood Canyon. It is such an extravagant, unrealistic solution to a complex problem. How much time will a skier need to get up the canyon? Drive to the lot, park car, take shuttle to the terminus of the gondola, board gondola (waiting for a turn with others to get on), travel up the canyon to the resort, ski for the day & then repeat to get back - at the same time all the other skiers want to get home too. How practical is this? How much will it cost, on top of lift tickets, for each skier? What has happened to supporting our local kids & skiers? Who can afford this in time & money? (not the tax payers...) We can't destroy our canyon for the benefit of out-of-state Epic & Ikon pass skiers. Visually it would be a travesty. A carnival ride in our natural beauty that will break down & eventually need to be torn down. What about our watershed? Can you guarantee no destruction to this limited resource, especially in a drought? For what? Who benefits? Who pays? Why destroy? What happens when our snow disappears because of climate change? Please re-think this terrible idea! It only benefits a few - if anybody. Sincerely, Cathy Bobbe | 32.2.9E; 32.7C; 32.2.4A; 32.12A; 32.2.2E | A32.12A |
| 26603 | Bobetich, Greg | I want to state that I am strongly against any proposed gondola for Little Cottonwood Canyon transportation. I feel that a gondola does not solve the transportation needs for myself or many members of my community. Furthermore I would like specific details about how the half a billion dollar project will be funded and how Utahns can be certain that the proposed budget will be enough to see the job is completed within the budget perimeters and on time. I can't help but think of the story of the Californians bullet train to nowhere that was never completed, which was a project for a high-speed rail system in California that was not able to raise the capital needed to complete the job after it was started. I strongly feel that implementing solutions that reduce traffic in the canyon is the answer for the short and long term, especially when the proposed solution is so expensive, publicly funded, and does not run 24/7 or even year round. | 32.2.7A; 32.2.9E | |

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| | | If this project is to move forward, I would like to the ski resorts to pay for it. Not the government, which is responsible for funding never ending construction projects, or any members of the community which opposes it. Sincerely, Greg Bobetich | | |
| 28943 | Bock, Olivier | The implementation of Gondola B would be a massively destructive project serving the interests of a few while ignoring the wishes of the majority. Little Cottonwood Canyon as well as the ski resorts at its end are unique and wonderful places and should be left as they are, as much as possible, and without the exorbitant impacts and expense currently proposed. It is possible, with methods already discussed (such as permitting and reservations) to manage traffic in the canyon without going to the extreme. Gondola B is extreme and would be a disaster that could never be undone. I am opposed to Gondola B. | 32.2.9E; 32.2.2K | A32.2.2K |
| 25846 | Bocock, Alex | One of the very few positive developments that resulted from COVID was that both Alta and Snowbird instituted parking restrictions. These worked beautifully at reducing the traffic jams into the canyon. It is clear that a combination of tolling and parking restrictions will solve the traffic problem. These solutions would cost the tax payers nothing. In fact, a tolling system in the canyon would be net positive to taxpayers. Please re-evaluate the need for a gondola based on traffic data gathered over the last winter. | 32.2.2K; 32.2.4A; 32.2.2Y; 32.2.2PP | A32.2.2K |
| 25855 | Bocock, Alex | I'm glad to hear that there will be a phased approach. I hope that UDOT will maintain an open mind. If Phase 1 (enhanced bus service and tolling) are effective at reducing traffic jams, I hope it will consider extending Phase 1 in order to collect enough data to possibly revisit the whole gondola question. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 32742 | Bocock, Alex | The fact that the four impacted municipalities (Alta, Sandy, Salt Lake City, and Salt Lake County) are all opposed ought to carry significant weight. These are the entities that will have to live with this mistake for decades. Please weigh their concerns heavily. | 32.2.9N | A32.2.9N |
| 33370 | Bodell, Brandon | I have changed my opinion on this. I don't think the gondola is the best option. I think there are a few key elements which have contributed to this change. First, the time it takes to get up the canyon is the most prohibitive. There are several days each winter where I just want to go for a quick ski run and running 15-20 minutes up the canyon is super easy and quick. Second, I really think the towers, cables, etc are not great to look at. I think we should do everything possible to preserve the beauty of that canyon. Last, the cost burden. I just simply don't think it's worth all this money. | 32.2.9E | |
| 25744 | Boden, Jacob | I am against the gondola. Check out the photo of LCC on this website. It is of a sweeping canyon with no manmade objects in sight besides a small road and a parking lot. Do we really want to add more urban sprawl to one of the last remaining pieces of undeveloped land in the area? Who wants to ski, hike, or climb in this canyon with views of wires, towers and other man made objects obstructing the view? Once we put that stuff in there is no going back. I want my kids and grandkids to enjoy the majesty of this canyon in the same way that I have been able to. There are other ways to cut down on traffic and I think those ways should be explored and invested in. What makes our canyons wonderful to recreate in is the natural beauty. If we loose that then we loose what makes our canyons great. | 32.2.2PP; 32.2.9E; 32.17A | |
| 26041 | Boehme, Sheryl | It is a mixed bag of worms but a big concern to the environment and also all the citizens living in Salt Lake County and especially the majority of we who seldom go up little cottonwood canyon. Yet our taxes would fund an elephant that mainly is used by skiers. Many people who use the canyon would be negatively effected. I would hope that the decision will be a win-win for we who live and pay the taxes verses those who benefit without paying any taxes. Please rethink your decision UDOT. | 32.2.2PP | |
| 36625 | Boehme, Sheryl | Please do not put the giant eye sores in Little Cottonwood Canyon. The number of people who would not benefit from the gondola, far out weight those who would. The gondola is not for Utah. End of discussion. | 32.2.9E | |
| 26935 | Boer, Olivia | It's simply a stupid idea. Let's leave nature alone. Please don't ruin the beautiful views. | 32.29D | |
| 27567 | Boes-ingraham, Margret | I am opposed to the gondola in Little Cottonwood canyon. I no longer ski and like to hike in the canyon. The gondola will be of no use to me. I am opposed to supporting Snowbird and Alta ski resorts with my tax money. The gondola only running during the ski season and not stopping at any trailheads is criminal. Skiing has gotten so expensive it is unaffordable for families and many Utah residents. Please do not build the gondola. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.6.5G | |
| 28682 | Boettger, David | I live by Wasatch Blvd which is the only north-south corridor along the east bench and serves as a busy commuter route. So why would you consider spending \$500 million on a stupid gondola to solve an intermittent seasonal traffic problem that affects few county residents before you widen Wasatch Blvd? Answer. You should not. Furthermore, that money would be a nice start to establishing an east-west freeway mid valley. UDOT seems to want to completely ignore this issue which would benefit far more travelers by 10,000 X. Work on these priorities, promote more canyon car pooling and bus ridership, consider a toll for big and little, but otherwise leave the canyons alone. | 32.2.9E; 32.1.2B; 32.2.9A; 32.2.2Y; 32.1.1A | A32.1.2B; A32.1.1A |
| 33974 | Bogardus, Lisa | As a Sandy Utah resident I am opposed to the Gondola due to cost (550 million), unsightly infrastructure (towers, etc.), construction impacts, and only benefits some skiers and it only serves 2 private ski areas on a seasonal peak basis. I would prefer enhanced bus service to address peak needs during weekends, holidays during the winter. | 32.1.2B; 32.2.9A; 32.2.9E; 32.6A | A32.1.2B |
| 33656 | bogart, henry | STRONGLY OPPOSE GONDOLA! Why destroy the canyon when traffic is only a real problem for some user groups, and only on the snowy weekends. | 32.1.2B; 32.2.9E | A32.1.2B |
| 31321 | Bogart, Nash | The gondola is not the solution to canyon congestion and caters far more to the resorts than the skiers living in the valley. | 32.2.9E | |
| 29931 | Boggan, Pierce | While I appreciate the hard work that went into crafting this proposal, I strongly oppose this project. First, it destroys the natural beauty of the canyon. Despite being right next to a major metropolitan area, LCC feels and looks wild. A gondola ruins that. Second, if the real aim is to solve the transportation issue, this is not the | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | solution. The throughput of the system is not high enough to significantly alter the traffic situation in LCC. Additionally, most of the load will be coming early in the morning and around closing in the afternoon, so there won't be a steady stream of riders. Thus, from a traffic perspective, it doesn't really solve the problem. Finally, why does this problem need solving at all? Yes, it's not fun to sit in traffic, but the good thing about LCC is it doesn't get torn up from human use because there is a natural limit to how many people can transport up the canyon and park. A gondola ruins that. This is not a good use of our tax dollars, and only stands to benefit two major private resorts. Keep LCC wild. | | |
| 28318 | Bogin, Eric | YES! Gondola is the only relatable answer. Thank you for making the right choice and not submitting to political pressure. | 32.2.9D | |
| 34516 | Bogusz, Sylvia | I am an outdoor enthusiast, a climber, and your constituent. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction. The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered. I hope you will consider opposing the Little Cottonwood Canyon gondola in favor of better solutions. | 32.2.9E; 32.29R; 32.4B; 32.2.2I; 32.2.6.3C; 32.2.6.3F; 32.2.9A | A32.29R; A32.1.2H; A32.2.6S; A32.2.2I; A32.2.6.3C |
| 26633 | Bohling, Josie | I am opposed to the use of tax payers money to fund a gondola so private business can increase their profits. I am equally opposed to the destruction to the canyon and the visual beauty of Little Cottonwood canyon so ski resorts can increase their visitors. This is a peak flow issue 20 data out of the year. This canyon is for more than the ski resorts. It's a place of peace and beauty all year round for residents and visitors. Please do not support the destruction of such a treasure. How about the ski resorts pay for their own busses that are super durable for snow. They pay to increase their profits not the taxpayers | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 31963 | Bohling, Josie | I do not support the Gondola. Using tax payers money to pay for the ski resorts private industry is criminal. Even if the roads are crowded the number of Utahans who actually can afford to ski dies not proportionally justify this cost. Let's use tax money to benefit all of Utah! Education, Homeless, Filling the Salt Lake, clean air infrastructure. The list of priorities are huge and funding private industry dies not make the list. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 28447 | Bohman, Robert | Where are the massive towers supporting the cables in the gondola renderings? The gondola project is nothing more than special interests and self-serving politicians using government and public funds to enhance their self-worth. What is the personal costs of a family of five riding up the canyon in a vehicle compared to parking and riding the gondola? Snowbird wants \$40 per person to ride their much shorter tram. This is nothing but a special interest project that will change the character of the entire canyon, increase public costs to access the canyon, and increase the time and inconvenience to get up and utilize the canyon over other options. | 32.17A; 32.17F; 32.2.4A; 32.1.2B | A32.1.2B |
| 31140 | Bohmholdt, Andrea | The gondola is a benefit to the resorts so why aren't the resorts paying for it? Some resorts have been charging for parking as a windfall profit instead of contributing funds to more buses. We should add buses, increase frequency and connectivity to routes and limit automobiles in the canyon by creating tolling and carpooling requirements before considering a gondola. | 32.2.7A; 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 27183 | Bohne, Cleve | Being a general contractor, I can understand the devastating environmental effects of construction on land. Our canyons are our crown jewels and it is our responsibility to keep them pristine. We need to look at limiting traffic up the canyon, not expanding it. Do what is done up Millcreek Canyon and charge a fee. Limit the amount of vehicles like they do at National and State Parks. Building a gondola system is a waste of money and destroys the environment. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.9E | A32.1.2B; A32.2.2K |
| 27175 | Bohne, Sherri | Biggest waste of our tax dollars ever for 3 months out of the year that there are "traffic problems" up Little Cottonwood. Here is an idea...Use existing bus systems and limit the amount of people going up! You could make reservations. You could have people with the last name that starts with A-J on one day while the people with K-Z the next day. You could limit the number of vehicles by having a guard station set up (a lot less expense than a gondola) whereby you would only have 100 (or whatever is appropriate to not create too much traffic) cars a day go through, and once the quota is met, the guard station turns everyone else away, til the next day. You could also do priority parking for those vehicles that have 3 or more occupants in them. Little Cottonwood canyon is a treasure, let's not destroy it by putting in a money wasting, land destroying gondola. | 32.2.9E; 32.2.2K | A32.2.2K |
| 34226 | Bohs, Lynn | I am disappointed and in complete disagreement with UDOT's decision that a gondola in Little Cottonwood Canyon is the preferred alternative. I am a professional biologist and an avid user of the Wasatch canyons in all seasons. Little Cottonwood Canyon is a treasure and one of the most beautiful places I have ever been. The intrusive gondola would ruin it forever, and for what? To transport people to two ski resorts. Furthermore it is being financed with OUR TAX DOLLARS without a vote or referendum. There are many other solutions to winter traffic congestion in LCC that UDOT itself enumerates in the phased implementation plan. These include improved bus service, snow shed construction, widening the road for all or part of its length, limiting canyon visitors during peak usage times, and implementing fees or tolls. As UDOT explores these alternatives we will get a better idea of what measures are most effective in alleviating the traffic problems. There is no need to construct an expensive and intrusive gondola when other measures have not been tried. The gondola is a terrible and selfish idea that will tragically ruin our beautiful canyon. Please give up on this plan. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9K; 32.2.9N; 32.2.9Q; 32.29R | A32.1.2B; A32.2.2K; A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 36342 | Bois, Neah | Again, I would like to reiterate that a Gondola is NOT a smart, sensible, and long-term solution for LCC. I find it ludicrous that UDOT is implementing a phased approach while they will try to scrounge up money from investors and the ski resorts to pay for the Gondola. If the gondola is the best solution, why are you implementing buses and tolls? It's clear you think these solutions can work, so why is the gondola even on the table? You are clearly going against the will of the people (the taxpayers who will be funding this scam to line the pockets of the rich) and are buying into the interests of the ski resorts and outside investors. Busses and tolls CAN work, which you must know because you are planning to implement that. A gondola is not a viable option. It will destroy the canyon's natural beauty, bring thousands more people into a watershed already on the brink, and catalyze the resorts to grow bigger and faster when they cannot handle that capacity. | 32.2.9E; 32.1.2F; 32.1.2B; 32.29R | A32.1.2F; A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Furthermore, this will make LCC a viable option for the Olympics, which is NOT in the area's best interest. Why is the state spending upwards of \$500 million to fund a gondola for ski resorts, but won't fund saving the great salt lake which makes it so we have such great snow? This is an absolute waste of money, money which could be funding the advancement of electric busses, wage increases for bus drivers, toll booths/operators, and road widening. The gondola should and must be taken off the table as an option. In 10 years if the canyon's traffic is still problematic, then maybe we look to other solutions. UDOT is putting the cart before the horse and we are being run over by the cart. There are better solutions, solutions that will work and make a positive impact for all of us. Reminder, you are a state entity and are responsible to the people. Do not lose sight due to the money symbols in your eyes. Do not move forward with the gondola. Move forward with busses and tolls. Do the right thing. | | |
| 32992 | Bokelman, John | Putting in a gondola would be a environmental bad move , it would only benefit the rich . NOT the Eviorment which needs to be persevered in these days , of losse of natural beauty . So do the right thing , an don't bow to rich capitalism which only want to benfit off our beauty land . Thank you for listen John Bokelman | 32.2.9E | |
| 26392 | Bokinskie, Chloe | Kindly note, the outdoor recreation in LCC is the epitome of what makes Utah and each of our canyons unique. The large scale infrastructure that will ultimately destroy many climbing and hiking routes will leave many like me devastated. Others will not have the opportunity to explore the variety of routes and trails those areas offer. The gondola project will obstruct views and will displace many animals; it may relive ski traffic pressure during the winter, but i assure you the environmental disturbance will remain forever. I encourage you to rethink and come up with alternative approaches towards the solution. Skiing brings in an ample amount of profit, however, climbing and skiing alike have allowed many of us to keep our sanity during these uncertain times in the world, and it's brought wonder and curiosity into the eyes of the youth. Consider ultimatums for the children who haven't had the opportunity, and won't if you take it away. Consider the future. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B; 32.13A | A32.1.2B; A32.13A |
| 36612 | Boland, Henry | No to the gondola. Please consider mandatory parking reservations for only the number of people that the ski resorts can accommodate. | 32.2.9E; 32.2.2K | A32.2.2K |
| 35436 | Bollinger, Kelley | We love the idea of the gondolas. We have seen how little the impact is in Switzerland, but how they are able to hand huge amounts of people. If you stay with buses, the roads will need to be widened and additional buses will be needed. There is already a problem in getting enough bus drivers. Gondolas are the only way to go. | 32.2.9D | |
| 27581 | Bollinger, Kelley | We love the idea of gondolas. We have been to Switzerland many times and we have seen how wonderful the gondolas are there and what little impact they have. We have seen how buses do not work. Ted and Kelley Bollinger | 32.2.9D | |
| 35493 | Bollinger, Ted | Gondola transportation is the only resonable alternative. I just came back from Grindelwald, Switzerland and it is the least impact on the environment and the best way to solve the transportation issue. The thin cables, open frame towers, and 26 person sit down cars have very little impact on the mountain views. It also almost eliminates the weather, traffic, and congestion problems. | 32.2.9D | |
| 37447 | Bollow, Kelly | Gondola is not the solution. Please no gondola!! | 32.2.9E | |
| 28499 | Boltax, Jon | I am against the gondola. I do not think it will solve the traffic problem in LCC. I am equally disturbed that Wayne nurse Haydee is the direct beneficiary of the gondola as he usher the plan while the senate president. | 32.2.9E; 32.7C; 32.2.9N | A32.2.9N |
| 30773 | Boltax, Jonathan | I am against paying for a gondola and do not want to see one in little cottonwood canyon. I prefer buses and high tolls as an option | 32.2.9E; 32.2.9A | |
| 25643 | Bolton, Michael | Gondola construction only serves the purpose of padding the pocketbooks of ski resort owners and transportation executives while costing taxpayers for a project they do not want. This gondola will damage a beautiful canyon irreparably when less drastic, and MUCH less expensive alternatives should be first implemented. | 32.2.9E; 32.1.2B; 32.2.7A; 32.2.2PP | A32.1.2B |
| 29375 | Boltz, Russell | A Gondola is an expensive gadgetbahn which will only really serve the resorts who will profit from public spending. | 32.2.9E | |
| 28001 | Boman, Emiliy | I am deeply disappointed in UDOT deciding to prioritize corporations profits over the overwhelming opinion of Utah residents. It is really disheartening to be told to provide comments, only for our comments to be ignored. I wonder if UDOT has considered the fact that this gondola would absolutely devastate our pristine canyon. I wonder if UDOT has considered the fact that this will not reduce traffic, it will simply just get a couple more people to the resort while traffic remains the same. Additionally, I am wondering if UDOT has considered the fact that this problem is really not that big of a problem, considering it only is an issue on powder day weekends during a few months of the year. This is not a constant, every day issue. UDOT is seeking to force taxpayers to pay for Alta & Snowbird's pet project to give them more profits, while tax payers do in fact not benefit at all. As a life long Utah resident, born here and still living here, this makes me so immensely sad. UDOT could truly destroy one of, if not the most scenic and beautiful places in the entire country, just to make Alta & Snowbird CEOs happy and even more rich. It is a sad, sad day for the state of Utah when our transportation department does not actually value what citizens want. | 32.2.9E; 32.2.4A | |
| 31528 | Boman, Emily | Hi, I do not support the gondola. Overwhelmingly, local public and political opinion is in opposition of the gondola. UTA should respect the citizens and politicians of Salt Lake County rather than just do what the ski resort wants them to do. UTA does not exist to serve wealthy ski resort CEOs, it exists to serve the public. | 32.2.9E | |
| 31529 | Boman, Emily | The "solution" of a gondola is irreversible and rushed. This would be an incredibly visually and environmentally impactful decision that could jeopardize this beautiful place permanently. This is not a decision that should be rushed through by eager ski resort executives. | 32.2.9E | |
| 31527 | Boman, Emily | I do not support the gondola. We should not be using tax payer funds to serve private ski resorts. This will not serve any land/uses other than the ski resorts. | 32.2.9E; 32.2.7A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 36629 | Bona, Shauna | <p>Date: October 16, 2022</p> <p>To: UDOT LCC EIS Consultant Team</p> <p>From: League of Women Voters of Salt Lake City</p> <p>Re: Comments on Final LCC EIS</p> <p>Dear UDOT Personnel and Consultant Team,</p> <p>The League of Women Voters of Salt Lake City (LWVSL) is disappointed in the final EIS that identified the gondola as the solution to transportation issues in Little Cottonwood Canyon. This solution threatens to overwhelm the canyon with too many visitors to the detriment of this important watershed for the Salt Lake Valley and the ecological balance in the canyon. In addition, the spectacular visual vistas in the canyon will be permanently altered by the presence of large support towers.</p> <p>We are pleased to see a proposal with a phased approach and urge the Department to undertake less impactful alternatives; incentives to promote mass transit use, more frequent and efficient bus service (preferably electric), tolls to encourage car-pooling, restrictions on single-occupancy vehicles, and a parking reservation system at the ski resorts. We encourage a systematic analysis of the effects of such measures before going forward with building a gondola that may not be necessary.</p> <p>Specifically, we have the following comments: We believe that the proposed snow sheds are unnecessary when balancing the minor inconvenience of waiting for snow to be cleared a few days a year, with the unavoidable environmental damage that will result from their construction and maintenance. We support more and strategically placed bus access points that reduce congestion at the canyons and incentives to mass transit use valley-wide. We support bus service that is fairly allocated to serve a variety of recreational areas and uses and not just the ski resorts; thus we support year-round bus service. We support options and actions that increase opportunities for all recreational interests including those of underserved populations. We support all efforts to more fully understand all canyon users and their expectations when visiting the canyons, and the current visitor use and management studies being undertaken. They will provide valuable information that is at present, missing. We believe the time has come to invest in solutions that prioritize the preservation and maintenance of a healthy canyon environment that is sustainable.</p> <p>Our primary concern with the canyons is their environmental integrity, most especially the watershed we all rely on. As the climate changes with less snowpack and warmer temperatures anticipated, our reliance on that incredibly valuable resource - the Wasatch Mountains and the seven creeks that flow through its canyons - become even more vital to our survival and quality of life. The final EIS presented will have environmental consequences that cannot be mitigated. We support a phased approach with incremental changes to achieve the positive results desired with the least damage, allowing time to adequately and thoroughly assess the consequences of those actions before undertaking a permanent alteration to the canyon by building a gondola.</p> <p>As you know, the League is a non-partisan organization which relies on study, discussion, and consensus before our carefully considered positions are announced. Our comments here are based on our positions on protecting our environment and our invaluable watersheds.</p> <p>Respectfully,</p> <p>Shauna Bona, President, League of Women Voters of Salt Lake</p> | 32.1.2B; 32.2.9E; 32.2.9A; 32.2.6.3F; 32.2.2i; 32.2.2K | A32.1.2B; A32.2.2i; A32.2.2K |
| 31890 | Bonanno, Anthony | Don't build anything! Close the road to POVs and offer an electric bus with a parking lot at the bottom. | 32.2.2B; 32.2.6.3F | |
| 28755 | Bonar, Bob | Thank you UDOT for moving forward with a plan that will improve transportation, improve air and water quality in the canyon and greatly improve safety on one of N Americas most dangerous highways. The citizens of Utah deserve to have improved, safe transit in this beautiful canyon and it is critical we act to improve air and our precious water quality whenever possible. UDOT has approved the only option that solves these long standing serious problems. Thank you, Bob Bonar | 32.1.1B | |
| 30877 | Bond, Kenneth | The more I look at it the more I feel that a toll access and more buses delivering skiers would be a better option than the gondola. | 32.2.9A | |
| 26953 | Bond, Parker | The Gondola is an unsightly, slow, expensive tourist attraction, and is not a serious transit solution for the canyon. It has limited capacity, limited stops that make it impractical for hikers and other users of the canyon, and will mar the beautiful views in Little Cottonwood. There are also significant unknowns around making a longer than usual gondola line and how high winds and inclement weather would negatively affect the Gondola. Additionally, if someone has a medical episode while riding on the Gondola there is no way to turn the gondola around, stop the Gondola to let people off, or otherwise deal with incidents that may occur in transit, which will lead to dangerous, preventable, incidents. Trapping strangers together in a small space with not even a bus driver or train conductor to facilitate things will also lead to altercations with no means to deescalate or remove passengers who threaten others while in transit. I support enhanced bus service year round. | 32.2.9E; 32.2.6.5K | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29774 | Bond, Phillip | Why am I, as a tax payer, paying for infrastructure related to two private business? Alta continually blocks my access to public lands and now they want millions of dollars from us to pay for a direct service gondola to service their resort?!?! What is their financial obligation as it relates to this project. I am 100% against this [REDACTED]! | 32.2.7A; 32.2.9E | |
| 30093 | Bondaruk, Dale | No Gondola | 32.2.9E | |
| 36112 | Bondoc, Valjean | I hope you g are really making the correct decision and that that those who are benefiting by this I.e. ski resorts are also paying their fair share. Most Utahns will not benefit by this. Please don't damage the natural beauty of this magnificent canyon! | 32.1.2F; 32.2.7A; 32.2.9E | A32.1.2F |
| 30235 | Bonds, Tristan | Do not build the Gondala. For the next few years, you should instead run a trial of a toll road, combined with increased parking lot space (which you would already need to do for the Gondola) and significantly increased buses which would go a long way in decreasing traffic burden and increasing speed in and out of the canyon. Start there and see how it goes. This should be tried first because it is magnitudes cheaper than a multi billion dollar gondala and leverages the infrastructure you already have (free buses) while also not causing any additional damage to the ecosystems and beauty of the canyon. Free buses would also incentive less people to take the toll road and lead to far fewer private citizen cars on the road which means less pollution to the canyon as well. | 32.2.4A; 32.2.9A; 32.2.9E; 32.7B; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 35389 | Bondurant, Carter | No gondola. Locals hate it. Our home is not a tourism playground. NO gondola | 32.2.9E | |
| 31958 | Boner, Tom | For the gondola with the following caveats. Alta and Snowbird must share in cost burden and yearly maintenance of the gondola system. Senior rates and no skier riding rates need to be lowered. Summer rates should be lower than winter rates. Remediation after installation mandatory and ongoing. Any profit from ongoing gondola operation should be set upIn an escrow account and allocated per a oversee committee comprised of public, private and government officials. | 32.2.7A; 32.2.9D | |
| 28010 | Bongard, Matt | Absolutely opposed to the gondola and wasting taxpayer money to benefit Alta and Snowbird. The goal of the EIS should have been to make public transportation so convenient and efficient that people would only use that to go in the canyons year round. Instead Udot and the resorts are pushing for an expensive gimmick that won't solve the problem of congestion in the valley and also would destroy the canyon. If Udot wants to spend half a billion they should use that for all public transportation and make Salt Lake a cutting edge public transportation trend setter to help clean our air and water. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 30958 | Bonkowsky, Josh | Dear colleagues; I am concerned that the gondola plan (B) is not an appropriate for access to Little Cottonwood Canyon, and that continued research into options is needed. Clearly, a solution is needed, but this is not the solution! The reasons I believe the gondola option is not appropriate are: 1. the gondola only serves the ski resorts, and does not service other summer and winter destinations in the canyon, which are also a source of traffic. 2. Because of the fees of traveling on the gondola, it will limit use by young adults and teenagers, and from those of less advantaged means (less well-to-do-families, people from minority groups, etc.). 3. The gondola will have a major impact on the access and intactness, and use of the wilderness areas, particularly climbing areas and hiking and running trailheads. Thank you for consideration of my comments- I am happy to discuss more as well. Sincerely, Josh Bonkowsky | 32.2.9E; 32.2.2PP | |
| 37757 | Bonnemort, Janene | As a life long resident living near the canyon entrances for 40 + years I plead with you to reconsider the gondola solution as it will permanently destroy this beautiful landscape with towers which do not enhance the natural beauty. We mismanaged the great salt lake, please find another solution to access which benefits so few. Our canyons are not a replaceable resource! Look harder for a better solution. We must save these canyons. Sincerely Janene Bonnemort | 32.2.9E; 32.1.2D | |
| 27240 | Bonnes, Ian | a gondola is not the answer. no one but the ski resorts benefit from the gondolas and it uses tax payer money. total ludicrous | 32.2.9E | |
| 28039 | Bonnett, Tim | I do not think that a gondola is a good idea for the canyon. There should be other ways to mitigate traffic (usage fee , even / odd day access, etc). I am not for more visual pollution in our canyons. | 32.2.9E; 32.2.2K; 32.2.4A | A32.2.2K |
| 27550 | Boogaard, Craig | I do NOT believe the Gondola is in the best interest of Little Cottonwood Canyon or the people who use the canyon. As a season pass holder at Snowbird for the past 4 years, I have been a constant bus rider to the resort. I believe buses (especially electric buses) running on a frequent schedule, are a much more cost effective, environment friendly solution. Let's try increasing the bus options for a couple of years and see how that works before we investing a ton of money in the gondola option. Thanks, Craig Boogaard | 32.2.9E; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 36945 | Bookman, Ryan | Good evening,I'm Ryan, a local Utah resident. I frequently utilize Little Cottonwood Canyon for various outdoor activities including skiing, hiking, and climbing, and the reason I feel so connected to the canyon is because of the current pristine nature of the environment surrounding it.I urge NO for the Little Cottonwood gondola proposal due to its detrimental environmental impacts and negative impacts on the outdoor sports that I love.Its impact on wildlife is huge, and as someone who's lived through global warming-accelerated wildfire evacuations, conservation to me (and the majority of my community) is huge.That said, we need to address congestion on the canyon in other ways:We must toll drivers in the canyon. We must tax canyon users and employ this tax revenue into conservation. Every other major ski area has such a toll (and reasonably exempts drivers without the means to pay from said toll).We must expand the bus system and further incentivize | 32.2.9E; 32.2.4A; 32.2.9A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | public transit use.We must build snow sheds over the highway in high-danger avalanche areas (and plant native species on the sheds to minimize disruption).I'd like to emphasize that nobody is in favor of the gondola other than the corporations constructing it.Thank you. | | |
| 32091 | Boone, Brooke | I believe the gondola is the best option. I Would like the ski areas to help pay for most of the cost, as they will receive the most benefit. There shouldn't be an astronomical charge to ride the gondola. Maybe a season pass, too. Also, there should be considerations made for people that live in the canyon, and employees. All of the evidence has been presented in other comments and issues phases and the gondola is the best option. | 32.2.9D; 32.2.7A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 32302 | Boone, Therese | I am a resident of Holladay, Utah and I am AGAINST building a gondola to solve the traffic problems in Little Cottonwood canyon. Here are the reasons: 1. 40 poles, each 15 feet in diameter, serviced by new roads big enough for huge trucks, will cut through the wilderness of Little Cottonwood Canyon. 2. The exact price has not been revealed by UDOT but it will be expensive to ride the gondola. (Between \$50- \$110 per trip) 3. It only services two sites. Ridiculous! 4. It won't run in the summer. Again, ridiculous! 5. It's paid for by taxpayers but only benefits Snowbird, Alta, La Callie, The Tree Farm, and Chris McCandless and Wayne Niederhauser. NOT a good use of taxpayers money. 6. It's taken from transportation money meant for the entire state of Utah. 7. There's new evidence (from Hawkwatch International) that the gondola would kill and injure birds during night migrations through the canyon. Please DO NOT consider this option, especially with less & less snow every year, making skiing less & less viable. Thank you. | 32.2.9E; 32.13A | A32.13A |
| 33070 | Booth, Jared | I am commenting against the Gondola. While I am a long time season pass holder at Alta and have skied cumulative thousands of days in the canyon, I am opposed to the Gondola. We need a solution that allows more flexibility, accommodates travel DURING avalanche danger. A gondola is not heated, can't be operated in winds, it is a poor choice, even if it costs less. Please consider an alternative that will accommodate more uses and solve the issues which primarily arise during avalanche danger periods. A road with coverings over the slide paths would be much preferred, even if at greater cost or impact. Thank you. | 32.2.9K; 32.2.9A; 32.2.9E | |
| 37975 | Borba, Mark | Me, avid skier, North Ogden resident, who owns 4 weeks of Timeshares at Snowbird. Against the gondola concept which is nothing more than a marketing gimmick and attraction for Alta and Bird. Their argument that avi slides close the road and a Gondola will keep on running is a lie. Gondola's hang from a cable which is supported by towers that exist within the slide fields. Should a slide come down its obvious that the Gondola would need to halt while the towers are inspected for damage. Couple that with the fact the Gondola only benefits the resorts and the eyesore of the towers. A dedicated bus/HOV lane is the answer. Its cheaper and if done right people will use it. Transit parking can be away from the lower canyon relieving congestion on the feeder roads. It's funding can be supplemented by the resorts via season pass sales and a small levy . Yes, if there is a avi, everything stops, but most likely the resorts are buried as well. | 32.2.9E; 32.2.6.5K; 32.1.2D | |
| 28348 | Borba, Nickolai | No gondola. I don't want to see it in the beautiful canyon or pay for it. It will never make money, be ugly and a massive expense for a small problem. No hiking access. The developers purchased the land already. Feels like a sham fir the tax payers. No no no gondola. | 32.2.9E; 32.1.2D; 32.2.9N; 32.2.2PP | A32.2.9N |
| 38963 | Bordeaux, Tyler | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. I truly believe we need to look at better and safer alternatives to our land and health. Do not build the gondola. Sincerely, | 32.2.2BB; 32.2.0B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Tyler Bordeaux [REDACTED] | | |
| 27090 | Borgenicht, Nate | No to the Gondola! Would be an eyesore that critically damages the very essence of why this canyon is so loved. Enhanced bus service is the answer to traffic congestion. | 32.2.9A; 32.2.9E | |
| 26834 | Bork, Richard | I think the Gondala is a great idea and is the right choice. The Gondala serves everyone in the State that choses to go up LCC anytime of the year, not just winter. Plus, less cars running means les smog. | 32.2.9D | |
| 26308 | Borla, John | I am not opposed to the proposed gondola, but am opposed to it be funded by the taxpayers. Snowbird and Alta will benefit the most from this project thus they should be funding it. | 32.2.7A; 32.2.9D | |
| 26779 | Borland, Cindy | This project will be a big eyesore. The people who live near it don't welcome it. And it appears ridership will be voluntary. If people won't ride the bus they won't ride this either. I expect in the beginning ridership will be high because it's a novelty. But then riders will go back to driving. It will damage the wilderness and ruin the canyon for rock climbers, backpackers, and hikers. Please don't waste taxpayer money on this boondoggle. | 32.1.2B; 32.2.7A; 32.6D; 32.13A | A32.1.2B; A32.13A |
| 25873 | Borland, Nirvana | Please DO NOT move forward with this gondola project. It is not the way to help traffic as it will impact the canyon in detrimental ways for the environment and future. Consider what they people want and not what is easy. | 32.2.9E; 32.2.9N; 32.2.2PP; 32.1.2B | A32.2.9N; A32.1.2B |
| 29544 | Bornstein, Howard | I agree there is a traffic problem. However, I have a few concerns with the suggested solution of building a \$500 million tram. 1. Why should taxpayers pay the whole bill? This is a solution to help Snowbird and Alta. Let them pay for it---they will just charge users. 2. The proposed tram will not help those who don't want to ski. Hikers won't be able to use the tram since they desire to "get off" where there are no stops. 3. Buses could be such a simple solution. Buy electric buses. Force people to use the buses. Make the bus schedules frequent. 4. Charging people to park will stop some people from driving up the canyon, but so many people will just pay the fee--no matter what it is because they have lots of money. Force those rich folks to ride a bus. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2Y; 32.2.6.3F; 32.2.6.4, 32.2.7A | A32.1.2B |
| 25968 | Borys, Ryan | Nobody with a brain wants the gondola in little cottonwood canyon. There are plenty of alternatives that you all are well aware of. This is not a viable solution to WINTER traffic.. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.7C | A32.1.2B |
| 29668 | Borzea, Ryan | Please, No Gondola! | 32.2.9E | |
| 27775 | Boschert, Mark | This is a terrible idea with limited utility. We should be extending light rail up the canyon replacing the road to minimize emissions and hold more people. It should be linked to the other UTA lines as in Europe. This would be more durable and prevent traffic jams in the canyon. | 32.2.9E; 32.2.9F | |
| 29732 | Bosco, Andrew | Can't wait for gondolas! Keep up the good work! | 32.2.9D | |
| 32271 | Bosgieter, Jenna | No to the gondola! It's going to wreck our beautiful canyon for tourism. Please DONT! | 32.2.9E | |
| 27544 | Boskoff, Nancy | I don't see enough planning and research to support UDOT's recommendation for a gondola system - it's imperative to study increased bus service; tolls both to enter the canyon and at the trailheads; a more comprehensive reserved parking system; realistic data-driven capacity targets - in order to actually find the best solution. The gondola project is not supported by enough professional evidence; there are too many complex issues to address and not enough measurement of the full impact of a gondola system now and into the future. | 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 37836 | Boskoff, Susan | I do not support Gondola B for Little Cottonwood Canyon and am aghast the UDOT selected this option. Rather than focus on the natural beauty of our geology of region and strategically approach a problem that has existed for decades, it appears backroom agreements are "driving" this choice. Gondolas have been successfully designed site-specifically; this one a design catastrophe. And the price tag outrageous. The traffic bottleneck at the base of the canyon has been raised by the locals, and the outcome will only increase our valley's pollution, traffic and crashes. It is my understanding that the majority of those surveyed do not support the Gondola Plan. Do better with new and different voices at the table; and start over. | 32.2.9E | |
| 33812 | Boso, Alana | PLEASE DO NOT PUT UP A GONDOLA THAT WILL ONLY SERVICE PRIVATE COMPANIES! | 32.2.9E | |
| 33094 | Boss, Heather | This is not a good idea! Destroying views for a few people to get to and from a ski resort, there has to be a better option that serves everyone!?? | 32.2.9E | |
| 30875 | Bossard, Jeff | The gondola is not the solution. It only helps the ski areas. \$500 million for a solution that could be solved using technology (ride share apps) tolling, paid parking and more busses. | 32.2.9A; 32.2.2K | A32.2.2K |
| 35232 | Bossart, Abby | Traffic in the canyon is being created be the ski resorts. Make the ski resorts limit parking and have the ski resorts pay for their own shuttle busses up the canyon. We don't need the massive eye sore of a gondola destroying the canyon. It isn't even going to be needed for most of the year! | 32.2.2S; 32.2.2K; 32.2.7A | A32.2.2K |
| 31357 | Bossart, Evelyn | I vote NO The capitol cost of the gondola in LCC is an obscenity and political folly in an age of a diminishing winter ski industry and lack of snow fall- another Saltair being built. | 32.2.9E; 32.2.2E | |
| 31358 | Bossart, Peter | No gondola in LCC- pure folly | 32.2.9E | |
| 26262 | Bosshard, John | I support the gondola as the preferred alternative. Great choice! | 32.2.9D | |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37461 | Boswell, John | I strongly oppose the Little Cottonwood Canyon Gondola, in any form; especially one that is paid for by taxpayers. | 32.2.9E | |
| 37527 | Boswell, Vickee | I'm very concerned about the cost of a gondola project both monetarily and to the environment with insufficient benefit to the majority using the canyon throughout the entire year. Such a significant decision deserves more consideration to other less expensive but viable choices. | 32.2.9E | |
| 31256 | Bosworth, Caleb | With less and less snow per year, paying \$600m for a gondola doesn't seem like a smart use of money. Especially when risk regarding the watershed and local ecology come into question; not to mention the gondola's questionable efficacy in the first place. | 32.2.9E | |
| 28316 | Bosworth, Mark | I am against my tax dollars for a gondola that benefits the owners of two ski resorts and still costs me more to use than carpooling with friends and will make already too long lift lines even longer. | 32.2.9E; 32.20C; 32.2.7A; 32.2.4A | A32.20C |
| 31173 | Bosworth, Mark | I am against a gondola in Little Cottonwood Canyon and will work hard to make sure that anyone who supports it will not get reelected. | 32.2.9E | |
| 34086 | Bosworth, Mark | I don't want my tax dollars used to benefit two ski resorts - totally wrong. | 32.2.7A; 32.6A | |
| 26685 | Bothwell, Leah | I do not agree with the decision to fund a gondola in LCC. It is not an efficient solution. | 32.2.9E | |
| 35510 | Bothwell, Max | Do not build this gondola. Not only is it bad for the environment but it is also disturbing the nature of the mountain range. Mountains are supposed to be raw and rugged not commercialized. | 32.2.9E | |
| 32933 | Botkin, Kamie | Born and raised in Utah and utilize the canyon multiple times a year especially skiing at all resorts. Absolutely do not approve of a gondola. Would much rather see a designated bus lane. Money to ride a gondola are too cost prohibitive when I am bringing 6 people up to ski. Very few lifetime locals want a gondola. Don't ignore us!!! | 32.2.9E; 32.2.9B | |
| 26349 | Bott, Connor | this is a horrible idea. say goodbye to the"local" ski resort | 32.29D | |
| 30962 | Bott, Steven | Please no gondola!!! It fails to serve the other canyon users, is too expensive, is too slow, and is an eyesore in our beautiful canyon. A phased approach to increased bus service, and roadway improvements including avalanche tunnels makes more sense. A gondola is what the ski areas and developers want, but not the local population. | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 36441 | Bottema, Natalie | Hello, I am writing in opposition to the proposal for gondolas. I strongly encourage the officials to consider alternatives that will not cause more damage to the canyons or the environment. Please oppose and reconsider this option as not only will it ruin the beautiful scenery but will cause harm to nature and wildlife. Thank you. | 32.2.9E | |
| 29439 | Bouca, Randall | Hi, this is Randall Bouca. R-a-n-d-a-l-l Last name is b as in bravo o-u-c-a. I'm an area code [REDACTED] installing twenty two hundred foot Towers in Little Cottonwood Canyon would be grotesque and obscene anybody that promotes such a installation, construction should be ashamed. Alta is a hallowed and sacred place, unique. It's sad that people would consider. implementing such a system. Goodbye. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26797 | Bouchard, Bryce | Climbing is one of the fastest growing outdoor sports in the world right now...you're going to destroy places for people to climb who travel to your city and spend their money there just for a privatized business to destroy the natural land. Despicable people y'all are | 32.1.2B; 32.2.7A; 32.6D | A32.1.2B |
| 30860 | Bouchard, Frank | I used to proudly wear my UDOT hat while out hiking on the trails. Everybody loves UDOT. Not anymore. I've gotten so many negative comments that I'm ashamed to admit I work here and I just leave the hat at home. Have you considered what the effect of the overwhelming public opinion is going to be? I've heard people use the phrase defund UDOT. That sentiment is going to stop talented people from wanting to work here. I think UDOT's going to get crushed with lawsuits from environmental groups. And I think this project is just going to stagnate for the next hundred years, costing us enormous amounts of money. Forget about the absurd gondola. There are so many more useful things to spend money on. | 32.2.9N; 32.2.9E; 32.1.2B | A32.2.9N; A32.1.2B |
| 35159 | Bouck, Brian | Don't ruin our canyon with a tram, put light rail up the bottom of the canyon to the ski resorts, there was a railroad there for over 100 years and leave the road just as it is for everyone else. | 32.2.9F | |
| 31613 | Bouck, Brian | Scrap the gondola and put in a light rail route, out of sight in the bottom of the canyon, where the old RR track went up to Alta. | 32.2.9E; 32.2.9F | |
| 31984 | Boud, Margaret | Building a gondola at first glance seems very intriguing, but as I've learned more about it, it seems like a very expensive option that will not guarantee less traffic up the canyon. Why not start with something less extravagant like the toll booth at the bottom of the canyon. That way, those that are using the area will be paying for the use of the area. Also, it would make no sense to put the toll booths at Snowbird or at the Spruces in Big Cottonwood Canyon as I have read might be an option. That will only hurt the skiers. If the problem is traffic up the canyons, then anyone who goes up the canyon should have to pay like in Millcreek Canyon. The traffic in Big Cottonwood Canyon is a problem all the way from the bottom to the top, especially at Lake Blanch and Cardiff Fork. If you charged everyone closer to the bottom you wouldn't have to charge as much either. A toll booth is way cheaper, more practical solution and won't ruin the beauty of the canyons. Going through the beautiful Alps I realized that those roads and towns have stayed small for hundreds of years. Why have they not been built up and overrun like our canyons? It dawned on me, they don't accommodate the visitor. Visitors may have to put up with some inconveniences, but that is a small price to pay to keep the natural beauty. They are being good stewards of their beautiful mountains. If we expand our canyons to accommodate anyone who wants to come then we will end up destroying the very beauty that people are coming to see. The canyons are beautiful the way they are. Don't ruin them. Find less impactful solutions!! | 32.2.2Y; 32.29R; 31.1.1A; 32.2.9E | A32.29R; A32.1.2H; A32.2.6S |
| 26626 | Boulter, Ethan | I'm absolutely thrilled that the gondala option is being considered. I think that it will be the least impactful and best solution in the long run | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34114 | Bounous, Ayja | It's disappointing that UDOT has only been trying to address the canyon transportation issue within the boundaries of LCC. The scope of this transportation issue should be broader and pinpoint where the problems start, not just put a bandaid on the surface issue. I have submitted comments before about how UDOT should be looking at expanding the Trax system down the eastern bench of the Wasatch. Still, I often get a response saying my suggestions are disregarded because they are outside of the scope of the issue when in reality UDOT's scope isn't large enough in the first place to *actually* address transportation issues. Rather than spending taxpayer dollars on a gondola that would only benefit specific people going up this one canyon, why not spend that same taxpayer money to expand Trax- create a line along Foothill Boulevard, across the entrance of Parleys Canyon, and down Wasatch Boulevard to the base of Big Cottonwood and Little Cottonwood. (Then have a highly efficient bus system to take travelers from the stations up the canyons.) Have a connecting line to Sugar House (and eventually add connecting lines along 4500 South that could connect to Murray Station, and another along 9400 South that would connect to the Sandy Station). This would help alleviate traffic problems YEAR-ROUND in so many different ways, including traffic along Foothill Boulevard going to and from the University of Utah. It would not only help solve Wasatch Boulevard traffic on powder days, but provide a valuable public service that would benefit people who don't travel to the mountains. It would cater to hikers, bikers and rock-climbers, and others who enjoy the mountains without going to resorts. It would benefit both Big and Little Cottonwood travelers. It would provide a safe passage for folks to and from the mountains for the Oktoberfest at Snowbird. Rather than supporting a controversial option that would damage our canyon, why not set an example of how public transportation can benefit all citizens while alleviating recreational traffic both inside and outside of the canyon? This solution encompasses the true "scope" of the issue. The gondola does not. | 32.1.1A; 32.1.2B; 32.1.11; 32.1.2C | A32.1.1A; A32.1.2B |
| 29397 | Bounous, Sue | Hi, this is Sue Bonounous. We live at [REDACTED]. Our phone numbers [REDACTED]. We are in agreement with the gondola b proposition info that we were just sent out we're supportive of it and just wanted you to know that we do think the gondola b solution is the best solution and thank you for all your work and time on this. Okay, Bye | 32.2.9D | |
| 30885 | Bounous, Suzanne | Oct. 1 & 2, 2022 I was up at Snowbird, passing White Pine trailhead both days. The increased usage of LCC is profound. Any improvements to roads and busses is only a bandaid. The trams & gondolas in Europe have solved these problems years back, take a page from their book. Yes, we will suffer now from the construction of infrastructure - - but 50 years from now I believe the generations to come will thank us for actually fixing the problem and not kicking the can down the road to them. Gondola has to have more stops than just Snowbird and Alta and be better geared towards locals & local use - - otherwise it's not addressing the whole problem. There needs to be another station for White & Red Pine Canyons otherwise it's not a solution. Locals use needs to be scrutinized better and addressed (not just resorts & guests of resorts.) Suzanne | 32.2.6.5G | |
| 31376 | Bounous, Tyndall | NO to the gongola!!! I fully SUPPORT increasing and improving public transportation! The bus lines are already SO LONG on the weekends. I would use it way more frequently if there were more buses so less wait time. | 32.2.9E; 32.2.9A | |
| 36304 | Bourbeau, Deva | It would be a shame for a city with some of the most beautiful natural landscapes in the world right on its doorstep to denigrate its own value in this way. Especially when alternative methods such as increased bus service haven't even been tried yet. I stand wholly against construction of the gondola. | 32.2.9A; 32.2.9E; 32.1.2F | A32.1.2F |
| 33392 | Bourcier, Victoria | Hello, my name is Victoria. I do Not support the LLC Gondola. I am a frequent user of the little cottonwood canyon, for skiing, hiking, and climbing. While I think helping traffic in the winter could be of use, I do not think disrupting the beauty and out cherished trails, and rocks should be the expense. There are many other solutions that would be a greater service to the entire area. Thank you UDOT for hearing us and representing us. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B |
| 25508 | Bourdaghs, Lynn | Unbelievable. Total waste of money. | 32.29D | |
| 31945 | Bourke, Margaret | <p>October 10, 2022</p> <p>Josh Van Jura, EIS Project Manager Executive Director Carlos Braceras C/O HDR via Email: LittleCottonwoodEIS@utah.gov Utah Department of Transportation 2825 E. Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121</p> <p>RE: Comment on Final EIS for Little Cottonwood Canyon of August 31, 2022</p> <p>Dear Messieurs Van Jura and Braceras,</p> <p>Thank you for the opportunity to comment on the Final Environmental Impact Statement (FEIS) prepared by Utah Department of Transportation (UDOT) in August 2022. Thank you for allowing the public to comment now that UDOT has reached a primary preferred alternative. I hope that following these comments, any changes to the FEIS will also be subject to public review and comment prior to a Record of Decision being made, although that step is not currently in the timeline on the UDOT website for this area.</p> <p>Information for the team to consider is included in this, my comment, before a final decision is reached. I share my thoughts on the selected preferred alternative,</p> | <p>32.17A; 32.17F; 32.17M; 32.17G; 32.2.2A; 32.4O; 32.4DD; 32.15B; 32.2.6.5F; 32.2.2E; 32.1.2B; 32.1.2F; 32.2.29R; 32.2.6.5J; 32.2.6.5N; 32.2.0B; 32.2.0C; 32.2.2M; 32.2.2K; 32.2.0D; 32.2.7C; 32.2.6.5Q; 32.2.7F; 32.5A; 32.1.4B</p> | <p>A32.1.2B; A32.1.2F; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.0C; A32.2.2K; A32.2.7C; A32.2.7F; A32.2.7C</p> |

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| | | <p>environmental impacts and other transportation performance considerations contained in the FEIS. My comments, like all others, will be a matter of public record, subject to public release. However, please remove my street, phone number and email addresses from the formal public release, whether on the project website, or otherwise, absent written permission from me, ahead of any such release.</p> <p>My comments relate to inconsistencies, analysis, diversity, inclusion and equity which do not appear to be adequately considered in either the Draft Environmental Impact Statement (DEIS) nor the FEIS.</p> <p>The FEIS includes several new Key Observation Points (KOP) which were not present in the DEIS. These new depictions are for residential areas at the mouth of the canyon. Apparently this recognizes residential areas deserve special attention for impacts from the proposals. Despite Alta being a town with a residential community, as well as the situs of a ski resort, UDOT still fails to provide any KOP's in Alta depicting the towers or cables over those residences, nor the change to the iconic image of the sun setting down canyon, through the corridor in which LCC traverses. The gondola towers and gondola terminus will most definitely change the environment, both aesthetically and functionally. Selecting the Catherine's Pass Trailhead as the KOP in Alta demonstrates an insensitivity to view and view shed. That area is a parking lot for summer hiking, used as such only during July through October; 1/4 or the year, only 3 months! Further, sometimes the area is closed because of snowfall restricting access to the area for vehicles, and pedestrians alike; usually beginning in October or whenever snow closes the roadway, and continues until July when the snow leaves the roadway. And the gondola is not visible from that location, hence it adds nothing to revealing the visual impact of this installation.</p> <p>During the winter season operations of Alta Ski Resort (Alta Ski Lifts, Company, "ASL"), the Catherine's Pass Trailhead parking area contains equipment some of which is not present in the summer. This includes avalanche triggering devices, and buildings/sheds used for racing operations. These items are visually prominent, at that location. But they are on the same "ridge," but slightly down slope to the West of the KOP image used in the DEIS and the FEIS. Selecting an area where folks typically do not congregate, or, if there, are not looking for a view in the direction of the image demonstrates a lack of appreciation of an observation point. One does not go to a "scenic overlook" and fail to observe the "overlook" in favor of a view of the parking lot. If anything, people would be in that location looking south towards Sugarloaf Peak or SSE towards Devil's Castle; where there is majestic view. However, this is not used for the DEIS nor FEIS as a KOP.</p> <p>Further, the LCC Gondola B terminus/station in Alta, as well as 3 lift towers are not depicted in either the DEIS nor the FEIS. These selected locations are in fact which impact view and view sheds in an enormous way. Nearly all structures built in the community have oriented windows facing West and/or at the resort terrain, where the towers and station would obstruct an otherwise natural scene. These locations would therefore create the MOST visual impact to people in the town of Alta, whether residents or visitors, as well as people in the backcountry. The visual images will be there year-round, and forever, yet no images or even concept drawings are included in the FEIS. Is this omission due to the likely enormous size and negative visual impacts from a wide range of locations? These infrastructures likely may dominate the view looking west, the very image on the front of the FEIS. That image was likely taken near the ridge in Grizzly Gulch, high above the Alta town yet the representations of the gondola in that view are not included.</p> <p>From such a location, all 3 Alta gondola towers would be huge, out-of-scale, unsightly infrastructure, significantly affecting the otherwise dominant "nature" view of majestic mountains, rocks, trees; Mother Nature's beauty and glory, more precious than any gem.</p> <p>The gondola terminus in Alta, as well as many towers based on their suggested locations, and the number of people the system is projected to move on an hourly basis. These towers would have to be illuminated under FAA regulations, making them prominent nighttime "features." gondola cabins, operating 30 per hour with a projected 1050 people per hour arriving up canyon. The terminus infrastructure must be sized to accommodate their exit and entrance, as well as comfort amenities like restrooms, drinking fountains and places to sit and queue to wait. Is there also a plan to add space for hundreds of people to hunker down, as a safety feature to house people in the event of an "Interlodge" event occurring while visitors are in the canyon?</p> <p>Alta continues efforts to become a dark sky community, and such safety tower illumination, is not the direction the community wants to go. There are many, many locations that really are KOPs, and are viewed many more months of the year. Suggesting the visual change would be "high," is an understatement of the most egregious nature and does not convey the enormous scar this would create. Like S. R.-210 and its avalanche rating is an order magnitude higher than ALL other assessed roadways in North America, rating the "visual change" as "high", does not even begin to capture the true magnitude of the visual impacts from this infrastructure.</p> <p>At the same time, the primary preferred alternative includes not only the gondola, but also a new bus stop, remote from the largest parking lot in Alta to a new position on the highway itself. There are no depictions of the acre of land to be acquired from the United States Forest Service (USFS) for this stop. Nor are there depictions of the relationship of that enlarged and relocated bus stop with existing roadway traffic, current parking, access to the community center and post office within Alta. This, despite these facilities involving relatively large quantities of pedestrians at many hours of the day and evening.</p> <p>The FEIS concludes there will be no adverse impacts to cultural resources in Alta, despite disturbing 0.63 acres of an archeological site within Alta, and, adding to that disturbance, now the FEIS, declares about 1 acre of additional land in Alta is impacted for the relocated bus stop. Mitigation from the 0.63 acre disturbance is said to be adequate as "data recovery and construction mitigation" practices will be employed. However, the historic Thomas Moore Toilets, are immediately adjacent to this area. Would "data recovery" adequately preserve this resource? (FEIS, Vol 1, Chapter 2, Alternatives, Table 2.6-10 @ 2-141.)</p> | | |

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| | | <p>How will the new bus stop situs interrelate with the planned, yet not depicted Alta gondola terminus? Will the bus stop be only at this new re-located area, or, will it continue to the Albion parking lot, as is the current practice, winter and summer. Why establish the gondola as year-round, whereas the bus is planned to be winter only? Visitation in Little Cottonwood Canyon (LCC) is year round, Snowbird operates a summertime Oktoberfest from August through mid-October with miles long roadside parking on both sides of the roadway, as well as filling its parking lots. On a recent weekend, the roadside parking was from Hellgate cliffs in Alta, down canyon, merging with the roadside parking at the White Pine Trailhead. Why, when every state, national park and recreation area has seen increased visitation, with record numbers year-over-year, would a plan for future transportation fail to take visitation into account for all seasons? Why establish a preference for the gondola and cog rail as year round, but the enhanced bus be winter only? Current operations of Utah Transit Authority (UTA) buses operate in the summer with a single bus up canyon in the mornings and a single bus going down in the evenings to transport workers to the resorts. Would this service also be eliminated?</p> <p>The new bus stop impacts an archeological site with a proposal to simply remove and preserve the artifacts. y. Congestion from buses turning around, people parking, avalanche dangers on the downhill side of the roadway as well as snow plowing to push snow off the roadway and onto the downhill slope will all be negatively affected and yet are not discussed.</p> <p>There is no ski run nor indoor facility to accept the thousand plus skiers per hour the buses would bring. Where will they go, how will they haul their gear? How far will they have to walk to purchase a ski pass? Where will they sit to don their gear and put on their boots? Are lockers or other building planned for the re-located bus stop? What is the overall impact of this new, temporary bus stop: how will it affect Alta's community, residents, lodge guests as well as daytime visitors? How will this location affect the summertime pond and wetland areas below the "mine dump" and the frequent wildlife at that location? What about the deer, moose and other wildlife not infrequently seen walking and grazing along the Little Cottonwood Creek and willows which line its banks around the Alta town park; how would the Gondola and associated infrastructure affect them?</p> <p>What climate change considerations rate in the FEIS? How long is a lengthy winter ski/board season planned to be? When the season is primarily dependent on weather patterns, not only snowfall, but even more so, cold temperatures to allow for snowmaking when it does not fall from the sky, how many days/weeks/months is the planned "winter" gondola and enhanced bus" scheduled to operate? Overtime, the season has changed form being reliably starting in early to mid-November and extending through mid-April; 5+ months. Now weather patterns bring colder temperatures erratically, sometimes in October, but sometimes no snow or even warm temperatures mid-winter, and the season ending in April, with limited terrain in full operation. The gondola alternative analyzed a 5 month season, 150 days.</p> <p>Similarly, the length of the winter ski/board season is assumed, but nowhere stated. What is the length assumed to be? How will the costs change when temperatures warm and less precipitation in the form of snow falls? What reservoirs will need to be built to store water to make snow for the winter seasons, should there be less snowfall than optimal to operate the two, private, for-profit resorts singularly set to benefit from the Gondola B proposal? We are seeing worldwide, less and less snowfall and receding or melting glaciers, including the massive Thwaites glacier in Antarctica.</p> <p>Despite these effects, the drying of the Great Salt Lake to an all time low-level historically, and the increased salinity of the remaining lake making it difficult for brine shrimp to survive and migratory birds being threatened by losses to brine shrimp and other microorganisms, a primary source of food during their annual migrations, there is little emphasis on these current changes bringing harmful dust off the dry lakebed, higher and higher into the mountains. In September of this year, an article in Science spoke to the "lowest level ever recorded" with greater salinity,"imperil[ing] millions of birds."</p> <p>UDOT concluded it would be "unacceptable" for extended travel times of 80 minutes, for 50 days of a 150 day ski season. This is the "condition" which needed to be remedied; that by spending 1/2 billion in 2020 dollars. Again, should the "problem" or mandate be given to an agency other than UDOT where the focus were not mobility, one wonders if the preferred alternative would be vastly different with scalability and the ability to pivot when conditions change. Operating the congeal for only 100 days in winter, what is the effect; will it still be \$7M, or more akin to the \$3M for summer operations? .</p> <p>The historically low levels of the Great Salt Lake. Year over year, the level falls, making new historic lows. Lower lake levels are allowing wind driven dust (whether toxic or not), to deposit on the Wasatch mountains, including the ski resorts. That dust coats the snow in a brown covering. Not only is it unsightly, but it causes the surface temperatures of the snow to be warmer, and leads to earlier snow melt.</p> <p>More and more trees are dying from weather driven changes, both in precipitation, length of freezing seasons, and new insect populations, not previously present in the high alpine settings. Large rain storms are more frequent, washing out large boulders, creating new water channels high up in the canyon. Events that have been rare, but experienced over the past 2 summers.</p> <p>Change to the environment is inevitable and currently occurring, some by "nature" and others caused by man, over which we have some control. Despite some elements being controllable, the FEIS shows a plan, over some unspecified period of years, to build structures both temporary and permanent, un-scalable for demand or weather. We must be more aware rather than un-seeing of the environment.</p> <p>While the "phased" approach sounds intriguing and some argue is a workable and even long term solution in itself. That "solution" is an incompatible "solution" because in effect the "primary preferred alternative" combines both the gondola B alternative, AND the enhanced bus with expanded roadway. Would not the environmental impacts be combined, when using employing BOTH "alternatives"?</p> | | |

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| | | <p>The phased approach includes widening Wasatch Boulevard as well as constructing snow sheds in LCC. In addition, mobility vehicle parking hubs are still listed in the primary preferred alternative, at both the gravel pit and 9400 South/Highland. These proposed structures will be smaller than envisioned in the DEIS because the parking garage at the gondola B base will be enlarged to accommodate the private vehicles. With the gondola operating, carrying 1050 people per hour, that base station garage will be full in less than two and a half hours.</p> <p>UDOT is not the best organization for this project. UDOT focuses on roadways, but even more so, the focus is mobility on those roads. Moving people expeditiously is a stated and primary goal, hence that goal is placed first in the comparison tables in the FEIS. Resiliency, retaining an adaptable environment, maintaining the outdoor experience for the people flocking to the Cottonwood Canyons to experience, is NOT in UDOT's mandate, nor emphasis. Population growth, as well as planning high density at gateway communities, all contribute to increased negative impacts on nature from noise and pollution. This is evident in the analysis of of the National Park Service and other agencies; documented over time.</p> <p>The DEIS discussed establishing 2 new parking lots, 9400 South/Highland and at the Gravel pit, plus La Caille base station, with roughly 1500 vehicle spaces. Now, the FEIS indicates smaller remote mobility hubs are needed, temporarily and a larger, permanent La Caille / base station parking structure. Capacity numbers of the gondola have not changed. Much of the "Accessory" components are the same, snow sheds, prohibited roadside winter resort parking, and widening of Wasatch boulevard. However, different from the DEIS, buses will not have priority.</p> <p>The "capacity" of the gondola is 1500/hour, at a minimum. Operating limits are 5,500 people per hour, with the Doppelmayr 3S system , the system specified by GondolaWorks, the promoters of the La Caille preferred gondola alternative. The parking planned for this alternative is wholly inadequate, leading either to lengthy delays, people circling lots waiting for a spot to open, or abandoning the mode, and driving up LCC. The FEIS indicates the gondola will carry 35 people per car, 30 cars per hour, or 1050/hour. With this number, the planned parking spaces will be full, even at the newly enlarged La Caille base, within the first 2.5 hours of operation.</p> <p>There is no acknowledgement in the FEIS that uncontrolled numbers of visitors can threaten the very thing visitors have come to enjoy. The environment, the ecology, the beauty, the tranquility, these are all potentially detrimentally affected when the number of visitors is not managed appropriately to the resource and available amenities. Where is the visitor capacity analysis in the DEIS? What is the number of visitors LCC can accommodate without harming the watershed? What is the number of people capable of being accommodated with the existing infrastructure in the ski areas? What is the number the backcountry can accommodate? Are there adequate sanitation facilities for all visitors, resort and backcountry? Is there sufficient water available for residents of LCC and Salt Lake City, even in extended droughts? What happens in the event of an "interlodge" conditions where all people present MUST be and remain inside whatever structure they occupy when the event is declared? Where will these people be and how will their safety be assured?</p> <p>Visitor management appears to assume that visitation is a winter issue as the preferred primary alternative is ONLY planned as winter transportation. Evidence and local studies clearly demonstrate, year over year, that visitation has increased and shows no signs of lessening, particularly in the presence of population growth. In the Trends and issues that define outdoor recreation in Utah, the Utah Division of Parks and Recreation as well as the Institute of Outdoor Recreation and Tourism at Utah State University, authored a 2021 Report to the Governor on Utah's Land, Water and Air. That report concludes, "The demand for outdoor recreation on Utah's public lands and waters has grown consistently over the past decade." And, "Over 2.5 million Utahns participate in outdoor recreation each year, with visitation to Utah's public lands consistently reaching record highs each year. * * * The development of a comprehensive, statewide inventory of outdoor recreation assets would enable more strategic investments by disbursement programs designed to invest state funds into the development of outdoor recreation infrastructure"</p> <p>Most significantly, even this report only discusses Utahans, not visitors from other states or countries. Where is the data about non-Utahans? There has been an effort for a long time to attract visitors to Utah from outside the state. Isn't that why there be a website: visitutah, from the Utah Office of Tourism? That department's mission is to "promote[] tourism into the state through advertising and media contacts.."</p> <p>pastedGraphic.png</p> <p>pastedGraphic_1.png</p> <p>Similar increases in outdoor recreation are being seen and felt elsewhere as well as consequential impacts, some adverse or catastrophic. The posthumous 2020 memoir, Requiem for America's Best Idea, by Michael J. Yochim, a 22 year national park ranger, wrote, our regenerative pleasures drawn from parks and national recreation areas, may soon fall victim to our destructive impulses, related to climate change, including rising temperatures, larger forest fires, mega-droughts, as well as global warming effects on vegetation patterns. Even before this book, in 2014, a study was published with authors from the National Park Service (NPS), United States Forest Service (USFS), United States Geologic Survey (USGS), and academics at Montana State University and University of Montana.</p> <p>This study evaluated impacts to the National park from land use and climate change from 1900 and projecting through 2100. This study concludes there is a need to assess vulnerability across networks of protected areas, [so] those most at risk can have developed effective adaptation strategies. (Id., Abstract.)</p> <p>"[] We first defined park protected-area centered ecosystems (PACEs) based on ecological principles. We then drew on existing land use, invasive species, climate,</p> | | |

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| | | <p>and biome data sets and models to quantify exposure of PACEs from 1900 through 2100. Most PACEs experienced substantial change over the 20th century (.740% average increase in housing density since 1940, 13% of vascular plants are presently nonnative, temperature increase of 1°C/100 yr since 1895 in 80% of PACEs), and projections suggest that many of these trends will continue at similar or increasingly greater rates (255% increase in housing density by 2100, temperature increase of 2.5°C-4.5°C/100 yr, 30% of PACE areas may lose their current biomes by 2030). In the coming century, housing densities are projected to increase in PACEs at about 82% of the rate of since 1940. The rate of climate warming in the coming century is projected to be 2.5-5.8 times higher than that measured in the past century." (Abstract)</p> <p>Further, by 2100, more than half of the West's present vegetation will have become incompatible with its environment and will vanish entirely. This conclusion is not new. A 2014 report co-authored by academics at Montana State University, University of Montana, USDA, Forest Service, National Park Service and USGS referenced the 2008 idea of creating protected areas (PAs), citing the 2006 study calling PAs as cornerstones to protection and maintenance of biological diversity as a global strategy to safeguard nature. Further the 2014 article recognized</p> <p>"The rationale for the PA approach is that restricting human activities within protected areas will allow natural processes and native species to persist (Gaston et al. 2008).</p> <p>There is abundant scientific evidence of human contributions or induced changes to protected areas ecosystems, from nearby land use changes, introduction of invasive and exotic species, and climate changes. Further, evidence suggests that these effects may be cumulative or synergistic. This is documented from effects due to increased human density over time, population growth, as well as human impacts due to impacts on bio-diversity due to poaching, pets and recreation. All of this suggests that UDOT, and USFS have failed in the environmental analysis under NEPA in the FEIS.</p> <p>Environmentalism is practiced at the resorts, involving leasing lands from the USFS. However, despite efforts to broadcast native seeds in construction disturbed areas, such as when terrain is modified, snow making lines installed or serviced, this remediation effort is small in comparison to the current problems. While perhaps inadequate, Alta Ski Lifts, Company, environmental efforts were recognized by the US ski industry. However, despite building LEED certified structures, restoring wetlands destroyed by lift construction, and planting 40,000 tree saplings and seedlings, these efforts are not nearly enough to sequester the carbon released by removal of hundreds of trees over the last 84 years of operation. The removal may have been due to age, disease, or, for expansion of lift served terrain, and better skier experience from larger, faster ski lifts and re-routing or widening ski runs and access roads.</p> <p>September 21, 2022, ASL General Manager, Mike Maughan, spoke to a gathering at the University of Utah, organized by the "Students For The Wasatch." (Instagram@StudentsForThe Wasatch) Maughan's slide presentation provided statistics about bus ridership and resorts users. He also addressed travel problems and solutions. Weather is the foremost problem because it can make roads slick. Problems develop on top of that from inadequate traction devices on vehicles and snow on the roadway and no UDOT plows nearby to clear that snow.</p> <p>At the top of his solutions list was establishing winter-long traction laws, installing remote avalanche devices, improving the traffic merge between Alta and Snowbird and a plow station at the top of the canyon. These solutions are NOT part of the DEIS nor the FEIS, yet are far less costly and likely to be possible to implement for winter 2022-2023. Statistics he cited also demonstrate electric buses would not be as slow as gasoline powered buses, however ridership over the past 4-5 years as been only 5% of resort users and estimated to only be 8% of users. Vehicles in parking lots are 50% rentals with inadequate winter traction devices. Further, he said resort skier's demand an experience different from other resorts with nearly 4 to 5 times more lifts. Finally, Maughan thought the interim solutions might demonstrate the next step of going to a gondola is not necessary.</p> <p>UDOT determined that the reservation parking system implemented by the resorts, including Alta Ski Lifts, Company for winter 2021-22 and winter 2022-23 is not/will not be effective. Alta's GM disagrees and cites to evidence to the contrary.UDOT cites to "evidence" of afternoon downhill traffic congestion whereas much of the FEIS is focused on uphill capacity and congestion during peak travel times 7 - 10 AM; NOT 4 - 7 PM.</p> <p>In addition, the FEIS discusses the possibility of " tolling or other forms of congestion management." The FEIS declares the type of tolling system has yet to be decided. Nor the cost for the tolling, but. The FEIS does declare that pricing would be variable to ensure reduction of vehicles by 30% and incentivize transit ridership. The FEIS declares that if tolling were implemented in LCC, likely a toll would have to be implemented as well in Big Cottonwood Canyon (BCC). However, a separate environmental analysis would need to be conducted for BCC, AND any tolling "would need to be authorized by the Federal Highway Administration in addition to follow[ing] Utah [] requirements." (FEIS, Vol 1, Chapter 2 Alternatives, @ pp. 50-51, see also Vol 4, ¶20.4.6, @ 20-20 for similar statements.)</p> <p>In discussing tolling around the resorts, starting "just west of Snowbird Entry 1", and the combined Gondola B plus Enhanced Bus Service primary preferred alternative, reiterates statements in the Executive Summary:</p> <p>"Residents of Little Cottonwood Canyon, drivers of service vehicles, and potentially resort employees would likely be exempt from paying the toll or observing the vehicle occupancy restriction." (FEIS, Vol 1, Executive Summary @S-20 and, Chapter 2, Alternatives, Travel Demand Management, ¶2.4.1@ p50: "Potentially residents of Little Cottonwood Canyon, drivers of service vehicles, and resort employees would be exempt from paying the toll.") (Emphasis added.)</p> <p>Implementing the phased approach includes improved bus service, constructing mobility hubs at the gravel pit and 9400 South, as well as new bus stops at</p> | | |

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| | | <p>Snowbird and Alta resorts. Vol 1, Chapter 21, Appendix @p. 2.) UDOT envisions, "tolling would be implemented with the start of the phased bus service...." In addition, Wasatch Boulevard would be widened, snow sheds built, improved trailheads built, restricting upper canyon parking, all occurring as "construction funding becomes available." (Id.)</p> <p>"[E]xclud[ing] single occupancy vehicles from entering the canyon during busy ski days (typically Friday through Sunday and holidays)" from 7 AM to 10 AM, is another mechanism mentioned to manage traffic congestion. If banning single occupancy vehicles did not achieve improved mobility, "during certain periods, both single and two-occupant vehicles, might need to be restricted from Little Cottonwood Canyon." Once again the FEIS suggests exemptions might be part of said implementation:</p> <p>"Residents of Little Cottonwood Canyon, drivers of service vehicles, and resort employees may potentially be exempt from the vehicle occupancy requirement." (Vol 1, ¶2.4.2 Vehicle Occupancy @ 2-51.) (Emphasis added.)</p> <p>In discussing the Enhanced Bus Service Alternative in Chapter 7, subpart 4.2, the FEIS also discusses tolling or a "ban on single occupant Vehicles. At section 7.4.2.2.1, the FEIS states:</p> <p>"The enhanced bus service to the ski resorts would be the only option to not paying the toll. The toll would not apply to residents, resort and other business employees, employees with the U.S. Department of Agriculture Forest Service, or freight traffic." (Id.) (Emphasis added.)</p> <p>Later in that same section, the FEIS concludes:</p> <p>"The only freight traffic that uses S.R. 210 in Little Cottonwood Canyon serves the ski resorts and other commercial businesses. Freight traffic would likely be exempt from paying the toll, so the toll would not restrict freight traffic to these locations." (Emphasis added.)</p> <p>UDOT's project manager, Josh Van Jura spoke to the Board of Central Wasatch Commission (CWC) October 3, 2022 about the FEIS. During that meeting, Mr. Van Jura discussed tolling and vehicle occupancy restrictions. He said the technology for implementing vehicle occupancy restrictions did not yet exist, but he believed it was "close." He saw the problem for vehicle occupancy restrictions was that per the federal Code of Federal Regulations, the only deviation was for motorcycles and bicycles. Pointedly, Mr. Van Jura singled out Alta's mayor. Mr. Van Jura said:</p> <p>"[] Mayor Bourke, this is a part that interests you. You and your residents would not be able to drive up the canyon by yourselves. [] Even if you live up there. [] Wanted to make sure you were aware of that. That is a requirement as part of the Code of Federal Regulations...." (CWC October 3, 2022 Board meeting, recording beginning at @ 0:36:20.)</p> <p>This statement is in direct conflict with not one, not two, not three, but at least 4 places in the FEIS reaching nearly the opposite conclusion, as quoted above. Another conflict occurs related to the climbing boulders in LCC. Sentences that immediately follow one another come to different conclusions. The Gondola B alternative "might directly remove two climbing boulders in Little Cottonwood Canyon if they cannot be avoided during final design or relocated to a new location in [LCC.] Gondola Alternative B would not reduce access to climbing or other recreation resources in [LCC.]" Which is it? (Vol 1, Chapter 2, ¶2.6.9.1.1 @ 2-137.)</p> <p>How much of these restrictions apply only, because as part of the phased approach, UDOT intends to widen Wasatch Boulevard, requiring only high occupancy vehicles to travel? What happens for the residents on the East side of Wasatch Boulevard with no other access save for Wasatch Boulevard? Must they work together to have a shuttle to travel from home to work or hockey games or ski racing so that they meet the occupancy restrictions, even if traveling to a resort not in either BCC or LCC?</p> <p>For 50 days a year, UDOT is intending to spend more than \$550M to construct, and then nearly \$11M annually to operate and maintain, really? The mission to reduce transit time below 80 minutes for those 50 days a year is NOT the right goal, not the right solution, not the right cost.</p> <p>There remain many, many unknowns and considerations which were not factored into the decisions in the FEIS of the preferred primary alternative announced August 31, 2022. Firstly, costs in the FEIS fall short of being true estima</p> | | |
| 30612 | Bourke, Margaret | <p>Dear Secretary Braceras,</p> <p>Thank you for your service to Utahns and visitors alike with your strong environmental positions regarding clean air, clean water and a health environment and ecosystem.</p> <p>Attached is a letter I sent to US Secretary of Transportation Pete Buttigieg. I am also sending it to you as well as others leading Utah into the future in the hope that that future will be a healthy on for my children, grandchildren, great-grandchildren, as well as the flora and fauna that we all cherish and enjoy seeing in so much of Utah's natural landscape.</p> | 32.29R; 32.2.9E; 32.1.2B; 32.1.2D; 32.2.6.5G; 32.2.2E | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B |

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| | | <p>I urge you to change the format of the phasing process such that if the tolling and busing options mentioned provide adequately for transportation needs, that the place will stop there, and not proceed with seeking funding for a gondola.</p> <p>September 19, 2022</p> <p>Secretary Pete Buttigieg US Department of Transportation; engage@dot.gov 1200 New Jersey Ave, SE Washington, DC 20590</p> <p>RE: Reject funding Gondola B in Little Cottonwood Canyon</p> <p>Dear Mr. Secretary,</p> <p>Thank you for your service to America, and the people of both urban and rural communities, cities as well as towns. I write to fervently request you and your agenda reject any applications for funding the Utah Department of Transportation's (UDOT) Little Cottonwood Canyon Gondola B, preferred alternative.</p> <p>As you know, much of Utah is federal lands, whether national park, forest, wilderness area, preserve, or land under the jurisdiction of the Bureau of Land Management. I live in Alta, the headwaters of the Little Cottonwood Canyon Creek, the top of the box canyon, a canyon named for that creek. While not South Bend, nor West Lafayette, where I was raised, it has a character, which is due to its continued natural beauty, a feeling of calm, peace and tranquillity where solitude is still possible.</p> <p>UDOT's selection of Gondola B, in the September Final EIS, is NOT what ought to receive public funding.</p> <p>This gondola...: would benefit only the affluent, winter ski and snowboard communities; would benefits 2 private ski resorts; would provide no access to trails elsewhere in the twelve (12) mile canyon; would create a noisy, less scenic environment; would require dedicated, long-term infrastructure while climate warming effects demonstrate drought plus higher temperatures shortening the ski/boardng season.</p> <p>There must be so many, many more equitable, beneficial applications for infrastructure and mass transportation dollars. In Utah, where you recently visited Governor Cox and Mayor Wilson, more public transportation in the form of buses and low emission trams to national parks, forests and preserves would be ideal and is needed. With the increase in outdoor recreation and enjoyment, spurred in part from the COVID pandemic, these public areas are in desperate need of providing access, but not from gondolas nor private vehicles. These are "natural" areas and people are coming to enjoy nature, not scenes degraded by areal tramways. I am sure, as a two-term mayor, you are well aware of the inequity caused by developers having an outsider voice in state and local actions. Please join Senators Iwamoto, and Riebe, as well as Representative Bennion, Mayors of Salt Lake County, Sandy, Cottonwood Heights and Alta, as well as other elected officials and many citizens both affiliated and not, with non-profits such as:</p> <p>Friends of Alta Friends of Little Cottonwood Canyon GreenLatinos Latino Outdoors Salt Lake City League of Women Voters of Salt Lake Salt Lake Climbers Alliance Save not Pave Save our Canyons Students for the Wasatch Wasatch Backcountry Alliance Wasatch Mountain Club</p> <p>I am available to speak with you or any member of your staff.</p> <p>Sincerely yours,</p> <p>Margaret Bourke margaretbourke@earthlink.net</p> | | |

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| | | <p>(801) 742-9800</p> <p>Cc Governor Spencer Cox [via website comment form] Utah Department of Transportation, Secretary Carlos Braceras Senate President J. Stuart Adams and Majority leader Evan J. Vickers House Majority leader, Mike Schultz and Speaker Brad Wilson Senator Kathleen Riebe Representative Gay Lynn Bennion</p> | | |
| 32801 | Bourns, Vicki | I do not support the gondola option. It will not improve traffic for the general public. It appears it is only for one specific interest group. The environmental impact is very important. | 32.2.9E; 32.1.2F; 32.1.5C | A32.1.2F; A32.1.5C |
| 34356 | Bourret, Austin | This gondola does not benefit me at all. I am a backcountry skier and this will only fill the corporate coffers of Alta and snowbird while packing more people in lift lines, further reducing the user experience. Additionally, it won't decrease canyon traffic because there isn't incentive not to drive. It's also far too expensive. Run dozens of electric busses non stop and incentive people to take them. | 32.2.9E; 32.2.4A; 32.2.6.3F | |
| 35955 | Bova, Mikell | <p>I am writing in opposition to UDOT's preferred alternative: LCC Gondola.</p> <p>First, I don't believe the gondola will be sufficient in addressing the traffic issue. It does nothing to alleviate traffic in Cottonwood Heights since parking will only be provided at the base of the gondola so people will still have to drive on Wasatch Blvd to board the gondola. Moreover, it doubles drive time so I don't think people will use it even if you toll LCC. Skiing is an expensive sport; I don't think many skiers will flinch at paying \$5-20 to drive up the canyon if it saves them an hour. The gondola will only serve to pack more people into the mountains which are already at capacity as evident by long lift lines at Alta and Snowbird every weekend day and holiday.</p> <p>Second, it will be insufficient during the summer when traffic can still be bad as it doesn't serve the most popular summer trailheads, which also routinely fill up during the winter.</p> <p>Third, it won't be able to run during bad weather or during high avalanche danger which sort of defeats the purpose. Whereas, snow sleds over the road at crucial slide paths would be more effective in protecting motorists and safely moving people up and down the canyon.</p> <p>Lastly, it also ruins habitats and areas of high recreational use which would be detrimental to the outdoor community and the environment of LCC.</p> <p>I proposed an enhanced year-round bus system in both little and big cottonwood canyon, an additional bus only lane, and snow sleds to help protect the road from avalanche dangers.</p> | 32.2.9E; 32.2.6.5G; 32.1.2F; 32.1.2D | A32.1.2F |
| 36172 | Bovard, John | <p>Hello there, I am a resident of Salt Lake City. I am a strong supporter of the addition of public transit options in Little Cottonwood Canyon as well as the Salt Lake Valley as a whole. I have previously been a supporter of the gondola option, but have since learned more details about the cog rail proposal made by Stadler in 2021. Since learning more about Stadler's proposal, I have a very difficult time supporting the gondola for the following reasons:1. Stadler proposed a south side alignment which would be cheaper than the north side alignment and avoid avalanche paths. Yet it appears that UDOT has only considered a north side alignment. The south side may not require snow sheds.2. Stadler estimates the total cost of the cog rail to be \$488 million (excluding parking garage estimate and assuming electrification). This is approximately 1.5 times the cost of the gondola option.3. Stadler proposed a \$487 million rail connection to the Frontrunner along 9400 S which could connect directly to the cog rail line with the same cars and track.4. A cog rail has the ability to make stops for canyon destinations other than Alta and Snowbird, making the canyon more accessible for more than just resort skiers. This would benefit hikers, snowshoers, rock climbers, backcountry skiers, etc.5. The cog rail proposal has an estimated capacity of 3-5000 riders.6. The operations and maintenance costs of the cog rail are approximately \$1.4 million lower than the gondola option. Though this would take a very long time to break even, it is still relevant.7. The scenic impact of a cog rail would be significantly less than that of a gondola. With these points in mind, I believe the cog rail option far better serves the goals of public transportation. The cog rail would help increase accessibility to LCC for many types of recreation while reducing private vehicle traffic. Furthermore, I am strongly opposed to any road-widening or parking garage projects. Research has shown that these do not help to reduce congestion but only encourage more drivers. Any infrastructure to support more cars would only serve as a temporary bandaid instead of as a solution to the problem. There needs to be a stronger focus on helping recreators make the journey into the canyons entirely by public transit than than more hybrid trips where they drive to public transit, i.e. park 'n rides. Furthermore, I would like to know more details as to why there are differences between UDOT's estimates and Stadler's estimates, such as:1. Why does UDOT recommend snow sheds at a cost of \$250 million while Stadler does not? Is this because UDOT is only considering a north side alignment? If yes, why?2. Why is Stadler's estimate only \$488 million for the cog rail including electrification while UDOT estimates \$688 million?3. Why are other rail lines such as one along 9400 S not been discussed more? Finally, it has recently come to my attention that UDOT is considering a \$25-30 toll for drivers going to Snowbird or further into the canyon. I am vehemently opposed to this option--even if it is limited to specific times on specific days. This would make it financially impossible for myself and anyone else for whom money is not free-flowing to ski in LCC. I carefully budget throughout the year to be able afford to go to Snowbird and Alta. I am also extremely busy with limited free time, so in order to make the most of those days when I am able to go to the resorts, I try to spend all day there. Skiing is already an expensive hobby, though it has slowly been becoming more accessible. It is also the main way in which I am able to engage with nature in the winter. Imposing a toll on resort-goers would only serve to make the sport more exclusive and an</p> | 32.2.9E; 32.2.9F | |

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| | | option that is only for the rich. It would make nature less accessible to those with financial limitations, which has a dramatic impact on mental and physical health. The accessibility to skiing is a large part of why I love the Salt Lake Valley and have chosen to build a life here. | | |
| 35817 | Bowcutt, Troy | I would like to voice my strong support for the proposed gondola system. Done properly, the gondola will enhance traffic flow regardless of weather conditions and provide secondary access to the canyon. Secondary access is vitally needed during the many times a year that the canyon goes in to "inter-lodge" or the roadway is shut down. These systems are well done in other areas (Europe) and can be done to enhance the natural condition rather than take away form it. | 32.2.9D | |
| 32103 | Bowden, Eric | A massive public debt that services two, profitable private ski resorts makes little sense. While I don't have a problem with the gondola itself, per se, this should be funded by the ski resorts, not the tax payers. Even then, a shuttle service similar to Zion National Park seems like a far more flexible and equitable solution that could help resorts and mitigate the lack of sufficient hiking trailhead parking in the summer. | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.2B | |
| 37453 | Bowen, Isaac | NO! I don't like how this is to help with traffic but going to lead to traffic at the bottom. The price to build the gondola is a ridiculous amount and could be used for something much more important. The amount of busy days are not enough for a 550 million gondola. Keep the peace of the canyon and rock climbing areas and don't disrupt this!! Please no!!! | 32.2.9E; 32.1.2B | A32.1.2B |
| 25631 | Bowen, James | I live in Cottonwood Heights and I remember the failed attempts for the Gondola in Ogden, one which made total since. I would love to see the fights and protests this will bring. Go for it. | 32.29D | |
| 28112 | Bowen, Jeff | I understand that the need to reduce traffic is very important in the cantons. However, this gondola will ruin cherished climbing and hiking areas, cost an astronomical amount of money, and again not solve the issue. Please do not move forward with this plan. | 32.2.9E | |
| 27058 | Bowen, Scott | If the ski resorts want to pay for the initial outlay for the gondola, and pay for it's operation and upkeep, I think I MIGHT think that it's a good solution. But otherwise, no chance. My bet is if you took a poll, most people are against it...if that's the case, then why even consider it. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 36156 | Bowerbank, William | No to the gondola that will ruin the beauty of the canyon. Please listen to what the citizens want and not the developer/government that only wants to make money. Remember who you represent (the tax paying citizens)!!! | 32.2.9E | |
| 28281 | Bowerbank, William | I am so not for this gondola. In spite of efforts to provide better alternatives, UDOT ignored them all and didn't allow the citizens to vote. I AM NOT IMPRESSED WITH THE ACTIONS OF UDOT!!! | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 35000 | Bowers, Erin | I firmly believe that a gondola is not the answer to the traffic problem in LCC. It would only serve to move the line downhill, further impacting residents who live where the proposed gondola station would be built. Other solutions must be studied, investigated and tried as have been suggested but surely there are more to research in Europe, for instance, and in other areas that have mitigated similar issues successfully. The conglomerate passes have contributed largely to the problem and should be heavily scrutinized and revised on usage. Locals need to be considered with priority, particularly local residents who will be closely and heavily impacted by the base station. The gondola is simply ugly and exorbitant in cost when our snowfall is dramatically diminishing along with the Great Salt Lake's lake effect which poses serious additional questions. The resorts care only for \$\$, not the wishes of the people who have lived and loved the canyon for over 60 years, like me. Please do not build this horrible eyesore of a gondola! | 32.2.9E; 32.2.2K | A32.2.2K |
| 28070 | Bowers, Joe | I am a long time bus rider to the ski resorts. Gondola is an eye sore and not effective. Provide parking and more buses. | 32.2.9A | |
| 33855 | Bowers, Lisa | I do not support the gondola. This solution primarily benefits the ski resorts and the already privileged user group who can afford to ski there. The gondola will also threaten the world class rock climbing routes that exist throughout the canyon. Please do not approve the gondola construction. | 32.1.2B; 32.1.2D; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 32002 | Bowers, Shari | If the traffic problems during ski season are because of all the skiers then the ski resorts should pay for the problem to be fixed. The gondola has a way too hefty price tag to unload onto the tax payers. Other ideas, like 1)an electronic marquee at the mouth of the canyon saying when the parking lots are full. 2) dividing season passes into odd and even days. 3) selling morning skiing passes and afternoon skiing passes but not all day skiing passes should be tried first. | 32.2.7A; 32.2.2K | A32.2.2K |
| 35932 | Bowes, Adam | I am strongly in favor of the gondola! It provides a safe, affordable, and well thought out experience for local SLC residents to access the canyon! | 32.2.9D | |
| 28030 | Bowler, Anita | As a skier at Alta, I am against the gondolas. Would prefer increased buses and parking preferably where the old cottonwood mall was. | 32.2.9E; 32.2.9A; 32.2.2FF | |
| 30922 | Bowman, Jane | STRONGLY oppose gondola | 32.2.9E | |
| 37911 | Bown, James | I am in favor of the Gondola. I believe it is the best option for solving transportation problems going up and down the canyon. Gondolas are commonly use for such things in Europe, this is a well proven solution. | 32.2.9D | |
| 33631 | Bown, Joel | I have been an active user of Little Cottonwood Canyon since 1963 for skiing, hiking, rock climbing and simply enjoying the beauty of the place. I applaud the idea of phased solutions for the current traffic problems, but am adamantly opposed to the final phase of building a gondola. | 32.2.2K; 32.2.2M; 32.2.2Y; 32.2.4A; | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |

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| | | <p>We ought instead to implement strict bus usage requirements in the canyons. Many places in the country require that license plates ending in a certain number or letter only go on certain days. We could try that option. We could try tolling vehicles to further incentivize would-be drivers to ascend the canyon in a UTA bus. There are so many options that are far superior to permanently destroying the canyon with a gondola.</p> <p>Furthermore, while initial costs are estimated at \$550 million, and winter operations at \$3 million per year, those costs will only go up year after year.</p> <p>Please, do not build a gondola! Preserve our beautiful canyons.</p> <p>Sincerely, Steven Boyer</p> | | |
| 35632 | Boyle, Andrea | The beneficiary of this Gondola is the Ski Resorts at taxpayers expense. They need to pony up! | 32.2.7A | |
| 29911 | Boyle, Bill | <p>Response to gondola proposal.</p> <p>I am not in favor of any of the current proposals and support leaving the canyons alone. I for one have weeded myself out of little cottonwood skiing except on weekdays where no snowfall has occurred for 24 hours.</p> <p>Here are my issues:</p> <p>Destruction of the scenic view shed-I do not want the visual impact of this project during and after.</p> <p>Possibility of years of disruption in vehicle travel.</p> <p>Other (than skiers) recreation will be disrupted and in some cases destroyed. Access to the area and its trailheads will be curtailed and there will be destruction of historical climbing/ bordering. Not to mention that the gondola does nothing to get people to trailheads and climbing areas</p> <p>Capacity of the gondola will not make significantly impact car transportation-It is simply not cost effective (at a 1000 people per hour), or in general, time effective for many skier days and or use outside the ski season. to better access this I would like to see detailed data outlined below.The gondola is only really being considered because of ski season at ski resorts.</p> <p>A thousand people an hours does not begin to cover the demand for early/peak time travel in the canyon</p> <p>Allowing people to weed themselves, out rather than the state setting boundaries, is a much better approach. Consider how much skiing ha changed in 10 years. Many people have switched to multiple area passes, and don't, I for one, go up little cottonwood on snow days; and this will probably continue to be so regardless of the existence of a gondola.</p> <p>Levying a 20-30 dollar add on to access canyon is frankly not worth it and I believe that most people will agree. Put that levy on now and that may resolve much of the traffic problem, I wont pay it. And then again consider the benefits of season passes to other resorts. I find that the ability to make a reasonable decision requires significantly more data than has been presented, and data that covers the entire year or several years of all season use.</p> <p>Some of the data I would like to see: Several years of road traffic that breaks out 1) daily skier populations at snowbird and alta, 2) daily uphill traffic, 3) relationship to weather of daily count to weather, 4) number of days canyon closed 5) weather delays in road openings, 6) amount of time these delays are 7) hour by hour traffic counts are factored, 8) data collection for the entire year that shows.</p> <p>In conclusion, my personal observations are that there is a traffic issue with little cottonwood but this generally is related to weekends and snow days during the ski season. I frankly have not seen the info I need to justify any costly process to make little cottonwood more accesible. From my point of view, little cottonwood is being destroyed by overuse, and bringing more people up there, only adds to the problem. I don't see how the cost of this project justifies the myopic gains that might be achieved; and I for one do not want to pay for something that brings about memories of the great salt lake pumps.The only real benefit I see is some reduction in gas use and pollution, but if this is a substantive goal, the money could be spent elsewhere to get a greater effect.</p> | 32.2.9G; 32.2.9E; 32.2.4A; 32.2.2Y; 32.1.2B | A32.1.2B |
| 32577 | Boyle, SaJatah | To whom it may concern,I do not support the proposal of a gondola in Little Cottonwood Canyon to meet our community's transportation and accessibility needs to access our public land. I ask that the department reconsider an expanded bus service to provide broader, safer, and more reliable transportation for citizens to access their land. My name is SaJatah Boyle-I was born and raised along the Wasatch Front and currently live in Salt Lake City. I have visited Little Cottonwood Canyon throughout my life-in all seasons-for hiking, skiing, climbing, and sightseeing.I greatly appreciate that UDOT is searching for ways to improve transport and public access to public land in Little Cottonwood Canyon-however, the scope of accessibility that the gondola proposal would provide is severely limited compared to the needs of the public. We need increased safety and mobility in the canyon year round, not just in the winter. We need increased transportation options to multiple | 32.2.9E; 32.2.9A; 32.1.2C; 32.2.2I | A32.2.2I |

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| | | public locations throughout the canyon-not direct transportation to privately owned resorts. We also need a transportation solution that will seamlessly integrate with our transportation needs throughout the valley-not increase traffic and parking to the mouth of Little Cottonwood Canyon. Please reconsider the flexibility of an expanded, electric bus transportation plan. This would increase safety and mobility in transportation year round; it could transport the public to numerous and changing locations in the canyon depending on demand (sport, season, etc.); and it could easily connect with ever growing transportation hubs throughout Salt Lake Valley and the larger Wasatch Front. Thank you for your consideration, and I look forward to your consideration of our comments and further discussions with the public about our lands and transportation needs. Sincerely, Sajatah Boyle (Salt Lake City, Utah) | | |
| 32722 | boyle, shawn | No Gondola, Wasatch will still remain to be the problem! build the train | 32.2.9E; 32.2.9F | |
| 36913 | boynton, alexander | I Please explore other options. It will be an expensive eyesore, and it will go from bottom to top. There are many areas in between that it won't serve. I think improved bus service is a better option, and a sliding fee scale for cars. \$x for a full car (4 or more people) \$2x for 3 people, 4x for 2 people 8x for SOVs. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 26993 | Boynton, Alexander | No. I believe the negative impacts of a gondola outweigh the benefits. I believe a combination of tolls, and increased bus capacity would be a superior solution. Preferably Electric buses. | 32.2.2Y; 32.2.6.3F; 32.2.4A; 32.2.9A; 32.2.9E | |
| 28913 | Boynton, Kathleen | Opposed to gondola which will injure surrounding environment | 32.2.9E | |
| 36593 | Boys, Ian | I do not believe that the gondola is in the best interest of Utah's future. From what I have read, it does not solve the problems it sets out to address. It cannot accommodate the current volumes in LCC on peak days, it will still lead to traffic issues in the area around the canyon, and, most frustratingly, it will involve damaging some of the terrain that people visit the canyon to enjoy. I firmly believe that a comprehensive approach that leans on expanded public transit options in the form of a ski bus and limits/fees on single or even low-occupant vehicles would be a more future-proof solution that would help preserve the canyon that we all hold dear. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 32867 | Brace, Bob | Agree completely with the Mayor's position and alternative approaches as opposed to an expensive and impractical gondola. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 33880 | Brace, Stephen | So many unanswered questions. The gondola does not seem to be a comprehensive plan. It wants to use taxpayer money to benefit two private corporations. Since the benefactor are the corporations, they should pay for all of it. It serves them more than the general public. It feels like the public is getting fleeced. Parking at the gondola base will be an issue. Currently, parking for bus use is a problem. Parking before you get to the canyon needs to be addressed first. Regional parking hubs? Is there a plan with funding from the resorts if said gondola plan fails? Who pays for deconstruction and revegetation? Both resorts in LCC need to have a real time parking reservation system. Make your reservation, scan to get into the lot and scan to get out so the public knows what is available as well as UDOT. Parking would be free but to access the canyon is fee based. Fees go to UDOT for staffing and road maintenance. UDOT would be the gate keeper at the mouth. There are transportation headaches in PC, BCC and LCC year round. A comprehensive plan that includes all three areas should be on the radar. NOT a gondola in LCC. The investment would have to be from all resorts and taxpayers. | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2K; 32.2.7A; 32.2.9E | A32.1.1A; A32.1.2B; A32.2.2K |
| 35577 | Bradfield, Josiah | I appreciate the efforts of everyone on trying to reduce traffic in little cottonwood, but this is not the answer. It doesn't really solve anything. I think that more busses and/or a fee station would really help more. | 32.2.9E; 32.2.9A; 32.2.2Y | |
| 26808 | Bradford, Becky | This project isn't in alignment with what I feel uDot should be doing for the long haul. People who need/use public transit for everyday use (that's me). Please invest in those who use your resources daily, and not for tourists. | 32.1.2B | A32.1.2B |
| 32784 | Bradford, Diane | I'm 72, Utah native and the Wasatch mountains, especially Little Cottonwood, are deeply beloved to me and most of my family. I do not hike or cross country ski or ski there as much the past couple of years but I have studied this gondola debate much better than any of my family or close friends. If I wrote out all of my thoughts they would be remarkably close to those made by Jenny Wilson. She has the facts and I fully agree there must be much better ways to solve traffic problems in this canyon. I strongly believe other options could be more effective, more efficient more visionary in serving the greater good rather than a small number of people. I beg you to listen carefully to Jenny Wilson on this. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 26962 | Bradford, Jackson | Don't put a gondola up little cottonwood. Instead, charge a toll for cars to limit the amount of people that drive up there. And if they do, you make money. Increase the amount of busses and bus stations without widening the road. | 32.2.2.Y, 32.2.4A; 32.2.9A; 32.2.9E | |
| 33545 | Bradford, Misha | I am opposed. Please don't use tax dollars to fund this very costly project that will have very limited benefit both to taxpayers and to the environment. It just doesn't make sense. | 32.2.7A; 32.2.9E | |
| 35944 | Bradley, Brian | I support the gondola ?? | 32.2.9D | |
| 28193 | Bradley, Caroline | Please do not destroy the natural beauty of this Canyon with an eyesore that we don't even know will be totally utilized. There are many other steps to reduce congestion versus this option that many, many of the residents are openly not a fan of. I urge you all to please redirect your course and think of other solutions first. | 32.2.9E | |
| 37445 | Bradley, Cathy | NO Gondola of any kind, absolutely NOT! | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30130 | Bradley, Charlie | No gondola!!! Add a non-carpool tax or increase bus services or do nothing! Better than an ecological disaster | 32.1.2B; 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9G | A32.1.2B |
| 27393 | Bradley, Justin | !!'m so excited about the gondola. I live at the bottom of the canyon and worked up there for 10 years. Don't listen to the negativity, it's going to be great! | 32.2.9D | |
| 35308 | bradley, megan | My name is Megan Bradley and I have lived in Utah for 47 years. I am a registered voter and I am against putting a gondola in little cottonwood canyon. We choose to locate our family [REDACTED] because of the beauty and recreation it provides. The gondola is a solution that can't be undone and an expensive option that is funded by tax payer dollars that benefits 2 privately owned businesses. Please consider tolls or expanded bus services as a cost effective and less intrusive alternative to the gondola. I appreciate UDOT for considering other options before moving ahead with an irreversible decision. -Megan Bradley [REDACTED] | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.9A | |
| 31839 | Bradley, Paul | I fully support the gondola alternative that has been put forward. This is the best approach for long-term solution of getting skiers up and down the mountain in a timely way. Additionally, it makes the most sense from a safety perspective as well. | 32.2.9D | |
| 28047 | Bradley, Seth | I have lived at the mouth of little cottonwood canyon for 45 years and have chosen to live here because of the area and unique recreational opportunities it provides. I ski, rock climb, mountain bike, hike and camp in the canyon. I understand that traffic is increasing, but building a gondola that impacts the canyon with irreversible consequences and only serves 2 private business and is payed for with tax payer money is irresponsible and short sighted. Please reconsider before permanently impacting the canyon in a negative way. | 32.2.9E | |
| 32376 | Bradley, Tyson | I have for 40 years, and still do spend a great deal of my life in LCC. I'm lead guide for Utah Mountain Adventures, a Forest-permitted mountain-guiding company operating primarily in the Cottonwood Canyons. I oppose the Gondola. Its neither an effective solution to the crowding on SR 210, nor good for the environment. Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. A third lane, wherever possible in LCC, should be for uphill traffic until noon, and for down hill thereafter. It should be for buses and carpools only. Instead lets implement parking hubs in the valley, enhanced, perhaps electric, busing with regular routes, carpooling and tolling and reservations: common-sense solutions that are fiscally sound. With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year. Its simply a business boondoggle at taxpayer expense. | 32.2.9E; 32.2.9B; 32.2.2B; 32.2.2I; 32.2.6.5G | A32.2.2I |
| 34681 | Bradshaw, Ann | Yes there is a problem with traffic going up LCC. The gondola is the worst way to solve this problem. The only people that support it will benefit from it financially. This is a terrible idea and extremely expensive for a hand full of powder days in the winter. It will take to long to get people up the canyon so no one will use it. We need to sole the problem of the great salt lake way before even thinking about the traffic up the canyon. I am angry that any would think that the gondola is good in any way. Please do not move forward with this plan. Ann Bradshaw | 32.2.9E; 32.1.2B | A32.1.2B |
| 26141 | Bradshaw, Cody | I am not in favor of the proposed Alternate B gondola proposal. This will just move the congestion down further into the neighborhoods, and the lift lines will start hours before the real lifts even start turning with folks lining up to ride the gondola. As a former Mountain collective pass holder I have seen the negative effects of the Mtn collective and ikon super passes, and can no longer support what they have done to my favorite ski areas. It's not fair that the resorts take in the money these passes bring in, but yet the community and visitors have to pay even more to sully the infrastructure to fund their coffers... The LCC will always hold a piece of my heart, and will still chase powder up there, but these sort of changes will insure that I won't be doing that as often as I have, and had hoped to continue doing so for the rest of my life...? | 32.2.9E; 32.2.6.5E; 32.2.2K; 32.7B | A32.2.6.5E; A32.2.2K |
| 31574 | Bradshaw, Danielle | The proposed gondola plan is a large waste of tax dollars that would cut into the visual aesthetics of the canyon, and harm natural resources. Not to mention it would only serve a percentage of canyon users during winter months. Increased bus transit with multiple stops throughout the canyon (or other alternate solutions) could serve not only skiers at the two resorts, but those who visit the canyon year-round and desire to backcountry ski, snowshoe, hike, bike, climb, birdwatch, etc. The gondola only serves resort-goers and is a strenuous impact on the tax paying citizens of Utah as well as the natural environment of the canyon. Wouldn't it be better to increase/improve bus operations and hours of the day for a much smaller investment while reallocating much of the proposed gondola budget to improve mass transit throughout the rest of the Wasatch Front? Utah's governing authorities could provide solutions that majority of Utahns (not just those who support two ski resorts) can benefit from -- especially as our population will begin to reach 4 million people by 2032. This seems like a narrow-minded proposal which aims to benefit the few and privileged who can afford to ski at these two corporations, line the pockets of legislative landowners where the parking garages will be built, impact the aesthetics and wildlife of the canyon, and not address/fix the underlying issue with overcrowded canyon use. Zion national Park runs bus/shuttle systems to accommodate all who want to appreciate the beauty and recreation of the park, we could easily follow suit and preserve the canyon from unnecessary and expensive damage to the canyon that a gondola would provide, not to mention the eye sore of a gondola. For the reasons above, please reconsider and think long-term about the impact of your decision to support on current residents, future generations, wildlife, water resources, erosion components, and sustainable solutions. Kind regards,Danielle | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2B | |
| 34599 | Bradshaw, Erica | I do not support the gondola, I support people taking the bus up the canyons. | 32.2.9E; 32.2.9A | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31332 | Brady, Ann | More buses, no gondola. | 32.2.9E; 32.2.9A | |
| 37570 | Brady, Daniel | The gondola is an incredibly expensive solution to a problem that really only exists on a limited number of days each year. I think a much more reasonable approach would be to expand the public bus transportation system. If transportation issues become acute enough, perhaps a shuttle service similar to that operation in Zion National Park could be considered. That could be utilized in conjunction with a pass system that would allow those who work or live in the canyon to continue to use their private vehicles. Thank you for your consideration. | 32.1.2B; 32.2.9E; 32.2.9A; 32.2.2B | A32.1.2B |
| 37939 | BRADY, ELLEN | I oppose the building of a gondola in Little Cottonwood Canyon. I believe that there are other more cost effective and less environmentally damaging options. | 32.2.9E | |
| 25779 | Brady, Gannon | LCC is an extremely special place to me. It's the place where I climb, I snowboard, & I reset after a long week. The gondola proposal is not only an extremely inefficient solution to LCC's traffic problem, but it would destroy recreation within it (specifically climbing) and ruin the tranquil vibes we all enjoy. This is a vanity project meant to increase the appeal of ski resorts, not to improve traffic or help out the local community. I am begging you not to give in. There are much, MUCH better and cheaper solutions available. | 32.1.2B; 32.1.2D; 32.2.9E; 32.2.2PP; 32.4B | A32.1.2B |
| 29228 | Brady, James | The canyon is used by multiple other users besides skiers including climbers, hikers and nature enthusiasts. A gondola will permanently alter the area and make it less beautiful, peaceful, and natural for everyone else. The only reason this is passing is because the users with the money are the ski resorts. We do not want this. Please do not do this. Let the ski resorts pay \$550 million for this if its so necessary. Put it to a public vote. | 32.2.7A; 32.2.9E | |
| 36723 | Brady, Keith | Please vote yes on the gondola! It seems expensive but makes sense over time. | 32.2.9D | |
| 36179 | brady, kiernan | this plan is absolutely disastrous, and serves a very small user group at the cost of many others | 32.2.9E; 32.1.2D | |
| 35606 | Brady, Kyle | Gondola is a Horrible idea. Doesn't address the real issue. The resorts don't get unlimited guest. They may have to cap their daily uphill and it might not be the number that they want. Public users of the canyons get screwed in this option. Shame on udot. | 32.2.9E; 32.2.2K | A32.2.2K |
| 26542 | Brady, Richard | I don't believe you guys are thinking this through! 2 resorts are not a reason to put in a very environmentally invasive structure as a gondola. Those towers are there forever. Force people to take the bus. Pretty simple! Please don't ruin the natural beauty of LLC. | 32.1.2B; 32.2.2B; 32.2.2PP | A32.1.2B |
| 29376 | Brady, Scott | I think a toll booth should be opened at the base of LCC and every car should pay \$10 - \$20 each time the go up the canyon. I feel that would push a lot of people to ride buses and also motivate more people to carpool. Charging \$10 to park at Alta for back country skiing reduced the crowds significantly last year and I think this approach would help lower traffic in LCC. | 32.2.4A | |
| 29985 | Braeden, Barbara | I am AGAINST the gondola option. A train & tunnel system connecting Big & Little Cottonwood Canyons is a sustainable long-term answer to the congestion problems in the canyons. | 32.1.1A; 32.1.2B; 32.2.2C; 32.2.2Q; 32.2.2I; 32.2.9E | A32.1.1A; A32.1.2B; A32.2.2I |
| 34283 | Braeden, Derek | Really disappointed in the narrowmindedness of this entire project in finding a solution. The bus depot or the gondola just moves the bottleneck from the canyon roads themselves to the parking lot and lines to load onto buses or gondolas. No one wants a bottleneck 15-20 minute gondola ride to start or end the day. The only viable long-term solution to move the quantities of people that will need to get up and down the canyon is a train, either above ground or - more environmentally conscious option to return the canyon to a more natural state - underground subway / train. Could be extended to interconnect Al canyons and Park City resorts as well. | 32.2.6.5E; 32.2.9E; 32.2.9F; 32.1.1A | A32.2.6.5E; A32.1.1A |
| 33330 | Braeger, Courtney | This gondola removes some of the natural beauty of the canyon and will only service the ski resorts. It does not help others who enjoy the canyon for other uses. Plus, the length of the gondola makes it not beneficial to ride. A bus only lane would encourage more people to ride if they get to bypass the line of traffic. | 32.1.2B; 32.1.2D; 32.2.9B | A32.1.2B |
| 32753 | Bragg, Laurie | I am categorically opposed to the Little Cottonwood gondola as environmentally destructive and unnecessarily expensive. I am in favor of the common sense options including improved bus service, tolling, multi-passenger vehicle incentives, parking improvement ideas. | 32.2.9E; 32.2.9A | |
| 34566 | Brainard, Ryan | I live in cottonwood heights. And I do not agree with public funding supporting transportation to a private resort. That would be as backwards as using tax money to subsidize uber service to the ski resorts. Or building a public bridge over to Oquirrh mountains to facilitate traffic to the tooele race track. In summary, let patrons of the resort pay for thier own transport | 32.2.7A | |
| 29794 | Braithwaite, Taylor | I think we should have no gondola and no road widening. Instead have a well run bus system, with plenty of parking in the valley. During high traffic times, ie winter and weekends during the day charge \$100 to drive up the canyon. There can be no exceptions. If you work or live up the canyon, you must still pay the \$100. If you want your vehicle and you don't want to pay, then drive up during low traffic times. | 32.2.2B; 32.2.9E; 32.2.9L | |
| 32369 | Brajavich, Brady | I'm not for this use of tax dollars. This is way too much public money to be spent to solve a problem that happens only a few days out of the year. It also only benefits those already financially well-off enough to ski and the private ski companies. Instead, put 500MM to use in our school system, affordable housing, helping the homeless, roads, or literally anything else that actually benefits the public. | 32.2.9G; 32.1.2B | A32.1.2B |
| 25802 | Brajavich, Brady | The gondola is a bad idea. Traffic is terrible maybe 30 days out of the year. 550 MM shouldn't be acceptable to fix this issue. If the resorts institute reservations on high-traffic days, that would immediately resolve the issue. Or, taking notes on how they do things in Europe, more and better park and rides. I imagine half a billion dollars invested in busses and pickup locations would go a long way. | 32.2.9E; 32.1.2B; 32.2.2K | A32.1.2B; A32.2.2K |
| 29139 | Branch, Nate | The process completely ignored the overwhelming majority of comments rejecting the gondola, so here to say again we the citizens do not want a gondola in our canyon! Limit access to personal vehicles and expand parking in the valley and buses | 32.2.9N; 32.2.9A | A32.2.9N |

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| 34212 | Branch, Sammi | A gondola is so expensive and time/resource consuming to build. Let's start with something that needs less infrastructure first. I have two ideas. 1st idea - try a Toll system like Milcreek. You could start with tolls on weekends and holidays only. Yearly passes could be an options. Expand to tolls every day if needed. All you'd need is some employees and a toll booth. 2nd idea- make the canyon similar to zion national park with bus only access. Run busses constantly. We can start small with bus only access on weekends and holidays and see how it helps. Then can easily expand to bus only all the time If needed. Busses would be free like zion. This takes more since we'd probably need more parking at the mouth + busses and more employees. Resorts could put more lockers in to help ease concerns of people bringing stuff with them to the resorts. Let's try some sensible, cheaper, and easier-to-implement options before we go crazy with an overly expensive project that compromises the canyon! | 32.2.2Y; 32.2.3A; 32.2.2B; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 28724 | Branch, Skip | The problem is traffic....too much of it. The Gondola doesn't help mitigate traffic....it will still be a cluster of cars because the gondola is too limited (in numbers of people it carries) and moves too slowly | 32.2.9E; 32.2.4A; 32.1.2D; 32.7C | |
| 25424 | Branchini, Rick | I fully support Gondola Alternative B project. I believe this project to be superior to other alternatives as this will have lasting sustainability and eventually the least environmental impact. | 32.2.9D | |
| 31344 | Brand, Jason | Disappointed to hear that the option being selected will not address the issue of traffic in the canyon. Once the novelty wears off people will choose to drive if given the option. Please consider more serious investment in ramping bussing on existing road and limiting traffic similar to Zion canyon. It would be the most effective solution and come at a lower cost and environmental impact. Better than tolling would be a reservation/lottery system for the available daily slots. | 32.2.9E; 32.2.9A; 3.2.4A; 32.2.2K; 32.2.2B | A32.2.2K |
| 26274 | Brand, Jason | A serious analysis with serious commitment to solving canyon traffic would not have come to this conclusion. It is apparent the goal posts have moved here toward building a novelty/tourist attraction well supported by a long list of special interest groups operating under the name Gondola Works. | 32.2.9E; 32.2.2PP; 32.1.2B | A32.1.2B |
| 35387 | Brand, John | The gondola does not seem to be the best option in this scenario. It seems to not be as efficient as other options (such as public transportation) and would destroy much of the canyon. | 32.2.9E | |
| 28578 | Brand, Luc | The gondola will ruin the look of the canyon, if the gondola will be put in it should not be at such an exuberant rate. | 32.2.9E | |
| 26534 | Brand, Mark | Why is a gondola necessary if, per your own reports, enhanced bussing without road widening would achieve the same average transit (~55 minutes) time at a lower cost? Are we instead opting for the cost of doing both? To me, the result will be a pricey gondola (\$40/day ticket?) the lower income folks cannot ride. Lastly there should be a free APP-based lottery where you can get in the canyon with your car for free even on a snow day. (no toll) | 32.2.4A; 32.2.9N; 32.2.2K | A32.2.9N; A32.2.2K |
| 25551 | Brandes, Anna | This is absolutely not the way to improve air quality in Utah. Widen the bus lanes, make it a toll road, there are so many better options than putting in a privately-funded gondola. This will have so many impacts on the canyon, wildlife, access, and flexibility for canyon users. I don't know anybody in my life that uses the canyon regularly who is supportive of this gondola. Think about people, not profits. Alta and Snowbird resort owners do not get to decide the future of this canyon. We, the people get to-so listen up. | 32.2.9B; 32.2.9E; 32.1.1B; 32.2.2PP; 32.4B; 32.13A; 32.2.9N | A32.1.3A; A32.2.9N |
| 33357 | Brandon, Alisha | I wanted to voice my concern for the Gondola proposal. As a Utah voter and blessed hiker of Little Cottonwood Canyon, the thought of our trails and views of this beautiful place being ruined by the steel cables and metal towers is saddening. I hope that alternative options will be used instead with either creating a toll or extra bus routes created to help with the traffic needs. I know that UDOT is trying find a solution but let's keep our nature nature and preserve what God has given us for the generations to come. Thank you | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 32809 | Brandy Farmer, Petra | When I moved to Utah in 1977, one of the things I loved most was the sight of our mountains. I loved the colorful sunsets everyday, because I could view them from my dining room window. With all the construction of high-rise apartment buildings on every corner, as the used to say about 7-11 stores, I am offended that you would ruin our mountains by marring our mountains so that we could never see the their natural beauty ever again up a canyon where I use to ski when I was younger. Please do not destroy the beauty of our mountains. I say no! No! No! | 32.2.9E | |
| 36876 | Branham, Julie | To put a gondola up little Cottonwood Canyon would be such an environmental downgrade. Such a small canyon with intense weather and cost to taxpayers is the most ludicrous consideration I have heard in years. Please look beyond profit! | 32.2.9E | |
| 36700 | Brannan, Jum | No. The public taxpayer should not furnish a gondola for private businesses | 32.2.9E; 32.2.7A | |
| 30053 | Brannen, Nicole | As a 37 year resident of Sandy/Draper, I fully support the gondola and believe this to be the best option we have to reduce canyon traffic and improve air quality. The only other alternative would be to limit daily canyon travel, which would be too restrictive and reduce resident and tourist satisfaction. | 32.2.9D | |
| 26876 | Brannen, Nicole | I'm happy to hear UDOT I supports the gondola. Both economically and environmentally speaking, this is a huge win and the right decision. As a lifelong resident of the Sandy/Draper area-I can't wait for the gondola! | 32.2.9D | |
| 32422 | Brannon, Thea | How dare you, a department of our government, even consider a plan using taxpayer money to provide two private businesses special transportation for their mostly elite customers? They worsened their traffic problem by expanding to the Ikon pass, and take no responsibility for it. That money should be spent benefitting the larger community year-round, not monied visitors for maybe 12 weekends a year. You should be ashamed to even suggest such a boondoggle. State taxpayers do not want this gondola and this pipe dream needs to be permanently shelved. Period, full stop. | 32.2.9E | |
| 30114 | Brass, William | I support alternative B. | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32850 | Braun, Michael | <p>I live in the Granite Community. I visit LCC one to two times per week. The Gondola is senseless. I also ski the canyon. The Gondola will:</p> <ul style="list-style-type: none"> - Cost over a half billion dollars (not considering inflationary cost increases); I as a taxpayer ask to be excluded to increased taxes to provide SnowBird and Alta increased revenues. - Only make stops at two private ski resorts: Snowbird & Alta; senseless waste of taxpayer monies. - Remove no more than 30% of car traffic from the canyon road; tolling, carpooling incentives, increase electric busses will adequately reduce canyon traffic. AND, what is next? The same for BCC? The traffic to Brighton and Solitude is even worse than in LCC. - Operate only during the winter ski season; and - Permanently SCAR the inherent beauty and public lands of Little Cottonwood Canyon. <p>Michael Braun</p> <p>Stop the governmental ploy to appease a few, to make the developers rich, to make the ski resorts rich.</p> | 32.2.7F; 32.2.9E; 32.1.1A; 32.2.9A; 32.2.4A | A32.2.7F; A32.2.7C; A32.1.1A |
| 32500 | Braymen, Elizabeth | I am AGAINST the gondola. 1) It's too expensive 2) it's ugly and destroys the view of the canyon 3) it services a very limited number of people (skiers) and a very limited number of business interests. I believe a better solution is an electric bus system that runs frequently, all year round, and stops at picnic areas and hiking trails, with parking at the base of that canyon, and spurs to other forms of public transit. | 32.2.9E; 32.2.6.3C | A32.2.6.3C |
| 29230 | Bready, Eric | The best solution is for Alta and Snowbird to limit the number of people on the mountain. Not force the public to pay \$550 million subsidy to the resorts. | 32.2.2K | A32.2.2K |
| 31405 | Breeden, Adele | <p>YES TO ELECTRIC BUSES!!! THEY COST LESS THAN THE PROPOSED GONDOLAS! THEY ARE ENVIRONMENTALLY HEALTHY!!! Little Cottonwood neighbors won't have to deal with thousands of cars parking in their backyard using ELECTRIC BUSES !!! ELECTRIC BUSES WON'T damage the land like chewing up thousands of acres for gondolas and new parking lots</p> <p>! I surely don't want to wait in line for a gondola at the end of a ski day!!!!</p> <p>ELECTRIC BUSES JUST MAKE SENSE!!!</p> | 32.2.9E; 32.2.6.3F; 32.2.9A | |
| 29313 | Breen, Chris | The gondola is a travesty of a handout to large corporations and political interest. Please do the right thing with my tax dollars and just do the busses, maybe a train. | 32.1.2B; 32.2.2i; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2i |
| 28166 | Breen, Paula | <p>Paula Breen [REDACTED] Thu, Sep 1, 2:20 PM (7 days ago) to me, Scott, ttingey, mweichers</p> <p>Hi We have a relatively new home located [REDACTED] Some of the original EIS maps showed our home as an empty lot with no concrete sound wall included on the plans. We were hoping that since our home has been built in the interim, the plans would now include a sound wall in front of our EAST facing house. There is still no sound wall included in the final EIS, but the neighbors on either side of us do have the wall. We would like the wall to continue across the front of our property as well. Please respond with your thoughts on this.</p> <p>See attached pics.</p> <p>Thank you for your attention to this,</p> <p>Paula and Scott Breen</p> <p>Paula email: [REDACTED] Scott email: [REDACTED]</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.11B | |
| 34004 | Breinholt, Ben | Please reject the wasteful gondola plan, and consider a more rational plan that will actually solve our canyon problem. | 32.2.2PP; 32.2.9E | |
| 27078 | Breinholt, Connor | I think its dumb and that its not worth how much its going to be. I'd rather drive or take the shuttle up and keep out money for something more important. I think more people would rather drive so they can do hikes and climbs with the tram you wont be able to go to as many hikes and climbs and sights. | 32.1.2B; 32.2.2PP; 32.2.5.4, 32.2.9E | A32.1.2B |
| 34421 | Brems, Stefan | The Gondola is not the proper answer to traffic issues in Little Cottonwood Canyon. I urge you, as strongly as possible, to select an option that has a smaller impact on this spectacular canyon's vistas. The best solution of all is a train, that can eventually pass through to Big Cottonwood Canyon, and eventually Park City. Please reconsider a cogwheel train system, like that proposed by Stadler USA, in lieu of the Gondola. | 32.2.9F | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30719 | Brenda, Winger | I am not in favor of a gondola. The use of paid reservation systems by the ski resorts, have significantly reduced the traffic. There are other less invasive options than a gondola. The gondola only focuses on ski traffic, the increase in traffic is year round. Other options, buses or tolls could help improve year round traffic issues. Sadly, cost will reduce access to our beautiful mountains, there should be some help for those that can't afford our great outdoors. Please consider some "free" or "low" cost options for all to enjoy the GREAT outdoors. | 32.2.9E; 32.2.2K; 32.2.9A; 32.2.6.3C | A32.2.2K; A32.2.6.3C |
| 38514 | Brenkman, Haley | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 32581 | Brenkmann, Haley | <p>Dear Udot</p> <p>My name is Haley Brenkmann and I just want to reach out and let y'all know that I do not support the gondola.</p> <p>This is for several reasons. The first reason is I think that snowbird is financially motivated for this to happen and people shouldn't pay for something that they want.</p> <p>Additionally, it doesn't help the canyon and it damages the watershed. We should just other solutions before we invest in a gondola.</p> <p>Please preserve this canyon for our children.</p> <p>Haley Brenkmann</p> | 32.2.9E; 32.2.7A; 32.1.2F; 32.29R | A32.1.2F; A32.29R; A32.1.2H; A32.2.6S |
| 35234 | Brenkmann, Haley | Dear UdotMy name is Haley Brenkmann and I just want to reach out and let y'all know that I do not support the gondola.This is for several reasons. The first reason is I think that snowbird is financially motivated for this to happen and people shouldn't pay for something that they want.Additionally, it doesn't help the canyon and it damages the watershed. We should just other solutions before we invest in a gondola.Please preserve this canyon for our children.Haley Brenkmann | 32.2.9E; 32.2.7A | |
| 33468 | brennan, kyle | <p>My name is Kyle Brennan. I am a conservation Earth Scientist and PhD candidate at the University of Utah College of Earth Science. Born and raised in the Wasatch mountains (mainly LCC) this habitat played a key role in becoming the person I am today. As a place to play and as a place to reflect. My family considers little cottonwood canyon as a sacred place because although it has given us nearly 50 years of adventure, happiness, family bonding, and ultimately life. It is the resting place of my dear brother Sean R Brennan (████████████████████). At the time of his death, Sean was a rising star in conservation ecology with the overarching motivation of his work aimed at helping society reconcile our relationship with nature. To build a future for the next generation, a future where we sustainably manage ecosystems and planetary resources. He was a force of nature for nature, and that force started and ended in a little cottonwood canyon. He left behind three children (████████████████████) who ever so often travel up little cottonwood canyon with its steep granite walls and waterfalls, or snow covered pines to visit their dad, to be with him, to play, to hike, to live with him in the spirit of what is little cottonwood canyon. I start with this history in order to draw attention to the culture, people, history, and sacredness that this shortsighted gondola proposal would impact. However, my expertise is in Earth systems and thus the bulk of my comments is going to focus on the shortsightedness of this proposal from an environmental, climate, and vital resources perspective.</p> <p>The Wasatch mountains are the western most range within the continental scale Rocky Mountains. West of their ~10,000ft peaks is an expanse of over 100,000,000 acres of arid desert with an average rainfall of 7" per year. Snow falls in the Wasatch primarily because of two primary factors i) high elevation and ii) the great salt lake, which hydrates (lake effect) storm systems before they hit the high peaks of LCC. This gondola is being built with 2 stops, Alta and Snowbird Ski resorts where the primary activity at those localities is to recreate in the snow during the winter. So let's take an objective look at the snowpack, its history in the west and its projections before we even start on the fact that the great salt lake is less than half its size since the 1980s and shrinking at a stark rate.</p> <p>Over the last 80 years annual snowpack has been measured at 100s of sites seasonally. The trends and near future projections are undeniable and sobering and should be taken into consideration with regards to the go Dal B proposal. S lol These are the numbers from the US Environmental Protection Agency (https://www.wcc.nrcs.usda.gov/).</p> <p>From 1955 to 2022, April snowpack declined at 93 percent of the sites measured (see Figure 1)</p> <p>Large and consistent decreases in April snowpack have been observed throughout the western United States (see Figure 1).</p> <p>All 12 states included in this indicator experienced a decrease in snowpack on average from 1955 to 2022 (see Figure 1).</p> <p>About 84 percent of sites have experienced a shift toward earlier peak snowpack (see Figure 2). This earlier trend is especially pronounced in southwestern states like Colorado, New Mexico, and Utah.</p> <p>Across all stations, peak snowpack has shifted earlier by an average of nearly eight days since 1982 (see Figure 3), based on the long-term average rate of change.</p> <p>From 1982 to 2021, the snowpack season became shorter at about 86 percent of the sites where snowpack was measured. Across all sites, the length of the snowpack season decreased by about 18 days, on average.</p> <p>Almost all snowpack prediction climate models show snowpack being completely absent in the majority of North America in the next 40 years. The negative impact climate change could have on winter has been discussed at length, but an October study paints maybe the bleakest forecast to date: In 35 to 60 years, mountain regions in the American West could see little to no snow (Sirila-Woodburn et. al. Nature Reviews 2021). So my comment is, why are we building a gondola to ski</p> | 32.1.2B; 32.2.2E; 32.2.2I; 32.2.2PP; 32.2.6.3F | A32.1.2B; A32.2.2I |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | resorts which won't have snow for the next generation to ski on or even cold enough temperatures to make snow? Let's talk about making snow. It is an incredibly water intensive and wasteful activity that draws down local groundwater and delivers most of it to the atmosphere. The Utah Division of Water Resources released a future projection on water consumption in the state. This reports results are also shocking. With no action to conserve water use, which has been the case year after year. The State as a whole will be out of water within the next 20 years. However, the Wasatch metro fed by LLC and its dwindling snow pack has an estimated 'reliable' supply of 923,800 Ac-ft of water. By 2030 we will have surpassed that amount in demand and use!!! (https://water.utah.gov/2021waterplan/) It's important to note that we have had a net increase in water use over the last 30 years as the state continues to grow, hence the primary reason for the Great Salt Lake drying up. Is this a good time to bring that up? The Great Salt Lake has been proven to provide approximately 25% of our snow via the lake effect [Alcott and Steenburgh, (2013) (2012) (1999)]. That snow pack is gone in all of these scenarios. Let's get back to Utah's water crisis and ultimately the Western US's catastrophic water crisis that we are just starting to see day to day effects off. The southeastern North America (including UTAH) is in what is being called a MEGADROUGHT by a new study published in nature (Williams et. al. 2022). Previous reconstruction back to 800,Â&CE indicated that the 2000-2018 soil moisture deficit in southwestern North America was exceeded during one megadrought in the late-1500s. Here, they show that after exceptional drought severity in 2021, ~19% of which is attributable to anthropo-genic climate trends, 2000-2021 was the driest 22-yr period since at least 800. Do you really think people are going to allow the remaining drinking water resource of the Wasatch to be used to make snow instead of sustaining their lives (literally)? Absolutely NOT, the first thing to go is non essential water use (e.g., snow making). So again why are we building a 600 billion dollar gondola that only stops at ski resorts? We should be building a train or bus system that serves the future use of the canyon, not the dyeing one (snow based recreation). | | |
| 31530 | Brennwald, Tim | I fully support the Gondola. This will have the least impact, provide the greatest benefit for all weather year round access. Taking cars off the road is key, while still allowing people to experience the beauty of the area. LCC road access is very difficult in winter with the weather. It only takes one car or bus accident to completely block traffic in both directions, which is a huge health and safety concern. I have spend a lot of time in Europe and this mode of transportation and access is wide spread and has been beneficial for the health & safety of residents living in true mountain towns and tourism while protecting the environment and water quality. The gondola is the right choice. | 32.2.9A | |
| 37284 | Bresnahan, David | I am strongly against the LCC gondola. Taxpayer money should not be used to support private business interests; it will damage delicate ecosystems and ruin the visual landscape and soundscape of the canyon. | 32.2.9E; 32.2.7A | |
| 33997 | Breuning, Ann-Kathrin | While I understand that something needs to happen, building a gondola is not the solution. It's expensive and hurts the environment. There are many better options but the simplest is closing the road for cars and increase the number of buses. | 32.1.2B; 32.2.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 32515 | Brewer, Jan | ██████████ We have lived here 25 years, the solution is not a gondola but slowing traffic to 35 like it is when you cross 9400 into Sandy. Slowing traffic will lessen the traffic because people will go down to highland drive. Your plans will destroy the beauty of our town and increase the traffic noise in our backyard. I would invite you to come to our home anytime to discuss this any get an idea what you would do to our home. This is very emotional ██████████ | 32.2.6.2.2A; 32.2.9L | A32.2.6.2.2A |
| 29180 | Brewer, Jesse | I wanted to comment with pros and cons- the options available could use a few changes. Most of the options require a parking lot at the base of LCC. I'm concerned the parking lot will be an eyesore for the LCC community, so I would hope every effort is made to reduce the visual impact. Second, why no option for bus service only in the winter? This would eliminate the need for road widening and speed up the trips. How much per trip will the gondola cost vs enhanced bus service? I'm concerned these options will further price out those on the lower income spectrum, making an already expensive sport prohibitively expensive to all but the wealthy | 32.2.6.3C; 32.4M; 32.2.4A | A32.2.6.3C |
| 35081 | Brewer, Kevin | My main concerns are that a Gondola would serve a small subset of users, mainly those who will be able to afford the Gondola, while having negligible impact on the problem of traffic in LITTLE COTTONWOOD CANYON. Surely, buses can accommodate many more users than the proposed Gondola and can be implemented quickly and affordably while providing access to all. Gondola sounds like a solution for those who will be able to afford it while buses can provide equitable access to the mountains for all users, regardless of their income. There is not a simple solution to the overuse LITTLE COTTONWOOD CANYON experiences but the gondola does NOT seem a viable solution that is cost effective let alone as an effective solution to the congestion in the canyon. | 32.2.9A; 32.2.4A; 32.2.9E | |
| 31838 | Brewer, Lara | I support year-round electric buses, not a gondola. I think a train is actually a better long term solution. Please add a train to the discussion and evaluate whether it might be an affordable long term, year round solution. It works in Switzerland, why not here? | 32.2.9F; 32.2.6.3F | |
| 29888 | Brian, Hess | I am opposed to the proposal to put a gondola up LCC. I think it is a expensive solution which does not meet the needs of all those who recreate in the canyon. It would also be a huge eyesore. I am a avid climber and backcountry snowboarder. The gondola would ruin the view and the construction would destroy many classic boulders. I think a solution involving road access would be better and cause less damage. Possibly implement a shuttle system like they do in Zion National Park during peak season. In my opinion a gondola would ruin LCC and not provide a equitable solution, since it would only serve two ski resorts in the canyon, ignoring all the other users of the canyon. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2PP; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 34766 | Brice, Kinzey | NO GONDOLA IN LITTLE COTTONWOOD CANYON | 32.2.9E | |
| 25451 | Bricker, Korinne | I live full time in a tourist centric town and can tell you first hand how building more infrastructure impacts locals and the environment in a negative way. Building this gondola will result in a decrease in experience for those in the area as well as threatening habitat, ecosystems and wildlife. | 32.2.9E; 32.13A | A32.13A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33467 | Brickley, Robert | The gondola will not be a long term solution to traffic congestion and will have a permanent negative impact on access to world class climbing and backcountry skiing areas. The only conceivable argument for the gondola is that someone in a position of power is getting a sweet kickback under the table. Can't you build a gondola to the top of the Oquirrh Mountains instead so then you can get your kickback and the rest of us can keep LCC? | 32.1.2B; 32.4B; 32.6D; 32.7C | A32.1.2B |
| 37654 | Brickson, Monika | The gondola is not a benefit to everyone in our recreational community. It targets a specific segment. Say no to the gondola which will scar our beautiful canyon. Explore another way. | 32.2.9E; 32.1.2D | |
| 35592 | Bridge, John | I am opposed to the gondola going up the canyon. There are other solutions that can be implemented that are not as costly as spending a half billion dollars and destroying one of our natural resources. This serves two ski resorts snowbird and Alta. That money could be better spent elsewhere rather than serving the ski industry. | 32.2.9E; 32.2.9E; 32.1.2D; 32.2.7A | |
| 32273 | Bridgeman, Jennifer | I am gravely concerned that the impacts of a gondola in LCC are being treated on a black and white scale, and that our priorities are not where they should be. I decided to submit this comment not to discuss facts or figures, but to approach it as myself and how I view the lasting impacts of this decision. I am extremely opposed to a gondola, especially when we haven't even tried other options first that are less destructive and less expensive. We should be working to preserve the pristine environments we live so close to. Why is our focus right now on a gondola, which would cost millions of taxpayer dollars, when we have more time-pressing problems? (For example, being able to live in SLC due to drought and the Great Salt drying up). I would have hoped to see that crazy amount of money go towards more pressing matters that affect our ability to live in this beautiful place! I would rather our state focuses on more innovative, less destructive options that safeguard the ecosystems we depend on for our health, mental and physical. The whole reason many folks live here is to engage and connect with the Wasatch Front- we should be striving to preserve it as we continue to grow, not destroy it when we haven't even tried other options first. I personally choose to connect with Little Cottonwood Canyon in many forms, but most largely through climbing. LCC is actually the most special place on earth to me because of how I have chosen to engage with the landscape there. Climbing is not just recreation for me- it has become my lifestyle, and the highest form in which I connect with environments, nature, and myself. Climbing affords many beautiful, powerful, and meaningful ways of connecting with a specific landscape and place. LCC is arguably one of the most pristine places to do that in the country, and so close to a city! Saying not all of the climbing will be destroyed, and that access would still be available or rerouted, does not detract from the bare fact that a gondola would be forever changing an environment through such a monumental disturbance and change. We cannot go back from altering ecosystems or destroying environments. I climb not for summitting peaks or formations, but to learn and experience the journey. The rock teaches you, and you form lasting connections with the landscape. You form a relationship with a place, and Little Cottonwood is such a special place for many people whether they climb, ski, hike, etc. This is their lifestyle, it goes beyond simply having fun. (Just research the history of climbing in LCC, it's amazing). The best and most beautiful way many climbers experience this connection and relationship is out in nature and away from disturbances- what better way to live and grow and engage in such an activity than to experience it away from construction, the city, and the urban jungles in which we live. We go to, and arguably depend on, these nature spaces for many personal, cultural, spiritual, recreational, and life purposes. I do not believe the true impacts to climbing, and the ecosystem of LCC, were truly explored in this proposal or even given much weight. It feels like this been treated as separate entities or separate parts. LCC is a prime example of how beautiful and pristine the Wasatch Front is, and we shouldn't lose that. Isn't that one reason why people chose to ski in LCC? Ecosystems work as a whole entity. They are similar to a body with all its parts. Regardless of what impacts are considered "minimal," you are not adding a mere eyesore to the canyon- you are disturbing and destroying many parts of that working ecosystem on all fronts. Everything is interconnected. The climbing would never be the same because that environment has been changed forever. We cannot go back if we do this. As our population continues to grow and more people turn to the outdoors, we need to learn how we can coexist with our environments economically, physically, and mentally. We should try other options that are not so disruptive that cause irreversible changes to our ecosystems. Even if climbing was causing all the traffic congestions, I would still be opposed to a gondola. If the community is largely against it, and it's our most expensive and destructive and disturbing option, why are we going with it? Why can't we be creative with the traffic problem and try other methods first to see if a gondola is even truly necessary? ESPECIALLY given how expensive and irreversible it is, and that there are other matters at hand we face that should be given higher priority. As someone who has spent years finding peace, community, solitude, strength, and heart in the natural spaces of LCC, and in light of the vast majority of people who utilize the canyon, please reconsider not building a gondola and try another option first. Please think and evaluate and explore how such a structure would have so many detrimental effects to all aspects of LCC's ecosystem, both during and after construction, and therefore would also be detrimental to the many ways in which people connect with the canyon. I apologize for the length of this message, but I hope you read it. I hope, at least, my passion will lend itself to you some longing or understanding of my position and feelings. LCC is a large part of my life and always will be. And it's very much the same for many other people, regardless of how they have chosen to connect with those natural spaces. | 32.2.9E; 32.29R; 32.2.2PP; 32.4B; 32.2.9N; 32.1.2B; 32.1.5C | A32.29R; A32.1.2H; A32.2.6S; A32.2.9N; A32.1.2B; A32.1.5C |
| 37077 | Bridgeman, Suzanne | It's simple - NO GONDOLA!!! It would ruin the beauty of the canyon and will disrupt the ecosystems in the canyon!!!!!! | 32.2.9E | |
| 33409 | Bridges, Elena | This gondola is a waste of our resources. | 32.2.9E | |
| 30183 | Bridges, John | I'm against the gondola for the solution to little cottonwood canyon traffic congestion | 32.2.9E | |
| 31113 | Bridwell zarit, Mary | I live in [REDACTED] [REDACTED] We do not need more tourists on this side of the mountain. Locals are being edged out and can barely afford to ski. Limit tickets, build a bus hub close to state street and bus people up. Create a toll for out of town people to get up the canyon. Stop compromising our canyons for greed. Also, it's undeniable...our climate is changing. Less snow means less skiers. Fix our lake issues first. | 32.1.2B; 32.2.2K; 32.2.4A; 32.2.2E | A32.1.2B; A32.2.2K |
| 35395 | Briefer, Andrew | How many people can the upper Little Cottonwood Canyon accomodate without damage to sensitive and endangered species, soil erosion, negative impacts to water quality and supply, sewerage and user experience? No built infrastructure will remedy the traffic problem until we define acceptable endpoints, which the current process has failed to do. How will increasing the cost to travel in LCC impact traffic and natural resources in Big Cottonwood Canyon and Parleys? Planning for one canyon without | 32.20B | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>consideration of regional needs will cause new, and exacerbate, existing problems with traffic and user impacts.</p> <p>Is the "phased approach" one in which, if the enhanced bus service meets the traffic mitigation goals, the decision to further pursue the gondola will be terminated? It looks like the first phases are not being evaluated to determine whether they will be sufficient and are only being used as a fig leaf to placate those who want to see if a less expensive and less impactful option can resolve the traffic.</p> <p>Half a billion dollars can do a lot of traffic mitigation and air quality improvements in areas of clear public benefit while a gondola serves well-heeled developers and private companies. What is the public benefit of spending this kind of public money here?</p> | | |
| 38624 | Briefer, Laura | <p>Good afternoon, Josh:</p> <p>Attached please find Salt Lake City's comments concerning the Little Cottonwood Canyon Final Environmental Impact Statement (LCC FEIS). I also uploaded these comments on October 16th as plain text in the submittal form on the LCC FEIS website in case it is easier to compile our comments from the submittal database.</p> <p>Thank you for the continued partnership and coordination.</p> <p>Laura Briefer, MPA</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.2.9A; 32.12A; 32.12B; 32.20A; 32.20C; 32.12M; 32.1.2B; 32.1.1A; 32.1.1C; 32.12L; 32.2.6.5G; 32.1.2C; 32.19A; 32.19C; 32.2.7F; 32.2.4A; 32.28H; 32.28J; 32.5J; 32.21C | A32.12A; A32.20A; A32.20C; A32.1.2B; A32.1.1A; A32.1.1C; A32.12L; A32.2.7F; A32.28H; A32.28A; A32.2.6W; A32.21C |
| 27006 | Brigance, Jon | <p>I'm an strongly in Favor of the gondola system</p> <p>More busses will not solve the problem. Weather, road conditions and avalanches can easily block little cottonwood canyon road. I live just south of the canyon off wasatch and 1700 e. Look to European ski towns, they embrace the quiet, zero emissions of gondolas, funiculars and trams. More busses and wider roads are the last thing we need. Please built the gondola. The parking and coordination outside the canyon makes more sense.</p> | 32.2.9D | |
| 28606 | Briggs, Rich | <p>Hey pinheads! You do realize that unless you eliminate cars in the canyon altogether, as well as eliminate parking at Alta and Snowbird, all this does is DOUBLE the amount of people in the canyon. People will still drive, AND be on the idiot gondola on big pow days - there will be even more traffic and even more bodies up there. You didn't solve anything you stupid imbeciles. Oh and you did this to benefit two private businesses all with tax payer funds. Oh and you caused hugely invasive construction in SLC watershed, oh and you built a project that has zero hope of sustaining itself financially. Oh and on 85% of days when it isn't crowded, you just built a \$1B project that won't be collecting any \$\$ for riders because everyone will be driving. Oh yeah and did you know you are complete idiots?</p> | 32.2.9E; 32.2.4A; 32.1.2B; 32.7C; 32.2.7A | A32.1.2B |
| 33367 | Bright, Dennis | <p>Use of millions of tax dollars to construct a gondola system that basically benefits only two ski businesses and one specific group of the public (skiers/snowboarders) is a waste of the taxpayer's money. The present road will still have to be maintained and even upgraded in the future to accommodate the general public that uses the road 365 days of the year, not just for those who use it during the winter months.</p> <p>The gondola system will result in an eye soar to the beauty of the canyon with the large towers, cables, and gondolas along the proposed route. Construction of the gondola towers will also cause environmental issues. Initially the upgrade to the current roadway could result in some environmental issues, but these issues can be mitigated and would be a part of the current roadway maintenance and any updates or improvements that will eventually be necessary to the roadway in the future. Spend the money now to improve the current roadway instead of wasting that money on a gondola system. This will help to reduce or prevent spending additional money to make necessary improvements to the roadway in the future.</p> <p>Proponents of the gondola system purport that the use of electrical power to operate the gondola system is more environmentally friendly then allowing cars and buses to be driven up and down the roadway. However, they fail to say anything about where the electrical power comes from. The additional electricity to operate the gondola system will have to be generated by power plants that produce the electricity by burning coal, gas, or oil; thus resulting in additional environmental issues in the state that would not be there if the gondola system is not built. The burning of these extra fossil fuels to operate the gondola will impact the environment - maybe not specifically in the canyon, but in another part of the state that could affect even more people.</p> | 32.2.9E; 32.2.9B; 32.2.6.5P; 32.10A | |
| 29724 | Bright, Dennis | <p>Putting a gondola system up Little Cottonwood canyon is the worst thing that could be done. The gondola benefits only the ski resorts in the canyon, not the general public. The road in the canyon will still have to be maintained, whether the gondola is built or not. Use the money that would be spent for the gondola to improve and upgrade the currant roadway. Everyone would then benefit (not just the ski resorts) whether you use the canyon in the winter time or at other times of the year. The gondolas and their towers will create a huge eye soar of the views of this beautiful canyon. No one wants to drive up the canyon and see the towers, lines, and gondolas overhead blocking the views of the canyon.</p> | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 37700 | Brill, Linda | I am for the gondola | 32.2.9D | |
| 37722 | Brill, Linda | I am for the gondola | 32.2.9D | |
| 35939 | Brim, Rebecca | <p>After reading all the IG posts answering questions regarding the options- I STILL DO NOT support the gondola. Please don't. I know that the businesses lose money when LCC is closed but the gondola is too invasive, too impactful to the area and creates a very high suspicion regarding who's funding this decision. Such a huge, invasive "solution" merely to keep 2 business growing that give nothing back to the community and reek of greed. Why? Why all this for them? The resorts need to</p> | 32.2.9E; 32.1.2F; 32.2.7A; 32.2.2K | A32.1.2F; A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | have ownership in the problem and also need to change their practices to help crowd and traffic control. Staggered start times, cap tickets sold in a day, set capacity limits, reservations- I don't know, but they really need to own their part in this problem. Can you seek out companies like IKON for funding to increase the number of buses used or start another canyon shuttle service for the valley if UTA can't do it? I think tolling the road is a great idea but how do you propose to do this at Snowbird Entry 1 without causing even further delays? Prepay and scan a QR code on your phone? Also, regarding Wasatch- something HAS to be done for residents that live East of Wasatch between mouth of LCC and the 1st light at 3500 East. My mom has several hours in the morning and afternoon (especially during winter) where she cannot get out of her neighborhood [REDACTED] | | |
| 34568 | Brimhall, Clark | I do not want to have the gondola project for Little Cottonwood Canyon carried out. I do not believe taxpayers should pay for the project if it is carried out. The ski resorts and those using the gondolas should pay for it, if it is constructed. I believe the plan of providing additional buses would be far better than to construct the gondola system. Again, the majority of the cost for the bus system should be paid by the Snowbird and Alta ski resorts. I am concerned about the damage to the environment that would be caused by the construction of the gondola system, as well as the unpleasant aesthetics of it. If the aspect of global warming is to be considered, the gondolas will have a limited service life. My suggestion would be to start with providing additional parking at the property recently acquired by the Snowbird resort and to then increase the bus service. Thank you for your consideration on this matter. | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.2E; 32.2.2000 | |
| 34063 | Brimhall, Rebecca | Zion National Park has a wonderful bus system to deal with large crowds. It seems like an inexpensive, common sense solution that could be instituted in Little Cottonwood Canyon. The gondola is so clearly an attempt by special interest groups to de-fraud the taxpayers of Utah. Please do not let this happen!! | 32.1.2B; 32.2.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 37309 | Brinen, Mary | Don't build it!! Protect the environment and nature. There is so much beauty and so much to do already in this area. Don't build the gondola. | 32.2.9E | |
| 32335 | Brinkerhoff, Claudell | The canyon gondola is the worst idea of all time. It will ruin the canyon. It will be a gift to the ski resorts on taxpayers backs. Crooked legislators are already making money off it. | 32.2.9E | |
| 29853 | Brinkman, Daniel | The cost of the gondola is astronomical. Currently the mass-transit options available in the Canyon are nearly non-existent. Unlike Big Cottonwood, there is no Park-n-Ride near the mouth and buses are infrequent at best. Mass transit should be faster, easier, and cheaper than driving. Building a gondola in the canyon won't alleviate traffic as it (usually) does not solve any of those three problems. Currently, for example, there is no bus service for Oktoberfest. This a summer festival where alcohol plays a part and UDOT has not worked with Snowbird to encourage less driving. I have read the reports for the other methods that were looked at and found it disturbing that a gondola was chosen in comparison to the other options. I was surprised that an increase in quality and quantity of current services was not amongst the list of suggested implementations. I would look closer at what other mountainous countries are doing (such as Switzerland), instead of building the largest gondola in the world. It was referenced that light rail wasn't considered due to some sections requiring grades of greater than 10%. How many bridges and tunnels could be built to work around that problem for a cost of \$550,000,000? I hesitate to ask, but is that enough money to make a majority of the line underground? If the price is less than \$12,000 per foot, it is cheaper than the price tag for the gondola, with no visual impact and no loss of service due to avalanches. In addition, other alternatives, such as electric buses, trolley buses, light rail, and rack and pinion rail can utilize portions of existing roadway with minimal additional infrastructure and a much smaller environmental and visual impact. Once again, focus on building a facility at the bottom of the canyon and increase bus service to every 10 minutes up and down, if not more often. | 32.2.9A; 32.2.7C | A32.2.7C |
| 38564 | Brinkman, Hayley | Hello, my name is Hayley Brinkman, and I'm just calling because I don't support the gondola, and I just want to make sure that my voice is heard during the comment period. Again, my name's Kaylee. My phone number is [REDACTED]. And again, I don't think it's a very good solution because we have been fine without one and maybe trying busses over the gondola would be better and maybe not having a resort that's invested in the success of the gondola that's been like purchasing private property to like have this wouldn't be the best. But, you know then again, please let me know what I can do to further this. Have a great day. Bye now. | 32.2.9E; 32.2.9A | |
| 35470 | Brinkman, Pam | I am definitely against the gondola option for Little Cottonwood Canyon. I have live at the mouth of the canyon for 42 years and would not support a gondola. I want access to my beautiful surroundings without any structure invading the beauty of the canyon. I also love that I can drive through the canyon all year round and hike, picnic, and surround myself with its beauty. Please don't put a gondola in my backyard. Thank you for your consideration | 32.2.9E | |
| 37495 | Brinkman, Ryan | I do not want the gondola to be installed, it will ruin the beautiful mountains and very expensive to build and ride and very inconvenient. The parking structure will take up a large chunk of land as well- basically a horrible idea- | 32.2.9E | |
| 37702 | Brinkman, S | No gondola because of the land ownership priority changes. I don't want to see cables and concrete in my nature photographs. | 32.2.9E | |
| 28488 | Brinton, Camille | The gondola should not be considered until all other options have been exhausted. There are many options that have not been tried. Shuttles, forced carpools, more buses, more park and rides. This decision seems hasty, expensive and will destroy little cottonwoods environment | 32.2.2PP; 32.2.9R; 32.2.9A; 32.2.2Y | A32.2.9R; A32.1.2H; A32.2.6S |
| 28391 | Brinton, Ryan | Gondola!! I hate driving up and down that road during ski season. Being on the gondola just sounds way more pleasant than a bus haha | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 27699 | Brisbay, Alesha | Please reconsider the gondola. The community does not want it. Anything that uses taxpayer dollars beyond maintenance should be put on a ballot. Why should nonskiers be forced to pay for this? The canyon is beautiful as is. Investing should be done in more buses and other ways without expanding the roadway or building a gondola. The beauty will be taken away from the canyon. Please reconsider this decision or at the very least put it on a ballot. | 32.2.9E; 32.2.9N | A32.2.9N |
| 32154 | Brisbay, Ben | I am strongly opposed to the gondola. It will be an eyesore on our beautiful canyon, and studies that I have seen show only a modest improvement in traffic flow vs. improved bus service. Additionally, we should not be using tax dollars to fund a project that will benefit private corporations, i.e. ski resorts. No corporate welfare, no destruction of our canyon's natural beauty, and no gondola. Thanks, Ben Brisbay | 32.2.9E | |
| 38515 | Brish, Christopher | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 35028 | Brittain, Janice | I don't want to pay for a gondola in Little Cottonwood Canyon to benefit a few people with deep pockets for a few months of the year. This project makes no sense and is a waste of taxpayer dollars. | 32.2.9E | |
| 32423 | Britten, Carol | Has a change in traffic patterns for winter season been considered? Restrict traffic to uphill travel only say 7:30-9:30am, then two-way traffic until say 2:00 pm, then downhill travel only from say 2-3:00pm. Provide bus service for mountain employees. Provide more lockers/cubbies, etc. for day guests at the mountain who use public transportation. | 32.2.2D; 32.2.3A | |
| 28888 | Brixner, Diana | This is a bad idea, there are many greater needs than a gondola up LC for Utah to use \$500,000, 000 including the pollution, climate change, lack of water, equal access to education, etc. I am an avid skier and had a SB pass for thirty years, but this is not the answer, you are not solving the problem which is too many people up LC. The easy solution is to simply drop LC from the IKON pass, you dont need the revenue if you dont build the gondola and can use the money elsewhere. Why should taxpayers line the pockets of two private companies? If you really wanted to make a difference you should have considered a train up the side of canyon, or a tunnel from Park City to BC, LC. | 32.1.2B; 32.2.2K; 32.2.2C; 32.2.2N; 32.2.7A; 32.2.2Q; 32.1.5B | A32.1.2B; A32.2.2K |
| 34892 | Broadbent, Tristan | No gondola. Think of the animals that you are impacting. Humans are not the only creatures that live in the canyon. Give a voice to those that can't speak. Investigate the gondola scheme, whose pockets were going to be filled if that passed. Think for the future, the world. Not the quick money for a few corrupt officials. | 32.2.9E | |
| 30085 | Brockmeyer, Douglas | Gondola alternative B was a bad choice for multiple reasons, the primary of which is its inability to accommodate increased year-round demand for all LCC visitation destinations. The ski resorts win again, just like the heli-ski operations won in the 80's and 90's. The only long-term solution for LCC is to create a fair and equitable reservation system for visitation, along with increased user fees. We need to start treating LCC like a precious recourse, not a "destination" to be exploited. | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.4A; 32.2.9E | A32.1.2B; A32.2.2K |
| 37122 | Brockmeyer, Meghan | I strongly oppose the gondola recommendation. This is actually the worst out of all the options. I would strongly advocate for a train or an option with much more effective carrying capacity. | 32.2.9E; 32.2.9F | |
| 34232 | Brocoff, Brian | Something has to be done. Busses are NOT the answer, as they do not defy gravity and will always be subject to weather. My only concern is capacity on the gondola. It needs to move the needle | 32.2.6.5A; 32.2.6.5C; 32.7C | |
| 29925 | Broderick, James | My concern is the funding source. The businesses that are benefiting should be paying a substantial amount for this project. It is unfair for public funds to be used so a private business can profit. What I see is a need to get more people to the ski areas, so the ski areas can profit. | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 29273 | Brodersen, Rick | This is to support private business during a very select period of the year. If our government is going to spend our money it should benefit us all not just some. Explore other solutions first and only come back to this if absolutely necessary in the years to come. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26237 | Brodhead, Drew | This is a sad day to be a Utah resident. This decision to permanently alter LCC for a select user group is up right negligent! To be a part of a shadow campaign for the gondola, snow bird secretly buying up the lower land and to play into the hopes of future Olympics is piss poor leadership of a state run organization where build build build is its model. You know that winters are changing, becoming less intense. The storm days are decreasing. 20 years from now this will be an example of poor planning as it sits there more as a gimmick attraction then a "sustainable form of transportation". I don't want to pay for this. Utah does not want to pay for this. Your special interest group wants the levy on taxes dollars to pay for this. This decision is the start of loosing public trust in your institution. Shame on UDOT. | 32.2.9E; 32.2.2E; 32.2.9N; 32.1.2B; 32.2.7A; 32.2.2PP | A32.2.9N; A32.1.2B |
| 25674 | Brodrick, Cameron | Do not ruin our naturally beautiful landscape with your greed. No Gondola. | 32.2.9E | |
| 34281 | Brody, Sam | I'm a season pass holder and against the LCC gondola. We need to focus on conservation rather than exploiting our natural resources and volatile watershed. Getting more people up the canyon is not a sustainable solution; it's a profit grab for the resorts only. It's also highly unethically to pay with taxpayer money when the gondola is not a public good (Salt lake has a housing crisis and you want taxpayers to pay for a gondola!!!). Skiing is an expensive activity, and this proposal does nothing to make it more inclusive and affordable. Plus it doesn't solve the traffic issues getting to the gondola hub/parking. I'm in favor of more public transportation and a canyon toll. | 32.1.2B; 32.1.2F; 32.2.9F | A32.1.2B; A32.1.2F |
| 37676 | Brody, Taylor | The proposed solution does not address many concerns like equitable public access to trailheads and resorts, potential for overcrowding, visual and environmental impact and year round access. | 32.2.9E; 32.2.6.3F; 32.2.4A; 32.2.2D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | I think UDOT should skip the Gondola and focus its efforts on simpler, more easily attained transit solutions using existing infrastructure: tolling for all canyon users to disincentivize SOV's, enhanced bus lanes, enhanced and potential electric bus service (already being cut for the 22-23 season), alternating uphill/downhill flex lanes, etc. | | |
| 28786 | Bromfield, Karl | I would like to express my support for the gondola. I believe it strikes the correct balance between transporting people and minimising the impact on the canyon environment. Please build the gondola! | 32.2.9D | |
| 32539 | Bromley, Lee | I simply want to register my dismay at the proposed gondola up Little Cottonwood Canyon. This project favors two ski resorts at taxpayers expense. | 32.2.9E | |
| 32016 | Bromley, Mark | A gondola built with public money to benefit Snowbird and Alta? This is nuts on any level. | 32.2.9E; 32.2.7A | |
| 30353 | Brooks Hall, Hamilton | I ski and climb, and I know the transportation issue is only getting worse. I voted for the gondola, but I only believe it should be done if we can guarantee no harm to climbing areas and minimize environmental harm. I'd rather pay more and wait longer to see that time and money is spent on being careful | 32.2.9D; 32.4B | |
| 33363 | Brooks, Adria | Dont do it | 32.29D | |
| 37439 | Brooks, Jaren | The idea of ruining our canyon for a select few people that use it for 3 months out of the year is unbelievable to me. I dont know one person that actually enjoys the recreation in the canyon besides the ski resorts that is for this gondola. The only people that want it are those special interests that will make money off of the tourism it brings or those that dont care about the damage it will do to the rest of the canyon. Stop the gondola proposal immediately | 32.2.9E; 32.1.2D | |
| 37141 | Brooks, Jonathan | I oppose the gondola. The environmental and visual impact on the canyon will be a significant loss and irreparable. | 32.2.9E | |
| 31353 | Brooks, Joseph | Due to the limited number of days / times the road is actually backed up, it strikes me as irrational to build a massive gondola before trying adjustable to tolling or other solutions that do not have a massive price tag or environmental impact on a key watershed | 32.1.4D; 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 32916 | Brooks, MaryBeth | We are escalating to an eyesore gondola ? that will not move people efficiently as it claims. We are bypassing all other efforts that require less planning such as toll booths with use limits. Also we have not even tried using a bus system like Zions national park. The gondola will ruin our vistas. Also a gondola stinks of special interest and business minded capitalists. Please do not build a gondola. | 32.2.9E; 32.2.2B; 32.2.2K | A32.2.2K |
| 28782 | Brooks, Matt | Please stop subsidizing ski resorts & incentivizing more canyon traffic. | 32.2.9G | |
| 27694 | Brooks, Michael | I don't oppose the gondola, but I think with this kind of money we should address both canyons. I think a cog railway would be better, built right next to the road with snow sheds at the problem spots. Then at the top make a tunnel to BCC ski resorts and maybe even all the way to PC. Then either make it a loop back down BCC or just have it return back down LCC. Build in multiple stops on the way with passing zones so you can run at least 6-8 trains if not more. I think this will probably be in the range of the gondola in cost maybe more, but why not try to hit all the ski resorts and minimize the aerial impact. Then you also can build and protect the road with snow sheds that protect the train. | 32.2.9F; 32.1.1A | A32.1.1A |
| 29570 | Brooks, Mike | Build the tram. Less impact to the canyon and safer especially in winter. | 32.2.6.4, 32.2.9D | |
| 37327 | Brooks, Pamela | I do not think a gondola will solve any of the congestion in the canyon, but it will cost a ton of taxpayer money and line the pockets of former politicians. I love to ski but would not pay a lot of money (estimated at around \$110 per person) to ride the gondola. It is too expensive. I also think that if the gondola were to be built, it should be funded in large part by the ski companies who stand to benefit from it the most. | 32.2.9E; 32.2.7A | |
| 36360 | Brooks, Shelley | I don't support the gondola project. I think we should have a large parking lot at the base with lots of battery powered buses, which stops for hiking trails, etc. along the way to reduce traffic. | 32.2.9E; 32.2.6.3F | |
| 26424 | Brophy, Caroline | Please try improving busses before building a gondola. A gondola will have larger environmental impacts for the canyon as a whole. Also the lines were not bad during the past season. | 32.2.2B | |
| 34718 | Brophy, Caroline | I would like to oppose the Gondola. A new solution needs to be discussed. | 32.2.9E; 32.22PP | |
| 28662 | Brophy, Caroline | Do not build this. | 32.29D | |
| 29731 | Brosky, Chris | !!!NO GONDOLA!! Leave the natural environment and the beauty of LCC the way it's meant to be, NATURAL. Spending taxpayer dollars to provide the already overpriced ski resorts with the means to transport seasonal customers to THEIR doorstep so they (ski resorts) can rake in millions is egregious. All this accomplishes is the destruction of the canyon's beauty so rich people can recreate when it snows. The other 7-8 months of the year traffic is not an issue at all! How about UDOT enlarge the parking lot for bus riders and then charge a heavy toll to all the skiers who are far too important to ride public transportation up to the lifts? !! NO GONDOLA !! | 32.1.2B; 32.2.4A; 32.2.7A; 32.2.9E | A32.1.2B |
| 34272 | Brosky, Connie | I have been a UTAH resident my whole life. My maiden name is LAYTON. I recently found a 1914 Official Program from an annual Carnival in SLC. Called Wards of the Wizard of the Wasatch naming us Wards of the beauty we live in. This Gondola program is a travesty if it happens! This is irresponsible and will have a legacy of this bad choose on the heads of our generation!! | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33148 | Brothers, Rachel | I am not supportive of a gondola being put into this beautiful canyon. Imagining the damage it would cause in building, and then the amount of emissions it would cause to run it. Not what we want for the canyon. A strict bus and permit system could be a great way to allow for a way to down for traffic. The greatest thing about this, is it can be tested in real scenarios and then retracted if it truly doesn't work. It would be a daily run permit system. People would only be allowed a permit per day. That have to have a permit to enter the canyon and then return the permit to leave the canyon. As people leave and return permits, a spot can be opened online to purchase it for the day. A full day permit would cost more. While if it is the latter half of the day it would cost less. If it's only the last couple hours, it could be free as long as there is a permit available. Otherwise if no spots are available, then they would have to ride the bus system. I think this would cause for more people to car pool and plan to be up the canyon. If they purchase the permit the day before they would have to be up the canyon by a certain time. Otherwise their permit would prove invalid and be open for another person to by. That way the permit it being used and someone isn't just hogging a spot all day. Allowing for all to participate in the resort life! If staying in the resort that would have a different form of identification to get up and down the canyon without problem. There is a whole lot that could go into this detail wise, but a basic shell of an idea. Maybe a little bit more. I don't know if this comment would be seen but if it is please hear it out! | 32.2.9E; 32.2.9A; 32.2.2K | A32.2.2K |
| 35803 | Brough, Robert | I would like to add my voice in strong opposition to the gondola proposal for Little Cottonwood Canyon. As I lifelong resident of Salt Lake County I am concerned with the overuse and crowding in our canyons however, the proposed gondola simply doesn't address the problem at all. It is too costly, will forever ruin the beauty of that canyon and will do nothing to reduce congestion. I think that widening the road would be more cost-effective as far as traffic congestion but the problem of overuse is still not being addressed. Toll roads geared to encourage carpooling might help but I think the most overlooked idea is a reservation system similar to that used by the state parks and National Forest Service, and currently being used in Big Cottonwood for the campgrounds in the canyon. Yes, I grew up in a time when I could just drive up the canyon in the afternoon after university classes and ski and it saddens me that those days are over but the reality of living in a county with over a million people in it dictates this course. Please do not waste the tax dollars of people state-wide to solve a local problem. Thank you. | 32.2.9E; 32.1.2F; 32.2.2K | A32.1.2F; A32.2.2K |
| 28382 | Brower, Mitchell | You guys really need to reconsider this gondola nonsense. Haven't seen any evidence that anyone wants it. 100% opposed to constructing a gondola. Snowbird and Alta have no problem getting over capacity. There is no room for more people up there. Be real and release the previous comments. | 32.2.9E; 32.20C; 32.2.9N | A32.20C; A32.2.9N |
| 34254 | BROWN, AARON | NO GONDOLA - The gondola is too expensive and just moves the parking issue to a new location. The gondola is also too much tax payer money put forth to solve the ski resorts problem. A more flexible solution would be more busses which would also minimize the environmental impact and services be ramped up and ramped back more easily. | 32.2.7A; 32.2.9A; 32.2.9E | |
| 35519 | Brown, Alex | I am a 15-year resident of Sandy and a regular visitor to the Little Cottonwood Canyon area (primarily to hike and picnic) and do NOT want the current gondola proposal to proceed. It is too costly, only caters to skiers (not hikers like me), and will permanently impact the canyon in a negative way (in my opinion). | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 37797 | Brown, Alexis | If the gondola is built it will destroy the beauty of the canyon and also hurts the water supply of Salt Lake City. Please do not build it. | 32.2.9E | |
| 38132 | Brown, ALEXYS | Hello, my name is Lexy and I am a Cottonwood Heights resident here in the beautiful Salt Lake valley. My husband and I are avid climbers and are looking forward to dipping our toes into the waters of back country skiing this year. As a local resident I have quite a few hesitations regarding the UDOT gondola. While I can understand the desire to create a safe driving environment for the attendees of Alta and Snowbird, I can't help but wonder if there isn't a better way? The idea of spending \$600 million taxpayer dollars on a gondola that will only serve the two resorts makes me feel very upset. If anything the resorts should be paying for this themselves, seeing as they will be the only ones benefiting from it. As the Utah government it is your job to protect Utahs wild landscape and playgrounds of ALL kinds. Not to cater to those who can write the biggest checks. Please, for the love of god, let's just figure out how to make busses work better, or maybe let's have a reservation system for the ski resorts to avoid the roads getting so backed up. Anything but destroying our beautiful canyon with that monstrosity. Thank you, Lexy | 32.2.7A; 32.2.9E; 32.2.9A; 32.1.2D; 32.2.4A | |
| 38188 | Brown, Andrew | I don't know what everyone's complaining about. Personally, I look forward to when Little Cottonwood Canyon is rescued from it's curse of beauty and tranquility, enjoyed by so many Utahns, by the blessing of this undoubtedly unintrusive and graceful construction project aiming to erect the most massive gondola ever built in the history of the world. I'm sure it will look quite elegant from absolutely every hiking trail and climbing route in the whole canyon (but probably not from some of our favorite boulders, sorry everyone :/.) However, these casualties are a worthwhile sacrifice to be made for the good of our selfless heroes at Gondolaworks, who fearlessly fight for the desires of the people who call LCC home and have nothing to gain from this project: Snowbird Alta Ski Area POWDR Ski Utah UCAIR Utah Clean Cities Love Communications Exoro Group CW Management | 32.2.9E | |
| 33907 | Brown, Anthony | I am opposed to the capital expenditure for a gondola. You need to come up with another viable and fiscally responsible option. NO on building a gondola. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 36447 | Brown, Ashley | <p>Hi, and thank you for taking the time to read my comment.</p> <p>From a conservational perspective, the best decision for LCC (and BCC) transportation crisis is to increase public transportation. A decision to destroy and alter LCC geography for the infrastructure of a gondola means that the natural beauty will never be restored in our lifetime (or the lifetimes of our children, grandchildren, etc..) Through researching and writing "Urban Trails: Salt Lake City" (publication date fall 2023), I've learned that access to LCC and BCC is restricted to folks wealthy enough to own a car and pay for the gas. There is no public transportation outside of ski season. Increased transit should include access during all seasons. If we increase the number of buses, we don't need to destroy the beauty. Beyond increasing existing buses, there should be a toll to enter the canyon in a car (particularly during busy ski days). I already stated that access to the canyons is currently restricted to wealthy people. So let the wealthy pay to use the area and, in turn, create opportunities for those who currently can not access the canyons. As a winter canyon user and LCC annual pass holder, I am all in favor of a toll booth. Let the rate be high enough to deter people from driving up the canyon solo (like \$60 Or \$80 during peak days). Offer a discounted rate for cars filled with passengers. What's great is that the money from the toll booth will hopefully go to the USFS or UDOT, two organizations that put the funds to good use. The idea of a gondola seems frivolous without actually solving the access problems. As a taxpayer, I find the idea that my tax dollars are funding a project that exclusively benefits Snowbird and Alta Ski Resort repulsive. If the resorts must have a gondola at the cost of destroying LCC's natural beauty, let them pay for it in full.</p> <p>Please use my tax dollars responsibly. Throwing them at the gondola not only seems ridiculous, it only increases the crisis of canyon access being restricted to the wealthy. Increasing public transportation also means increasing access for less privileged people. One of Utah's strong points is caring for those in need. Let's extend that care by making decisions that allow access to Utah's beauty for all, not just the wealthy.</p> <p>Thank you for all your hard work and for taking the time to read my comment.</p> <p>All my best, Ashley Brown</p> | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.7A | |
| 26582 | Brown, Ben | <p>Hi. I've lived at the base of LCC for my whole life and have spent every single waking day being amazed at the natural wonder and beauty that surrounds our canyon. I am an avid skier myself, averaging almost 70 days a year, and I can see theoretical benefit in that of stream lining traffic up SR 210. But, I am 100% against this movement. The impact of the human footprint on our canyon would be forever altering and would destroy the already fragile wildlife and vegetation. I would hate to see my beautiful up canyon view be muddled by a gondola that will bring even more skiers to our over crowded resorts. I believe that God would want us to preserve the creation he made, regardless of how much money it will make. How about we educate all our friends on how to drive in the snow or how to take the bus instead of creating an even bigger traffic problem. I appreciate your desire to create opportunities for everyone to get up the canyon, but I cannot support this immense of a footprint and damage to the ecosystem that you will create only to bring sh8t skiers to the ski resorts. Thank you.</p> | 32.1.2B; 32.2.2M; 32.2.9A; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 28195 | Brown, Bob | <p>It seems to me that only skiers would benefit from the gondola. Why invest in a gondola for a problem that only occurs maybe 5 months out of the year.</p> <p>I don't believe having to wait for avalanche control is that big of a deal.</p> <p>There are limited amount of ski runs that one person can do in a single day. This will be even limited more with an increase of skiers. That would seem to have a negative impact on the skier's experience.</p> <p>it would seem to me that a reservation system would benefit all. Better experience on the mountain and less traffic.</p> <p>The road won't be closed to traffic so it would seem that the gondola would only add to the detriment of the canyon.</p> <p>The gondola would do nothing but take away from the enjoyment of those who would still drive up the canyon to hike and climb .</p> <p>People are going to have to take a bus anyway from some parking lot to the base of the gondola so why not for go the gondola and keep the bus going up the canyon.</p> <p>I'm sure I'm not the only person who sees that if the gondola is built; it's only a matter of time before it is carried over to Big Cottonwood Canyon and then to Park City.</p> | 32.2.9E; 32.2.2K; 32.2.6.5J | A32.2.2K |
| 27930 | Brown, Bridget | <p>I don't think that a gondola is the right choice to make when dealing with the traffic problem in little cottonwood canyon. Not only is the gondola a waste of money but it will critically affect the ecosystem of the canyon as well as the watershed, which will most definitely affect the environment of both humans, plants, and animals negatively. The cottonwood canyons are known for their beauty, and the gondola will take that away. Lastly, little cottonwood is not built for a gondola. The reason why park city and canyons resort have multiple gondolas is due to the fact that the resort is huge and needs transportation to get to the mountain. Snowbird and Alta are not big resorts. The amount of traffic into the resorts would greatly increase, and because of that the resorts and the environment will be drastically affected. Before you jump into the gondola plan, take the time to think of better alternatives such as fixing the intersection at the mouth of the canyon. There are much more cheaper options than putting in a gondola.</p> | 32.2.9E; 32.20C | A32.20C |
| 30412 | Brown, Carey | <p>We demand increased bus service in the Cottonwoods during all seasons, especially the winter months. We demand the public's interest is considered and embedded in this project equal to corporations. We demand all outdoor activities are considered in this project. We demand you meet with the public and stop hiding behind online forms.</p> | 32.2.9A | |
| 32203 | Brown, Charles | <p>This is the solution that we need. Glad to see these plans put into effect!</p> | 32.2.9D | |
| 36753 | Brown, Chase | <p>Change is need yes, this is a horrible option though.</p> | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37531 | Brown, Cindy | Tax dollars wasted money. Higher traffic, it won't solve the increased traffic issues, but increase it. No gondola. | 32.2.9E | |
| 38866 | Brown, Connor | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p.2-16).2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process?3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort.4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored?5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. Sincerely, Connor Brown [REDACTED] | 32.2.2BB; 32.2.0B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 36578 | Brown, Craig | I'd like to see the sub alternatives of enhanced bus usage leveraged more thoroughly with no plan of a gondola in the future at this point. While, bus departures every 5 minutes has been proposed, that capacity could likely be doubled by using 2.5 minute departures, or even more by using more frequent departures with slight modifications to parking and boarding logistic plans. I'm strongly opposed to the building of the gondola as described in option B due to cost of expenditures, environmental impacts from construction, and loss of the ability to flexibly control transit routes. As mass transportation continually uses less polluting fuels (like electric), the impacts of increasing bus use has all the advantages of the gondola and enhances flexibility of travel methods at a fraction of the cost for construction and to the environments within the canyon. The money saved by not building the gondola can be used to address the similar concerns in Big Cottonwood Canyon, which will also be necessary in a very short time. Thanks for your consideration. | 32.2.9E; 32.2.9A | |
| 28619 | Brown, David | I oppose this Gondola B plan. For one, with global warming we don't even know if these resorts will be open in 2050. Secondly the problem is cause by the resorts, so if they want to fix it they should foot the bill, not the taxpayers. Lastly building these giant gondola towers will have a lasting impact on the canyon. If the resorts are causing all this congestion they should try having longer hours so that everyone isn't trying to leave at the exact same time, encourage electric vehicles and busses | 32.2.9E; 32.2.2E; 32.2.7A; 32.2.9A; 32.2.6.3F | |
| 37854 | Brown, David | I'm opposed to the Gondola. Please count my vote. | 32.2.9E | |
| 37831 | Brown, Dixie | I support the added bus system. It is way less costly and will have less impact on the canyon. I fear that the Gondola will ruin the beauty and also cost way to much money for the taxpayers. Most of them will not even benefit from it. Please vote no to the gondola. | 32.2.9A; 32.2.9E | |
| 27984 | Brown, Don | I like this option, having just returned from Murren Switzerland. How much will they plan on charging for passes? | 32.2.9D; 32.2.4A | |
| 32406 | Brown, Donald | Tax-Payer-Funded, Serving Private Resorts Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses? As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging. They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses. UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6] Ignoring Local Public & Political Opinion 80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll. Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski and many other elected officials agree. "Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound," Wilson said at the Truth About the Proposed Gondola event in June. With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year. Not a Convenient Solution If the gondola is built, your ski day will consist of parking off-site (or paying a premium for one of the limited parking spots near the base), taking a bus to the base | 32.2.9E | |

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| | | station then riding the gondola 31 minutes to Snowbird or 37 minutes to Alta. And then doing it all in reverse order at the end of the day. How can it be assured the gondola will be used and actually reduce cars in the canyon? For the gondola strategy to be effective, there will need to be a major change in public habits. | | |
| 31841 | Brown, Doug | I haven't seen any or proposals to use the existing rail bed up to Wasatch Resort and beyond up to the mines used to haul ore and timber's in the early days | 32.2.2CCC | |
| 31356 | Brown, Douglass | As a lifelong Utahan and Salt Lake City resident, I am writing to request that you please do not move forward with the proposed gondola project. This seems like the most extreme and risky option. Please do not mar the beauty of our home and our canyon with a gondola. Please consider other common sense options, such as tolls, rail, bus, and carpool incentives. | 32.2.9E; 32.2.9A | |
| 36233 | Brown, Eileen | no gondola!!!! More electric buses. | 32.2.9E; 32.2.6.3F | |
| 30168 | Brown, Elizabeth | I am opposed to spending this huge amount of money on a project that may not even be needed...at least for a ski resort. With the later winter seasons and earlier springs that we have been having, is it really worth spending that much money on a project that is mainly to help a dwindling ski season, which is now basicall 3 months (Jan, Feb & Mar) of the year. This is what concerns me. This gondola will not help the summer traffic for hikers going anywhere except to Snowbird or maybe Alta (if there is a shuttle). This project is cool, and has the 'wow' factor, but Utah doesn't have the snow it once had and the snow it does have is not the same. This is an extraordinary amount of money on a project that may, when completed, not have a reason to transport people to the resorts in the winter. Please, rethink this spend of the people's money. Thank you. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.6.5F; 32.2.9E | A32.1.2B |
| 32889 | Brown, Emma | The purpose of nature is to go out and be in nature, using the gondola as an "attraction" is wrong and should not happen. I am not in support of the gondola but am in support of a toll system and better bus route. | 32.1.2B; 32.2.9A | A32.1.2B |
| 25274 | Brown, Hunter | I see the statement that UDOT doesn't have funding for any of the additional or side projects relating to bussing or trailheads, etc. And yet the gandola proposition is going to cost half a billion dollars. Plus millions every year. I think it would be useful to see how this will be paid for and the benefits of this proposition to all parties involved. This has nothing to do with safety or efficiency at the end of the day. It is a cash grab by the resorts. You are making the mountains more crowded and less fun for locals. And this has potential to effect locals year round. Not just the few powder days that we see. | 32.1.2B; 32.2.9E; 32.2.9N; 32.6A | A32.1.2B; A32.2.9N |
| 25357 | Brown, Ian | We do not need the gondola, nor do we actually need a new solution just so people can have a quicker commute a couple handful of days a year. The natural beauty and climbing would be greatly impacted in only negative ways if this gondola where to be built. So please consider not going with the gondola. Thank you | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B |
| 30162 | Brown, James | Once again I am writing to say how silly this gondola idea is. Costing me as a tax payer way to much and only benefitting 2 ski resorts who pay nothing. RIDICULOUS! There are many more important things to spend my money on. I have skied at Alta for decades and people need to wait or pick another day. Limit the number of cars, problem solved. Please don't make me write yet again another letter to you folks. Jim | 32.1.2B; 32.2.2K; 32.2.7A; 32.2.9E | A32.1.2B; A32.2.2K |
| 35499 | Brown, Jan | It is not worth destroying our canyons for peoples greed to make money! | 32.2.9E | |
| 31374 | Brown, Janene | Terrible idea. Taxpayers to pay for gondola that is benefits two skii resorts. The gondola and towers will have a negative visual impact on the brEauty of the canyon am strongly opposed to this proposal on many levels | 32.2.9E | |
| 29993 | Brown, Jean | Well, this gondola idea is just NUTS! Really, 'us' taxpayers are going to fund this for 2 stinking ski resorts? And RUIN a beautiful gem of a canyon? Oh COME ON! Initiate a reservation system for both ski areas, limit the number of cars up the canyon, add more electric buses, have 'out of state' skiers/visitors pay an additional luxury tax (since this option will only benefit the rich folks that have the money to spend). Unfortunately, this will be one of the reasons for leaving SL valley: too many people, no snow and out of state money taking over our beautiful Utah. | 32.2.9E; 32.2.2K; 32.2.6.3F | A32.2.2K |
| 32114 | Brown, Jean | NO GONDOLA PERIOD! The money being 'spent' on this disaster belongs to the citizens of Utah, not to Alta, Snowbird and rich out of state people with EPIC passes. Question: who is really benefiting from this plan anyway? This is as bad as the Inland Port debacle. What happens when there isn't any snow due to climate change? Let's please get real about this, it's just a very bad idea | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.2E | |
| 29903 | Brown, Jean | Excuse me.....but I do not want to pay for Alta and Snowbird recreation fees. Get serious PLEASE. How unfortunate that me, a citizen in SLC since 1977, can see these day ski passes go over 100 a day. Give me a break. Alta and snowbird can sit in there sorry state with no snow forever. Never skiing that canyon again | 32.2.9E | |
| 30041 | Brown, Jeff | I am absolutely opposed to using tax money to build the Gondola or any other road enhancements that benefit the ski resorts up the canyon. Traffic is a problem in the winter, but only because too many people are driving too many cars to ski/snowboard. A \$500M tax payer funded pet project that benefits 2 business is stupid. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |

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| | | If the resorts want to ensure their guests are having a great experience to/from the resorts then they should pay for it. If a Gondola is the best solution, so be it. UDOT should be consulted and part of the solution, but this project should not be part of any annual budget consuming tax dollars. | | |
| 35670 | Brown, Jeff | Respectfully, no gondola, please. I expect it to be over budget, take years longer than planned, and run similar to our existing poor roads and freeways, buses, and other public transport. Not to mention the scar in the canyon. | 32.2.9E | |
| 30346 | Brown, Jenny | Please do not destroy the climbing in Little Cottonwood Canyon! | 32.4A; 32.20B | |
| 37328 | Brown, Jesse | I vote NO for the gondola. Email me if you wanna know why... | 32.2.9E | |
| 28773 | Brown, Josh | It's a good idea jus imagine how much dirt u would have to move to put 2 lanes on that road | 32.29D | |
| 25675 | Brown, Joshua | This is not ok. This will not solve the problem. This will just move the congestion to the roads at the base of the canyon wherever the parking lot is. This will ruin the aesthetic of the canyon. You are listening to big money and not the people. This is not ok. | 32.29D | |
| 35089 | Brown, Julian | The gondola would subsidize the bottom line of the ski resorts at the cost of the tax payer. Ignoring the fact that this would do nothing to help with congestion since nobody would use the gondola just like nobody uses the buses, the fact that this backwards project would millions of taxpayer dollars for an eyesore that will help nobody but the Alta and Snowbird executives while Utah undergoes an environmental crisis is emblematic of the regressionist ideals of UDOT and the greater Utah government as a whole. If you care about congestion, make the bus system useable and enforce the traction laws, otherwise just admit that this has nothing to do with the experience of the skiers and everything to do with making rich people richer. | 32.2.9E; 32.2.4A; 32.2.9A; 32.2.2M | |
| 32690 | Brown, Julie | I'm opposed to the Gondola B Plan for several reasons. 1. The construction of the gondola would cause damage to the canyon due to the heavy equipment and excavation that would be needed to construct the support structures. These structures would obstruct the canyon views. 2. This project is very expensive and with the primary benefit going to skiers and ski areas. The majority of the population are neither of those and shouldn't incur the tax liability. I'm opposed to use taxpayer dollars for private business. 3. In neither of the youtube videos was the issue of cars continuing to drive up the canyon if the proposed gondola is built. Would cars still be allowed to drive up? If so why would people take the gondola? Alternatives: 1. During those 50 peak traffic days in the winter, enhanced bus service would be the only means of getting up the canyon. Only cars that can show proof of lodging in the canyon would be allowed similar to Zion Canyon during peak season. I would be opposed to tolling to allow vehicle access as this benefits the rich and discriminates against the poor. Most busses would be express busses stopping only at the ski areas while "local" busses would make stops at potential winter trail head access points. Support of Items in proposal: Increased parking would be necessary for enhance bus. Additional/Improved parking at Trailhead locations. The improvements that were made at Mill D in Big Cottonwood are great! Avalanches are a concerns so preventing these from closing the road would be important. | 32.2.9E; 32.2.6.5D; 32.2.4A; 32.2.2L; 32.2.9A; 32.1.1A; 32.1.2A | A32.1.1A |
| 36926 | Brown, Justin | I'm doubt that I have anything unique to say here, but I'll briefly summarize: A) Traffic in LCC is only really a problem on a couple dozen winter storm days a year. A gondola is overkill for the the other 340 days a year. A1) We don't have as much of a "traffic problem in LCC" as we do a "Too many people problem at the top of LCC". Current parking limitations are the only constraint on this. The Gondola will only make our worst problem worse; B) This is a boondoggle for Alta and Snowbird ski resorts, they should be paying for this fully out of pocket if it goes forward; C) other less costly options should be tried first; D) I'm bothered by the huge deep pockets that are lobbying for this, I'm not sure to what extent it is Alta/Snowbird ski resorts or the company that would be paid to build the Gondola, but it feels shady. I hate conspiracy theorists, but the fact that this keeps coming to the top of UDOT makes it hard for me to dismiss the notion that there isn't some kind of a kickback going on. Love UDOT in general, I think you all do a great job on our roads, and being innovative in ways to build and maintain them. Thanks! | 32.1.2B; 32.1.2D | A32.1.2B |
| 35786 | Brown, Karen | I like the Gondola solution as long as the Ski Area owners pay their share. | 32.2.9D; 32.2.7A | |
| 26164 | Brown, Katherine | No to the gondola. Why not smaller buses leaving at 15-30 minute intervals? | 32.2.9E; 32.2.9A | |
| 32706 | Brown, Keith | I DO NOT support the Gondola option identified by UDOT as the preferred alternative. The following are some of my main objections: -With so many urgent transportation needs in Utah that affect so many people across the board relating to safety, capacity, and travel delays it is unconscionable to be dedicating so much funding to satisfy the recreation needs of so few people. The resources required for the gondola to aid the wealthy enjoy expensive recreation on a few premium powder days could be utilized to aid the masses who are in need of better infrastructure to get to work, get children to school, improve the ability of business to transport goods and services. The moral questions that this choice brings have to be addressed. -Again I use the word "unconscionable" to describe the total misuse of the irreplaceable resource of Little Cottonwood canyon. Anything that would permanently mar the space, the views, the character of that unique canyon should forever be banned. We must protect the sacred nature of that canyon. We can not sacrifice that beauty to enhance the profitability of two ski resorts. There are multiple ski resorts along the Wasatch Front that can accommodate additional skiers if access up Little Cottonwood canyon is diminished due to weather or demand. | 32.2.9E; 32.1.2B; 32.1.2F; 32.2.9G | A32.1.2B; A32.1.2F |

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| | | <p>* This comment is starred for emphasis. UDOT does not have a perfect process to evaluate options such as what the transportation future of Little Cottonwood Canyon should be. The process they used to rank the gondola option as the preferred option is far from perfect. Transportation officials need to acknowledge their own limitations and the limitations of the processes that they have developed. This decision is too important and has much too drastic of consequences to allow a flawed process to result in permanent damage to a unique resource. Please halt this project and reset the decision making process, include the moral .aspect of the decision in the process. Do not allow the comfort, convenience, and profitability of a few skiers and resorts to permanently mar and disfigure the incredible beauty of Little Cottonwood Canyon.</p> | | |
| 33306 | Brown, Kelsey | No gondola! Save cottonwood canyon! | 32.2.9E | |
| 32287 | Brown, Ki | No gondola! Use the allocated money for free bus service and charge a car toll. No gondola! | 32.2.9A | |
| 36305 | Brown, Margaret | no gondola fr | 32.2.9E | |
| 27350 | Brown, Marshall | The environmental damage to the canyon from the heavy equipment needed to build the gondola infrastructure would be horrific. The permanant infrastructure would be unnatural and unsightly. Better solutions that limit auto use are available. Reservation system. Busses. Shuttles. Car pools. Keep the canyon natural. Do the right thing. | 32.2.9E; 32.2.2K; 32.19A | A32.2.2K |
| 31396 | Brown, Mary | This to me is a textbook case of Utah putting growth and development before quality of life. The gondola would only run during the winter, and would only service the ski resorts. Beyond that, it would be a full-time eyesore, even if it does help with winter traffic - something that is very much in doubt. People won't park and trade the comfort and flexibility of their cars to get on a bus. Why would they park and use a gondola? PLEASE DON'T DO THIS | 32.2.9E; 32.1.2D; 32.2.6.5F; 32.2.4A | |
| 32904 | Brown, Melissa | PleAse consider cheaper less intense options FIRST. Then you can consider. Gondola If all else fails. Be smart, don't spend this much money if you don't absolutely have too. I'm sure there's money involved and let's prove that we can do what is right and not most attractive. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 26555 | Brown, Mia | As a Utah local, I have become increasingly frustrated by the acceptance of the gondola. Not only is it more expensive, but it will likely not reduce traffic and will cause a more harmful environmental impact than simply improving the current bus infrastructure that UDOT currently provides. I, and many of my peers, urge you to reconsider the gondola option due to the massive cost, corporate preference, and environmental impact and instead ask you to find a cheaper, more common sense solution that will serve the local people more than the corporations that are backing this option. | 32.2.9E | |
| 35521 | Brown, Michael | <p>In moving forward to address the increasingly impactful problem of traffic congestion in little cottonwood canyon, I believe it is essential to take as many actionable steps as possible prior to making the costly investment in constructing the currently identified preferred alternative Gondola B. We currently have infrastructure that allows for increased bus service, and it would be wise to utilize this to the maximum degree possible - thereby alleviating traffic issues in the short term while also providing an opportunity for real world analysis of how increased bus service can function to address the problem. As things stand, the bus service for the canyon has much to be improved. The route times are spaced out too far to be convenient, buses are highly crowded during peak use, and the buses do not provide any amenities relevant to their specific use in transporting passengers to access skiing/snowboarding in the winter. The current use of the term 'ski bus' frankly feels like a misnomer. To be accredited with this title the vehicles should have basic attributes such as ski racks and storage for boots/equipment. By increasing bus frequency and also adding basic functionality to the buses that would make them more comfortable and effective towards their purpose we can greatly improve their appeal to travelers and subsequently help remove personal vehicles from the roadways. Simply put - lets provide good buses that have sufficient space and are on a reasonably frequent time table and see how the public responds before we take the step forward to building a gondola. By doing so, we will have done our due diligence, and also established a system that can work in parallel with the gondola if we do reach the point when that plan is implemented. Within this I think it is also essential to move forward in the construction of avalanche snowsheds. These are going to be needed regardless of the chosen alternative to alleviate impacts of avalanches on traffic patterns. In my opinion, the wisest course of action would be to construct these in a manner that would accommodate the enhanced bus with roadway widening alternative - thereby affording flexibility for potential implementation of that plan in the future.Lastly, I understand that the gondola b has been chosen by UDOT as the preferred alternative, I strongly urge the reconsideration of this plan following the implementation of the increased bus services. I believe a trial period of increased bus service in tandem with the construction of snow sheds is likely to show us that buses are a simple and effective solution to the problem at hand. In addition to avoiding the highly controversial visual impacts inherent to the gondola, the enhanced bus service with roadway widening would provide the fastest travel time while also allowing scalability as traffic patterns and demand fluctuate throughout the future.Thank you for your consideration,Michael</p> | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 27732 | Brown, Nathan | <p>I use the Cottonwood Canyons year-round and appreciate the work UDOT is doing to explore transportation solutions for these special areas. I do not think a gondola is a fair, effective, or environmentally sound solution. Instead, I'd like to point you to the Connected Transportation Concept done by Save Our Canyons: https://experience.arcgis.com/experience/47227db0d7844ee29e1d45aa446b0d39/page/Map-App-3/</p> <p>Some key points from the study:</p> <p>"We need to better utilize the infrastructure we already have in the urban areas, to connect our communities to the Wasatch, without destroying what makes these canyons unique. We can do this with buses. A flexible YEAR-ROUND bus system that focuses on getting people out of their cars, nearer their origins will protect the Wasatch and improve access and the canyon experience. Driving private vehicles to access recreational opportunities is deeply ingrained within our community. However, if you want the "red snake" to end, protection of our public lands for future generations, and clean water - we must change our patterns of behavior when accessing our shared resources.</p> <p>This concept includes at minimum the following:</p> | 32.2.9E; 32.2.2i; 32.2.4A; 32.2.2M; 32.20D | A32.2.2i |

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| | | <p>1. UDOT's goal of 30% reduction in private vehicles could be accomplished without major construction but requires higher vehicle occupancy during peak hours, weekends and holidays. By requiring 4 or more people in cars that enter these canyons, you could remove 50% of the current vehicles in the canyon, 20% more than UDOT's \$500 million+ solution in search of a problem.</p> <p>2. A flexible YEAR-ROUND bus system that gets people out of their cars, nearer their origins (homes, hotels, work, etc.), aided by canyon centers across the valley where you can park your car, visit outdoor shops, get food and drink, even have affordable housing.</p> <p>3. Increase enforcement of the UDOT Cottonwood Canyon sticker program to ensure vehicles are compliant with snow tire and chain requirements under the Traction Law, making the traction inspection part of vehicle inspections. Some weather events (or known busy days) may warrant banning private automobiles in the canyons.</p> <p>4. Innovate and implement an occupancy-based toll to increase vehicular occupancy from current 1.7 people per vehicle to 4.</p> <p>5. Big Cottonwood Canyon users parking at "LCC mobility hubs" - If people going into Big Cottonwood Canyon make use of the LCC mobility hubs demand and crowding will increase but this hasn't been included in UDOT's scope.</p> <p>6. Year-round visitation whether to a designated ski area or summertime trailhead is not served by a gondola with two terminus areas at Alta Ski Resort and Snowbird Resort. "</p> | | |
| 37091 | Brown, Nathan | <p>No gondola.</p> <p>Why don't we try some less expensive/invasive fixes for the canyon first and see how that goes. Alta/snowbird need to foot the bill</p> | 32.2.9E; 32.2.7A | |
| 36533 | Brown, Patricia | The gondola will interfere with the beautiful canyon and the tax papers should not fund something only skiers will use. The money can be better spent on needs of everyday citizens of Utah. | 32.2.7A; 32.1.2D | |
| 25414 | Brown, Patrick | Please build the gondola. Being stuck in the canyon during an avalanche, or trying to get up and down through traffic on the weekend is a nightmare. We don't want our tag line to be "Come experience the greatest snow on earth.... if you survive." | 32.2.9D | |
| 32959 | Brown, Peggy | <p>No Gondola Please!!!</p> <p>Certainly there is great demand for skiing in the winter, and also for year-round access to Little Cottonwood Canyon (LCC) for hiking, climbing, etc, because it is an exceptionally beautiful natural area that contributes greatly to the charm of living in this area. That demand for access to LCC, coupled with the American desire for everyone to drive their privately owned vehicle (POV), definitely creates significant traffic congestion issues in and around the canyon, mainly in the wintertime, and these issues need to be addressed. I completely disagree with a gondola as the solution to the traffic congestion problems of LCC. The wild natural beauty of the canyon would be irreversibly marred, at a huge cost to taxpayers, so that private ski resorts can benefit and expand their industry. To jump to a gondola solution - especially if it only stops at the 2 ski resorts - is an unrestrained "more-more-more" approach to growth and population management that serves industry blatantly, and does not serve the people of Sandy City nor Salt Lake County who choose to live here for quality of life.</p> <p>Instead of a gondola, we should increase, improve, and enforce the use of buses. All those people who want to go skiing but currently are unwilling to ride buses will just have to change their attitudes, plan a bit further in advance, and take the bus. It is time for us ALL to use the buses we already have, and break out of the outdated American mindset of POV use everywhere. Let us expand bus service in the canyon, switch to electric buses, predict demand, and increase/decrease the number of buses at a given time per that demand, year-round. Make any needed minimal road improvements. Install a toll booth at the mouth of the canyon and charge an access fee to all, to help fund the improvements and maintenance costs of the canyon infrastructure. During the ski season, charge a prohibitively high fee to go up LCC in any vehicle other than a bus, allowing a minimal number of exceptions (eg, residents of the city of Alta).</p> <p>Parking areas for POVs would need to be established or enlarged, to be serviced by the electric buses - but not near the mouth of the canyon. Residential neighborhoods near the canyon (or anywhere else for that matter) should not be flooded with POV traffic going into and out of ugly parking garages so that the ski industry can prosper, diminishing quality of life in the neighborhoods. Place these parking garages nearer the freeway and nearer to hotels that support the ski industry. Keep them out of residential neighborhoods.</p> <p>Thank-you!</p> | 32.2.9E; 32.1.2C; 32.2.9A; 32.2.2L; 32.2.4A | |
| 32123 | Brown, Peter | I have had a season pass at Alta for the past 5 years and hike 20 to 30 days during the summer months in Little Cottonwood. After Alta implemented their reservation system last year (21-22) we had zero problems getting up and down the canyon and finding a place to park. Previous years were a nightmare, but their new system eliminated issues. We've never encountered any problems in the Spring, Summer or Fall. It's shocking that this ridiculously priced gondola is even being considered based on what the majority of Utahns want. It stinks of corruption and bad politics, UDOT is completely out of touch with what the public wants. If I wasn't clear, the gondola is a terrible idea that is unnecessary, I only see many more problems down the road if it's approved. | 32.2.9E; 32.2.2K | A32.2.2K |
| 32962 | Brown, Richard | I am totally against a gondola being placed in Little Cottonwood Canyon. | 32.2.9E | |
| 27383 | Brown, Robert | I don't understand why tax payers need to give yet another giant handout to companies and rich people. | 32.1.2B; 32.2.2E; 32.2.2K; 32.2.2L; | A32.1.2B; A32.2.2K |

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| | | <p>There are two obvious solutions. 1) congestion pricing for any vehicles with fewer than 4 people in them, and 2) making the canyon bus only during peak times.</p> <p>For this incredible amount of money that is going to be spent, can we please help people who actually need help, not ski resorts and those who can afford it.</p> <p>Also, let's be honest, all of this money should really go to conserving the great salt lake. If that doesn't get figured out, and with all of the climate change and pollution issues, there may not be ski resorts left for the gondola to serve</p> | 32.2.2Y; 32.2.4A; 32.2.9E | |
| 37498 | Brown, Robert | I think putting up a gondola up the canyons would be a bad idea. First I don't think it would help the traffic situation up the canyon, I think it would actually increase it everyone will want to go on the gondola and also it would destroy the beauty of the canyons. Also every resident of cottonwood heights that I've heard is opposed to the gondola. No one wants it, so please don't install a gondola up our gorgeous canyons. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 33633 | Brown, Russell | I think this proposal is a terrible idea and will be a tragedy. It will literally only benefit the ski resort corporations. We the people don't want this. | 32.2.9E | |
| 38218 | Brown, Ryan | UDOT is a developer, not an organization chartered with solving problems. The real problem with LCC is too many vehicles and the air pollution they cause. If UDOT would simply tackle those problems-not as a developer but as an organization looking to solve the root causes-it wouldn't be difficult. Issue #1 is that the road is open to everyone. It should be closed to single-rider vehicles every weekend-in other words make it a dedicated carpool road every Friday, Saturday and Sunday, and Monday-holidays. This will cut congestion by 30% immediately. The early morning backcountry crowd, employees who miss the bus and other public-transit averse people would learn new behaviors. Issue #2 is that we don't charge a toll. Other public services are fee based, in fact, your gondola would be. Why should a road be any different? Charge a toll for every vehicle going up the canyon. The more riders in the vehicle, the less you pay. Single riders would be able to drive up, but they'd pay 4x what a 3-person car would pay. Suddenly bussing and shuttles make great sense-especially in a recession. Lastly, Utah has a knack lately of using government overreach and funds to enable a handful of developer businesses. The gondola, Utah Lake cluster _____, and the Inland Port are all handouts cut from the same back-room, soiled cloth that allows Utah politicians to continue to give handouts to their friends whom they've placed in pseudo government positions. This will unravel UDOT and it's backroom development agenda. | 32.2.4A; 32.2.9E; 32.2.9A | |
| 33184 | Brown, Sam | I am against this gondola. It's a solution that will only address a small part of the problem with canyon access: those people accessing the ski resorts. You can't seriously cut bus service in half and then propose a solution as wild and ridiculous as a gondola and expect any significant traffic relief. | 32.2.9E | |
| 27509 | Brown, Sandi | Gondola is an expensive project to serve a limited clientele with only two stops while ignoring the needs of other canyon users. Taxpayers shouldn't foot the bill to enrich two ski resorts. A reservation system for vehicles on the busiest days and increased buses which can stop at multiple locations is preferred. I am against charging for access to the canyon. If we don't do more about climate change ski resort could end up with gondolas dangling over bare slopes. | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.2K; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 27947 | Brown, Seth | I oppose the decision to build the gondola in little cottonwood with the use of over \$500,000,000 in tax dollars. I propose a toll fee for those going to the ski resorts, or a mandatory cap on how many lift tickets are sold at the resorts as this is what ultimately is causing the issue. A costly gondola that will be an eyesore and in no way improve the situation/quality of life for those not going to the resorts is not the solution. Thanks | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 29279 | Brown, Stephen | I strongly oppose the gondola. It is an expensive and inflexible solution that benefits only corporate ski resorts. This can be done with an intelligent bus system. | 32.2.9A; 32.2.9E | |
| 38957 | Brown, Stuart | As a resident of Cottonwood Heights, I think it is prudent to think long term for the future for both Little and Big Cottonwood Canyons. While I read many that oppose a gondola solution seem to be mostly opposed due to either traffic / parking or scaring of the mountain. I think they fail to conceive that the traffic is already there, and a gondolas' do not seem to scare mountains as badly as roads. If you have skied in Europe, especially Italy, gondolas are a source of transportation between towns all year round. They are comfortable and efficient. As I have written prior, skiing tourist are a major source of tax revenue for the region, and I personally think the TRAX should be connected to the gondola systems so that tourist can arrive at the airport and take public transportation all the way to the resorts in both Little and Big Cottonwood Canyons. While this will be not only more efficient but also reduce emissions and our carbon footprint. This summer should be a wakeup call for all about global warming. In addition, longer terms forecasts show that it is more economical to build and maintain gondolas than running busses and more buses still do not resolve the avalanche issues. Build gondolas. | 32.2.9D; 32.2.2I | A32.2.2I |
| 37516 | Brown, Suzanne | I moved into this area because of the beautiful mountains. You are ruining the aesthetic value and beauty of the area. No gondola. | 32.2.9E | |
| 38104 | Brown, Taylor | <p>No good argument for the gondola has been made. You say that a bus plan doesn't meet the program goals... whose goals? Why do we need 3000 people traveling up the canyon every hour? The bus program could be doubled in scope for a fraction of what the gondola would cost. The people have already spoken, and they don't want to foot the bill for a gondola that only benefits the ski resorts. This is an insane idea - but of course we all know UDOT's support for this program has been bought and paid for by the resorts themselves. It's infuriating to live in a state whose greatest resource is its natural beauty but whose corrupt government is absolutely determined to destroy it. Do you care about anything other than lining your own pockets? In 20 years all you'll have to show for this project is a dry winter and a once-beautiful canyon full of dead machinery that no one will want to use anymore.</p> <p>Do the right thing. Listen to the vast majority of Utahns that are telling you they want a less destructive solution. Put aside the hundreds of millions of dollars you'll save and focus on saving the Great Salt Lake instead. If you don't, we'll be out of snow before the project is anywhere near completion.</p> | 32.2.9E; 32.2.7A; 32.2.9A; 32.1.2D; 32.2.2E | |
| 31658 | Brown, Thomas | Taxpayers should not pay for the gondola that benefits only a few. | 32.2.7A | |
| 37298 | Brown, Tina | UDOT is going against the wants and needs of the community in Salt Lake County. The public has spoken widely that they do not support the gondola. This is government fraud to force the public to pay 500 billion for a gondola that only benefits two privately owned ski resorts. UDOT is not listening to the people. Utah doesn't have a problem with traffic going up to the ski resorts, Colorado has a traffic problem with the ski resorts, skiers sit in traffic for 2+ hours each way, LCC may | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | be backed up 45 minutes to an hour. This gondola is self serving and someone is benefiting from the proceeds. With the increase in cost of living, higher property taxes, higher housing prices and higher food prices, now is not the time to consider a gondola at the tax payer expense. Be transparent UDOT and tell the people who are benefiting from this option, who's getting paid under the table for this option? Don't ruin our canyons and our scenery for greed. Shame on UDOT, shame on Snowbird, shame on Alta! Listen to the people and the politicians. If UDOT proceeds with the gondola you can guarantee there will be boycotts, protests and riots. | | |
| 28471 | Brown, Tina | I am opposed to taxpayers funding a gondola that only stops at 2 ski resorts without serving hikers, campers or the thousands of others visiting this beautiful canyon outside of ski season. | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |
| 25916 | Brown, Tyler | This is a wonderful idea and I'm glad y'all came to this conclusion. Gondolas have been working well in Europe for decades and it's about time we bring one to one of the most crowded canyons in America. Little Cottonwood is first and foremost a recreational canyon. There are plenty of houses and developments and if people want a truly natural scene they can go into the Uintas. | 32.2.9D | |
| 27965 | Brown, Victoria | As a psychiatrist and environmentalist, preservation of nature and it's impact on public health including mental health outweighs the prioritization of profits from a gondola that serves privileged, predominantly white interests that only take place during ski season which is likely to change in the face of ongoing climate change. | 32.2.9I; 32.2.9E; 32.1.2B; 32.2.2E | A32.1.2B |
| 26700 | Brown, Zoe | This is so disappointing. It is clear that UDOT cares more about corporate gains than sustaining the beautiful Utah mountains and canyons. This is not the solution the people want. | 32.1.2.B, 32.2.2PP | |
| 31799 | Browne, Stuart | The long-term economics, reducing avalanche risk, and the convenience of a gondola makes the most sense. Buses will not get through dues avalanches and are more expensive long term. Widening the road will have a great impact on the environment, again does not resolve for avalanches. You complain about the traffic, we it is not going away. Build a long-term solution. Stuart | 32.2.9D | |
| 31763 | Browning, Devany | Don't install the gondola!! Not how this money should be spent. | 32.2.9E | |
| 36992 | Browning, Eric | The gondola is a tourist trap for the rich. It's a greedy wreck less plan that will only permanently ruin one of the best canyons in the country and you will be held responsible for generations for the destruction you cause. Choose a tramway or a better bus system before this idiotic choice. There are much better alternatives if you don't give into bribes from corporation that only want to make money. | 32.2.9E | |
| 33397 | Brozek, Sarah | I do not support the gondola. | 32.2.9E | |
| 35264 | Brozovich, Taylor | Respectfully, no one wants the Gondola. Hawks we'll be killed. It will be hideous. Waste of tax payer money for private industry. No gondola! | 32.2.9E | |
| 30711 | Bruce, Cindy | Gondola not a sound idea. An 8 mile gondola has never been built. Especially not on a fault line. Sure is convenient for UTA to cut bus service now. No Gondola | 32.2.9E | |
| 36653 | Bruce, Robert | I like to mountain bike and backcountry ski the canyon and DO NOT want a gondola. | 32.2.9E | |
| 26199 | Bruening, Garrick | The environmental impact of this gondola is way too large for the benefit that it will give. Please find another option. | 32.2.9E; 32.2.2PP | |
| 25708 | Bruey, Alex | A gondola is an inefficient and unsightly solution to the problem of congestion in the canyons. It will RUIN the aesthetic. Furthermore, the gondola serves to only benefit private businesses at the public's expense!!! | 32.2.9E | |
| 35410 | Brugger, David | We fully support the gondola in Little Cottonwood Canyon. Buses have never worked and won't work in the future. | 32.2.9D | |
| 30405 | Brugger, David | We fully support the gondola solution. | 32.2.9D | |
| 35688 | Brugger, Shaunna | We fully support the gondola solution for little cottonwood canyon. Busses have never worked and are not a viable solution for the future. | 32.2.9D | |
| 28814 | Brummett, Jeri | I believe a gondola in Little Cottonwood Canyon would be the best environmental option and base this on the system in Albuquerque which has proven to be environmentally sound. | 32.2.9D | |
| 35006 | Bruneau, Jill | Please invest in buses rather than the gondola. This will give better access to minorities and prevent watershed issues, wildlife habitat destruction and allow those of us that use the canyon for other activities than skiing access | 32.2.9A; 32.2.9E | |
| 26764 | Brunelle, Nora | I appreciate that you are taking some time before choosing the awful decision that you've chosen. I absolutely cannot believe that an option that costs taxpayers at excess \$200M, has a SLOWER travel time than bus thus making it LESS convenient for skiers, and will profoundly change the visual experience of the canyon was chosen as the best alternative. It is so unbelievable that it is impossible to believe there is not some type of sweetheart deals, lobbying, and grifting going on here, as the residents are almost uniformly opposed to this and it's perfectly obvious someone's pockets are being lined when such a terrible alternative is chosen. Why don't you simply close the canyon road to everyone but residents, employees, UDOT buses, and other licensed providers during the winter??? That wouldn't be that big of a deal. Let everyone take up a bus or service and your problem would be solved immediately without the need for widening the road and with only the | 32.1.2B; 32.2.2L; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |

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| | | cost for additional bus service and mobility hubs. But I suppose that is just way too simple and easy? People would be perfectly happy to take up frequent, convenient buses if there were nice, heated hubs at the bottom of the canyon with reliable parking and service. Many people would prefer it. You could solve the problem with that alone and this gondola idea is just beyond the pale. | | |
| 29572 | Bruner Harris, Crystal | I am a Utah resident and I am not in support of the gondola in Little Cottonwood Canyon nor the expansion of Wasatch Blvd. My sister lives near Wasatch and already, as the street is, it is unsafe for her and her children to walk and bike out of their neighborhood to access school, church, or recreation. Expanding the road will make the road even more dangerous for the neighborhood. The gondola is not what the residents of Cottonwood Heights want. The canyon's winter traffic problems have already been resolved by the parking reservation system Alta and Snowbird put into place last winter. Wasatch Blvd does not need to be expanded. The gondola will harm the land, the wildlife, and the nearby neighborhoods. | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.9E; 32.2.9L; 32.13A | A32.1.2B; A32.2.2K; A32.13A |
| 36147 | Brunhart, Joe | I work up at snowbird. I am in favor of the gondola. I am in favor of tolling, but I feel it needs to be at the base of the canyon and be year round, not just high impact powder days. Between Oktoberfest, leaf peeping and other canyon items, tolling at the base of the resorts will solve nothing. White pine, spruces, and lake Blanche are already over following year round. Also, use the money from tolling to improve trail heads and camp grounds. Thank you for your time. | 32.2.9D; 32.2.2Y | |
| 31808 | Brunhart, Lise | This gondola will not approach solving the Little Cottonwood transportation problem...we will still need increased bus service to adequately handle this issue.Both Cottonwood canyons should be treated like Zion National Park....bus shuttles only, for access..There should be a card reader for vehicle passes for canyon residents, service vehicles and commercial deliveries. UDOT's cutting of bus services is absolutely scandalous...No gondola,PLEASE. | 32.2.2B | |
| 34552 | Brunhart, Ulrich | I am against the gondola option. A phased approach, with incentives for mass transit use, makes much more sense. Capacity limits, both vehicular and total number of people, must be determined. The toll must be for the whole canyon, top to bottom, not just the resort areas. The toll to enter the canyons should be everyday of the year (just like Millcreek), with part of this fee going to the Forest Service and the rest going to UDOT/UTA. This would allow the forest Service to maintain and upgrade badly needed facilities and to provide Ranger services, and provide funding to UTA to provide reliable, timely and dependable transit. Simply "spreading out the congestion" with a sometime toll is not a solution. The ultimate goal should be to make the canyons as car free as possible. This will require transit hubs in the valley with good connections to valley wide transit, as well as adequate parking. Finally, funding MUST be allocated to increase bus service in the canyons. The recent announcement by UTA cutting service by 50% to the ski areas is a major move backwards. Let's move forward, start to solve our transportation issues, and protect our canyons. Thank you. | 32.2.9E; 32.2.9A; 32.2.9R; 32.2.4A | A32.2.9R; A32.1.2H; A32.2.6S |
| 29068 | Brunke, Melissa | Please do not put the gondola in. This is a permanent structure that will severely alter the look of our canyons and destroy the natural beauty. This gondola will only increase tourism in an area where we cannot sustain it. In Utah, we have a massive water shortage. This plan only benefits Snowbird and Alta who are already pulling in extraordinary profits. I am in support for an expanded bus system. Not even widening the road. Pay the employees of the busses a livable wage, toll the road and increase buses every 10 to 15 minutes. That is plenty and if a better solution comes up along the road, then you have the opportunity to change it. The gondola is a horrible idea in that it is a permanent and unmovable fixture that does not benefit hikers in the summer, nor does it benefit cross country skiers, backcountry skiers. The gondola proposal is missing a massive chunk of the people who use that canyon. Please think about the people of Utah and not the profits. | 32.2.9E; 32.2.9A; 32.1.2D | |
| 32663 | Brunker, Michale | Do not let this move forward. This will only service the resorts at the top of the canyon, and is a disaster environmentally. | 32.2.9E | |
| 27194 | Brunner, Elinor | The people of Utah do not want this gondola. It will not serve us. In fact, the impacts it will have on our public transportation system will actively worsen our quality of life. I understand that as politicians and legislators you rarely actually care about the will of the people, but please for once make the right decision for your constituents and stop the foolish and shortsighted gondola project. | 32.2.9E | |
| 37926 | Brunner, Victoria | It's not ok for taxpayers to foot a \$550 million project to benefit resorts only for peak weeks in canyon. The gondola only serves a single user group resorts and resort customers. Does not benefit hikers, runners, bikers, climbers, backcountry skiers. The canyon is public land and should be treated as such is access to the canyon is not unanimously agreed upon the gondola project should not go through. During peak ski season resorts customers could pay a toll or implement a reservation system in the canyon. As well as expanded bus routes in the canyon | 32.1.2D; 32.2.7A; 32.2.4A; 32.2.9A; 32.2.2K | A32.2.2K |
| 34789 | Bruno, Paul | I have lived in Cottonwood Heights since 1994 just east of Wasatch Blvd between Big and Little Cottonwood Canyons. Since that time I have experienced the transformation of Wasatch Blvd. from a pedestrian-friendly street into a racetrack. I actually used to pull my young daughters in a wagon down the shoulder of Wasatch Blvd. to visit a stable that used to be located on the west side of the road across from the fire station. One would be insane to attempt that simple act these days. | 32.2.6.2.2A; 32.2.9Q; 32.2.6.2.2H; 32.2.9E; 32.2.2K; 32.20B | A32.2.6.2.2A; A32.2.2K |

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| | | <p>While I am totally against the building of a gondola to transport skiers up Little Cottonwood Canyon during the few days of the year that traffic cannot quickly flow up the canyon due to weather conditions, I'm incredibly dismayed at the thought of turning Wasatch Blvd into a virtual expressway. There are days when we take our lives into our hands trying to access Wasatch Blvd. while threading north and southbound traffic going well over 60 miles per hour.</p> <p>Wasatch Blvd. should be a showcase entry route into the world-class canyons that locals and visitors hold dear. It should have bike lanes and shoulders with sidewalks adorned with native trees and shrubs. It should have an enforced speed limit of 25 miles per hour as well as curves to slow traffic down. If a bus lane is necessary, so be it. But that added lane should not come at the expense of the beautification of Wasatch Blvd. or the reduction of the speed limit.</p> <p>And under no circumstances should unsightly concrete sound barrier walls be erected along Wasatch Blvd. Those walls reinforce the idea that the street is an expressway and encourage speeding.</p> <p>In closing, do not destroy one of the most beautiful and beloved canyons in North America simply so some skiers are not inconvenienced on days of heavy snowfall. Nobody in my family skies and out of the 100+ friends that I'm on a first-name basis with, only two of those folks ski ~ and both are opposed to the gondola. And for god's sake, do not expand Wasatch Blvd. just to make it convenient for the handful of people that want to ride a gondola to the ski resorts.</p> <p>And on a final note, if over time, ten times as many people want to access the canyon as the number that currently wishes to do so, would your mandate be to accommodate that demand? At some point, we need to curb access to the canyon so that it is not "loved" to death.</p> | | |
| 25790 | Brunson, Frank | The Gondola B Plan works for me. It offers the most cost effective solution combined with a beautiful 27-minute scenic ride to the ski resorts. | 32.2.9D | |
| 30975 | Brunstetter, Vickie | The gondola is not a reasonable solution to the canyon traffic problem. We need to encourage public, clean energy solutions. There is no guarantee that we will have winter snow in the years to come. It is not how I as a tax payer want to spend our money. | 32.2.9E; 32.2.2E | |
| 34087 | Brunvand, Amy | I am a resident of Salt Lake City and a skier. I oppose the plan to build a gondola in Little Cottonwood Canyon. Tax payers should not have to foot the bill for a gondola that only goes to ski areas and serves only rich skiers. Building and maintaining lift towers would be a blight on a beautiful canyon. The inflexible base area of a gondola just displaces the parking and traffic problems that already exist. What's more, the overcrowding in LCC is largely caused by irresponsible ski industry overselling of IKON passes. Ski areas can solve that problem without demanding a huge transportation subsidy from the public. For instance, in the 2021/22 season Alta and Snowbird have already shown that parking reservations are an effective way to manage traffic. The goal should not be to haul more and more people up the canyons. Skiing is no fun if you have to wait in 30 minute lift lines and on many days resorts are already packed beyond capacity. Pro-gondola ads attacked the UTA ski bus as inconvenient and dirty, but I ride the UTA bus pretty often and that is just not true. It seems gondola advocates have to tell transparent lies in order to sell their pet project, which gives me no confidence. Salt Lake City and County government both oppose the gondola project as an expensive, environmentally damaging boondoggle that does not address canyon crowding in any meaningful way. A more prosaic solution will ultimately be more flexible and more effective-- LCC ski areas need to implement better parking and crowd management, IKON pass holders need to have black out days and incentives to take the UTA bus, and the Ski Utah tourism agency needs to stop sending out POWDER ALERTS! that draw crowds to the canyons during the worst driving conditions. | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.6E; 32.2.9N; 32.2.7A; 32.2.9E; 32.7B; 32.7C | A32.1.2B; A32.2.2K; A32.2.9N |
| 33272 | Brusven, Adam | The Gondola proposal is not sufficient to deal with the issue and is thus obsolete before even being approved. Replace the highway with a train. | 32.2.9F; 32.2.9D | |
| 28980 | Bryan, Cassidy | Hi! I was just curious as to how this gondola would be more beneficial to getting rid of traffic. From the sounds of it, it seems like the cons outweigh the pros. I personally believe that a bus system would be better for traffic, and pollution. All the work to set up the gondola would not make the addition more sustainable for the ecosystem than adding buses and carpooling would. I also feel like a toll for cars not carpooling could be a more beneficial solution. | 32.2.4A | |
| 28671 | Bryan, Chris | I'm extremely opposed to the tram proposal. In every way, shape and form. I hope it doesn't pan out. It's going to be horrible for the environment. Permanently destroy recreational areas for rock climbing and so on. Bottom line is going to ruin a gorgeous landscape with skyscraper monstrosities. | 32.2.9E; 32.2.6.4; 32.4B | |
| 31303 | Bryan, Karen | Don't do it!! If there are only two resorts who will benefit, let them pay for gondolas. Too many negatives for the cost vs advantage. | 32.2.9E; 32.2.7A; 32.1.2B | A32.1.2B |
| 37013 | Bryan, Kathy | No it only benefits 2 ski areas should benefit all of them! | 32.2.9E; 32.1.2D | |
| 33055 | Bryan, Nate | Thank you for giving my comment consideration. Are you lies Little Cottonwood Canyon for skiing both back country and at the ski resorts, rock climbing, hiking, and a general get away from the city. I have reviewed to the extent possible, the options presented and am crestfallen that the gondola option has been selected by UDOT. In my mind, there are so many better options that are feasible and at least as easy to accomplish. I sincerely hope that these options can be revisited and a better option can be chosen. The gondola option is shortsighted, serves only a minority of the users, and will further crowd a beautiful canyon. Thank you for allowing me a chance to comment. | 32.2.9E | |
| 36063 | Bryant, Jessica | Hello, I am a Cottonwood Heights resident and frequent visitor to Big and Little Cottonwood Canyons. I am opposed to the gondola and would like to see a reconsideration of improving bus transportation instead. It seems the direct effects of the gondola are not being considered- land use and degradation, water supply impact, and forest health. Please do not allow this travesty to move forward in our beautiful mountains. | 32.2.9E; 32.2.9A | |
| 31488 | Bryant, Joshua | Please consider a more sensible option first. Have you considered flex lanes...uphill in the am and downhill in the pm for a small window of time? How about avalanche road covers in the avalanche paths? That way the road could stay open through avalanche control and be more safe to drive all the time. Jumping | 32.2.9E; 32.2.9A; 32.2.9K; 32.2.2K; | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |

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| | | straight to the most expensive and most intrusive option our of the gate seems completely irresponsible, when you haven't tried more buses, reservation system, or any other relatively low cost alternatives. | 32.7A; 32.2.2D; 32.29R | |
| 30584 | Bryant, Laurie | I see no reason why the public should finance a very expensive transportation system that apparently will benefit only skiers and owners/operators of ski areas. This is a an idea that should not be made into reality. There certainly are other options to reduce traffic in the canyon. | 32.2.9E | |
| 36157 | Bryant, Todd | As evidenced by leaf-color seeking traffic over the past couple of weeks in the Cottonwoods, we don't need a solution that focuses on just the busiest days of the winter like the gondola option. Not only that, but we don't need additional impact to the visual air space of the area caused by the Gondola that would impact the views people seek. Buses are imperfect, but they are the only option of the preferred choices that gets the job done with minimal impact visually. At least with buses, we have the option to grow service where needed, such as adding trailhead stops in the future during both winter and summer months. As for reliability is concerned, we can continue to address canyon snow removal and ground traffic via improved processes and additional funding. Questions about the reliability of buses vs passenger cars are valid. Though buses suffer from some of the same issues as cars (noise, pollution, traction issues, etc) these can be addressed as technology improves. We will one day have the ability to produce AWD/4WD buses that are electric or use another alternative to diesel. I have limited my winter travel in the canyons in the past several winters due to traffic; I understand the desire to get up canyon, but we must not lose sight of what makes the Cottonwoods special and we must seek to preserve it even if it means not getting exactly what we want 100% of the time. Utah is special and it's Department of Transportation is also. We need to focus on creative long-term solutions that uphold the beauty of the canyons while delivering people reasonably to their destinations. Buses arent perfect, but they are preferred to the gondola. Thank you for your time and service. Todd Bryant, Cottonwood Heights | 32.2.9E; 32.1.2F; 32.2.6.5F | A32.1.2F |
| 32901 | Bryce, Faith | Please don't put in the gondola! It only increases access for skiers while destroying access to crags, and crags themselves, for climbers. Think of solutions that benefit everyone, not just a few. Make lcc accessable. Don't further the environmental distruction!! Listen to the pleas of those who have been asking for this not to happen. | 32.2.9E | |
| 31084 | Bryce, Kristin | <p>NO TO THE GONDOLA!!!</p> <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | 32.2.9E; 32.29F; 32.2.6.5E; 32.20B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

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| 34998 | Bryner, Jane | No gondola | 32.2.9E | |
| 37821 | Bsumek, Marjorie | In our tiny canyons a gondola is a very bad solution. So many reasons. Short ski season and getting shorter - too long a time to reach the resorts, must find parking at the base of the canyon, line-up, wait, very expensive, devastate the scenery. This is only to line the pockets of the developers and their cronies at UDOT and others.. Many better solutions. | 32.2.9E; 32.2.2E | |
| 28639 | Bsumek, Peter/maria | Years ago I learned from a Prof. at U of Utah that Figures don't Lie, but Liars Figure. That said we believe that the entire Gondola episode is based on inaccurate information and facts to support your foredrawn conclusion that the Gondola is required and desired, and that such will be supported by Taxpayers. Zion National Park visitation during the high season was 1,583,293 persons all shuttled into the park in Buses. No cars allowed. Alta/Snowbird that same year had 782,100 skier days during their high season. Yet you insist Buses won't work. Gondolas have to shut down when experiencing wind gusts of 40+ Km/Hr., which does happen during the winter months. Your figure of \$510M as stated is total cost. Preliminary estimates are at best a good guess, as we learned from recent construction of Utah Prison, and Airport. Widen the road where required and use buses. | 32.2.6.5K; 32.2.2B; 32.2.7F; 32.2.9A; 32.2.2PP | A32.2.7F; A32.2.7C |
| 34112 | Bucaria, Robin | Please choose an alternative to a gondola in the canyon. The costs- environmental and financial- outweigh the benefits. How can we justify the expenditure to benefit two private companies? The beauty of the canyon will be impacted, as well as access to climbing areas. I also wonder how much lobbying on the part of ski companies and construction firms has played into this decision. Again, I urge you to stop a gondola in the canyon. Sincerely, Robin Bucaria | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 26334 | Buchanan, Buc | Well Done! I believe you made the logical, common sense decision. Thank you | 32.2.9D | |
| 27561 | Buchanan, Cynthia | Why isn't this on the ballot in November when you are planning to spend so much tax revenue to support this project that only benefits a couple of ski resorts who are not helping fund the project and the "investors" that purchased the land at the base of the canyon? Electric buses would be a great alternative! They can handle the canyon, I rode one up a mountain in China and it was great. Please do not ruin our canyon? The towers and their bases are going to ruin the beauty of this canyon and the cost is ridiculous to tax payers! Listen to the people! | 32.2.9E; 32.2.9N | A32.2.9N |
| 33883 | Buchanan, Janet | Absolutely against this. Using my hard earned taxpayer money to pay for a gondola that benefits 2 ski resorts is a travesty. Not to mention the negative environmental impact. An emphatic NO. | 32.2.9E | |
| 31893 | Buchanan, Jemmy | I am sure one of the Gondola solutions will be the lowest impact and while I want to preserve our canyons as much as the next person lets be realistic. Let's expand the road up the canyon and also do the Gondola. If we can do the Gondola first lets do that to alleviate traffic and deal with immediate growth and congestion and then expand the road. It is unrealistic to just not expand in one way or another in multiple ways. | 32.2.9D | |
| 37129 | Buchanan, Michael | Im not sure spending \$0.50 billion dollars on a gondola that will benefit two businesses is a wise a prudent public expenditure where there are so many better (and less expensive) options. I am also afraid of the negative visual impacts within the canyon, the possible disruption of clean drinking water during constructions, and the impacts to traffic on surface streets around Little cottonwood canyon. It seems that this is quite the extravagant solution for a problem that occurs, at most, 60 days of the year. Im not sure if the gondola will run during heavy avalanche days (I don't see how it could safely). I also don't think people will ride the gondola for 35 minutes when they can drive the canyon anyway. I am a citizen of Salt Lake County and I am fully against the gondola. | 32.2.7A; 32.1.2B; 32.2.9E | A32.1.2B |
| 25435 | Buchholz, Bryce | How does this plan make literally any sense? This is a huge price tag for very little rewards. This will at best only alleviate about 10% of traffic based on the numbers in the proposal. With increased visitation, that number gets smaller. What a shame. Just appears to be a cash grab. | 32.2.9D | |
| 34587 | Buchta, Ian | The gondola offers very little that investing in more buses and putting a toll on the road wouldn't solve. It is a terrible choice environmentally, will ruin the view, and is a terrible use of taxpayer dollars. These views are my own. | 32.2.9E | |
| 26100 | Buck, Harrison | Hello. I am an avid climber, hiker, biker, snowboarder, and nature lover of LCC. Please don't do the gondola. There has to be a better way. Even the traffic seems better to me than destroying numerous classic climbs and recreation areas that many people love and cherish as Salt Lake citizens. Thank you for allowing me to comment. | 32.2.9E; 32.4B; 32.2.2PP; 32.2.9N | A32.2.9N |
| 37120 | Buck, Larry | Please NO GONDOLA, we are already being taxed out of our homes. The ski resorts should pay for it if they think it's needed. Joe Biden is already pricing us out of a good life, you don't need to pile on! Thank you | 32.2.9E; 32.2.7A | |
| 33885 | Buckel, Eric | I am for the Gondola.. Last winter when there was an avalanche, people had to wait it out at the resort.. The Gondola ensures people can get out of the canyon if needed.. Some people say its an eyesore, well i say to them, then tear down the snowbird lift to the mountaintop and walk up!. I am for the gondola. | 32.2.9D | |
| 28338 | Buckingham, Kevin | Trailhead access is my primary issue. Please improve parking or provide transit which connects all trailheads. | 32.2.6.3C | A32.2.6.3C |
| 32117 | Buckmiller, Brad | Gondola please. | 32.2.9D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
|------------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|----------------------------------------|
| 30527 | Bucknam, Alexis | I do not support the gondola. It fails to provide transit to any locations in the canyon other than the mountain resorts which does not mitigate the environmental impact of cars from visitors going to other destinations. Furthermore, the number of towers that it will require will have a significant impact on the natural beauty of the canyon. If tax dollars are going to be spent let's make an significant investment in UTA not only to increase bud service in the canyon, instead of the decrease that was recently announced, and public transit overall. | 32.2.9E; 32.2.9A; 32.2.6I | |
| 28810 | Bucknam, Trent | Enhanced bus & parking Only should be tried first, and lanes can be considered far in the future if needed, but I think that is unlikely. | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 32489 | Buckner, Jordan | The gondola is the dumbest possible solution. It is NOT the most economical solution NOR is it the solution that would most alleviate the traffic concerns as per the studies that have been performed. If I recall, it was a mixture of adding additional bud [bus] service and added lanes that was the cheapest and most effective. The gondola is a boujie boondoggle that will only be used by tourists and those that can afford to ski at the resorts. ADDITIONALLY, the gondola really does nothing to address summer traffic concerns, since it's only proposed stops are at the ski resorts. So anyone going up the canyon to hike, camp, etc. won't be able to use the gondola. Please, for the love of God, do not go with the Gondola. | 32.2.9E; 32.2.9B; 32.1.2B; 32.2.6.5G | A32.1.2B |
| 33164 | Bucknum, Aleah | I comment to defend my home and passion that is Little Cottonwood Canyon. | 32.2.9D | |
| 30753 | Bucknum, Ryan | I like the gondola idea, Les do it | 32.2.9D | |
| 30993 | Budge, Michael | I am writing my comment in support Gondola B, with the proposed phasing. As a lifelong skier and licensed civil engineer in Utah, this option makes the most sense to me. I have studied a good deal of the EIS and understand the issues better than most of the general public. I fully support a solution that removes vehicles from the canyon, and is not tied to the roadway during heavy snowfall. I also support this alternative because it has the least environmental impact. The phased implementation has been a good addition to the preferred alternative and makes sense as funding is secured. | 32.2.9D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 29839 | Budge, Michael | I do not support my tax dollars being spent on this project. My family will not benefit from the gondola. We use the canyon in the summertime to access trails mid canyon and avoid the resorts. This is an eyesore and poorly conceived. UDOT does not have the support of the citizens of Salt Lake County. This issue should be brought up for a popular vote before a single tax payer dollar is spent or an inch of public land is used for this project. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 27284 | Budge, Michael | I am adamantly opposed to the gondola solution for Little Cottonwood Canyon. This is nothing more than a handout to the ski resorts and is unnecessary. Further, tax payer funding for this resort should not be born by residents, most of whom would not benefit from the Gondola. Residents do not want the Gondola! | 32.2.9E | |
| 25668 | Budge, Tj | Terrible idea. Spend hundreds of millions of taxpayer dollars so it will take longer to get up the canyon and so you can pack more tourists into ski areas owned by out of state businesses that most locals cannot afford to visit. The gondola is a short sighted solution that does not fix, bit rather exacerbates, the real problem. LCC ski areas are super overcrowded. Spend taxpayer dollars building community or county owned ski areas elsewhere to disperse skiers. | 32.2.9E; 32.2.0C | A32.2.0C |
| 28861 | Bueche, Dylan | Absolutely no gondola please no gondola. It makes no sense to ruin the view throughout the whole canyon to serve private ski resorts. It's ridiculous and clearly won't help access anywhere else in the canyon! what about all summer? this is a terrible plan and what we really need is something that hooks up to existing trax and bus lines. NO GONDOLA | 32.2.9E; 32.1.2D; 32.2.2I | A32.2.2I |
| 30482 | bueche, dylan | NOT EVERYONE SKIS! Little cottonwood canyon is used for so many recreational uses that this project will not serve! explore options that serve everyone, not just private resorts and those with the funds to use them!! | 32.1.2D | |
| 28374 | Buege, Jeff | In January of 2020, I visited Salt Lake City for the first time. I was blown away by the Wasatch Front, especially how the sunsets light up the mountain side. I drove through Little Cottonwood Canyon and couldn't believe the beauty I saw. The incredible scenery of places like Little Cottonwood Canyon is what drew me to move to Salt Lake City. The beauty and multitude of outdoor recreation make that canyon a place we need to preserve, not mar with a shortsighted gondola project. Enhance the bus system and incentivize carpooling. The gondola benefits the ski resorts, but they will bear none of the costs. This project will destroy the beauty of the canyon and not fundamentally solve the problem it claims to fix. Don't build the gondola. | 32.2.9A; 32.2.9E; 32.2.2PP; 32.2.2Y; 32.2.7A; 32.1.2B; 32.7C | A32.1.2B |
| 35868 | Buehner, Daniel | I have lived in UT my entire life, I feel very strongly about not putting in the gondola as it will disrupt the wildlife, the amazing climbing, hiking and will not be as effective as having better group transportation. We need more busses going up the mountain to reduce traffic. What good is the gondola gonna do? I know I'm not the only one who feels strongly about not putting in the gondola. Please listen and re-consider. Thank you. Dan | 32.2.9E; 32.1.2F; 32.2.9A | A32.1.2F |
| 33136 | Buehner, Daniel | The gondola is a terrible idea. It does not actually solve the problem of congestion in the canyon. Travel time to the ski resorts will actually get longer in the winter, none of the other areas of use in the canyon will benefit, and too much of the natural beauty of the canyon will be destroyed. | 32.2.9E; 32.1.2D | |
| 25707 | Buehner, Gwendoyln | I have spent time in LCC and I enjoy climbing there so much and the climbing community at LCC is wonderful and it is going to be a huge dissapointment if we can no longer climb there | 32.4A; 32.4B | |
| 26242 | Buesser, Kim | This will ruin one of the main draws of SLC. I hope you enjoy your gondola when no one wants to live here anymore because of it. This is one of the worst violations of the environment and public interest. It's a shame that utah sides with corporations over its own citizens. | 32.2.9E; 32.2.9N; 32.1.2B; 32.2.2PP | A32.2.9N; A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31499 | Bugden, Tawni | I am opposed to the Gondola. It is short-sighted. With climate change, the shrinking great salt lake, the likelihood of snow is decreasing and with it the need for an unsightly expensive gondola. Mandating a shuttle like zions National park seems much more advised. | 32.2.9E; 32.2.2E; 32.2.2B | |
| 29325 | Bulaj, Grzegorz | I strongly oppose building gondola as means to improve traffic to Alta and Snowbird. The most preferred way to reduce traffic to Alta and Snowbird is a combination of tolling (e.g. Millcreek Canyon) and improved bus service. Gondola would be underutilized for a larger portion of a year (please see statistics for powder days and holiday/weekend days in the winter). Gondola would be useless if/when wildfires damage upper LCC, hence discouraging people to visit Alta and Snowbird (risk for wildfires increase each year). There is no need (other than private profit) to increase number of visitors in LCC, while tolling can reduce number of unnecessary cars. In addition, Alta and Snowbird can offer free UTA bus rides. Building gondola will increase: (1) carbon footprint, (2) noise and visual pollution in the LCC, (3) public spending that benefits private companies, (4) negative impact on wildlife and wilderness. Thank you for taking these points for consideration. | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.6.5K; 32.2.9A; 32.2.9E; 32.10A; 32.11D; 32.13A | A32.1.2B; A32.13A |
| 25384 | Bule, Alex | To take taxpayer money to fund a project that will largely benefit multimillion corporations is a bald-faced, egregious abuse of power in opposition to NUMEROUS loud voices in the valley saying that we DO NOT want this. On top of that, it will destroy the history of climbing in the valley that exists in Little Cottonwood. This gondola erases a culture of climbing and replaces it with a culture of industrial, corporation strong-arming. Please reconsider this proposal, ask anyone in the valley and I can almost guarantee you'll get a negative response to the gondola. Do not bring this evil to our beautiful home. Thank you. | 32.1.2B; 32.2.7A; 32.2.9E; 32.4A; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 31972 | Bullock, Gail | Please no gondolas. Totally against this plan. | 32.2.9E | |
| 35925 | Bullock, Shelly | I would love to see the Gondola at LCC. It is a very European way to get up the mountain. Keep the vehicles parked in a designated area instead of driving up/down the canyon. Avalance sheds, widening the roads, and extra buses don't sound environmentally friendly to me. Plus the revenue that can be generated during the summer & fall for those who would like a scenic ride would help pay for the Gondola. | 32.2.9D | |
| 30372 | Bullough, Jeremy | Please do not build the gondola!! | 32.2.9E | |
| 30783 | Bunce, Eric | Building a mode of transportation that only benefits 2 parties for a small percentage of the year is ridiculous. Try going to snowbird this coming weekend during octoberfest and tell me that a gondola for winter only will solve the problem. The solution NEEDS to be a year round solution. Snowsheds, buses, carpooling, tolling are year round solutions. If the ski resorts are paying for half of the proposed gondola then it can be included into what UDOT should be doing for year round solutions. The gondola is not a solution. It needs be cheap and easy otherwise no one will use it. The gondola is not that, if your charging for parking and then charging for the gondola too. | 32.1.2C; 32.2.4A; 32.2.2K | A32.2.2K |
| 36598 | Buniva, Pat | Please, NO gondola! | 32.2.9E | |
| 33920 | Bunker, Afton | There will be too much traffic near the mouth of the canyon because of it. It will also ruin the beauty of the canyon. The canyon will get too crowded. The gondola is NOT a good idea whatsoever. | 32.1.2B; 32.2.9E; 32.7B | A32.1.2B |
| 31877 | Bunker, Dalton | I am in favor of the increased carpooling and bus use options. Not the gondola nor the widening of the road. This gondola would benefit the ski resorts, not the people of salt lake city nor the ecosystem of little cottonwood canyon. Thanks for allowing this comment period. | 32.2.9A | |
| 30166 | Bunsawat, Meredith | The gondola seems like a dramatic, landscape alternating step to take before even trying to enhance the usability of the current infrastructure. A toll system for cars entering the canyon would encourage car pooling and the use of public transportation. The building of bigger parking lots/parking garages at the base of the canyons would also encourage public transportation as there is often not enough room in those lots to park. Increased number of buses to get people up and down comfortably without packing 50+ people into on bus. For these reasons I'm against the gondola and for tolling of canyon roads, increased parking at the base of the canyons, and more buses. | 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 27099 | Buonocore, Janet | I do not agree with spending millions of dollars for gondolas in the Cottonwood canyons. I feel it would take away from the beauty of the canyons. The gondola would benefit the ski industry in the winter only, not the whole of Salt Lake County all year round. The millions that would be spent do not include the maintenance/replacement on the gondolas. Why should our residents have to pay for the ski industries profit? If there is snow, people will come & spend their money without the gondolas. I do not want my tax dollars spent on the gondola! With global warming changing our climate, there may not be consistent weather for snow or cold to make snow. I've lived here for 69 years. I skied in the canyons since I was 6 years old. However, I don't want to foot the bill for only the ski industries benefit. I say no to gondolas! | 32.2.9E; 32.2.2E; 32.2.7A | |
| 27056 | Buonocore, Joe | I am against the gondola and using my tax dollars to subsidize the ski resorts. Most citizens cannot afford to ski with the prices they charge. How about spending that money to help the many people who need it instead of the few who can afford to ski. what does the average citizen get for their taxes? | 32.2.7A; 32.2.9E | |
| 27536 | Burbank, James | My family lives very near this location and welcomes the gondola. The traffic during ski season is extreme and widening/expanding the roads is not a preferred option for us. | 32.2.9D; 32.2.9L | |
| 26355 | Burbidge, Beau | I am strongly opposed to this taxpayer subsidy that will do nothing to benefit the majority of Utahns (who will be paying the cost of this) and serve only to benefit two private ski areas. We moved to Utah because it is a fiscally conservative state, values its low taxes, and has a strong preference for private enterprise and against government subsidies. This proposal flips those values on their head. The reserved parking situation in the canyons have greatly relieved congestion and appear to be working well. Additionally, lift lines this past season were as long as ever. So what will this gondola do? Aid in reducing already manageable traffic? Increase resort attendance when the resorts are already at capacity? To me, it is | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>a drastic and expensive solution in search of a problem. I therefore urge everyone in a decision-making authority over this boondoggle to oppose it. Thank you.</p> | | |
| 36131 | Burch, Ben | <p>The plan B for a Gondala across the gorge is an overly expensive, eye-sore, and environmentally irreversible and damaging project. Better parking, bus schedules/car sharing, traffic controllers are all more effective ways to manage traffic through the canyon without ruining the perspective of the canyon.</p> | 32.2.9E; 32.1.2F; 32.2.9A; 32.2.2K | A32.1.2F; A32.2.2K |
| 28440 | Burch, Benjamin | <p>This new option is not "finding a middle ground", but simply ignoring the simplest solution to encourage the use of public transportation in and through LCC. The construction of this gondala will merely shift traffic slightly from inside the canyon to at it's mouth, while putting the beauty on natural resources the canyon has to offer at risk. more cost effective ways to remove this congestion exist, and should be used instead</p> | 32.2.9E; 32.2.9A; 32.7B; 32.2.2PP | |
| 35398 | Burchett, Christopher | <p>Please don't ruin this beautiful Canyon with a Disney ride. I support alternative solutions. Tolls(when needed) and more public transportation are better solutions</p> | 32.2.9E; 32.1.2F; 32.2.2Y; 32.2.9A | A32.1.2F |
| 30115 | Burciaga, Alex | <p>I do not support the current proposal for Little Cottonwood Canyon. I support the efforts of the Salt Lake Climbers Alliance. The current gondola plan will cause irreversible damage to world class climbing, especially the beloved bouldering. No damage to these resources can be tolerated.</p> | 32.1.2B; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 38100 | Burdett, Tom | <p>Little Cottonwood Canyon EIS The mission of the U.S. Forest Service is: "To sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations." And the Forest Service motto is: "Caring for the Land and Serving People," capturing the spirit of its mission is accomplished through five main activities: - Protection and management of natural resources on lands we manage. - Research on all aspects of forestry, rangeland management, and forest resource utilization. - Community assistance and cooperation with State and local governments, forest industries, and private landowners to help protect and manage non-Federal forest and associated range and watershed lands to improve conditions in rural areas. - Achievement and support of an effective workforce that reflects the diversity of the American people. - International assistance to formulate policy and coordinate U.S. support for the protection and sound management of the world's forest resources.</p> <p>This principal vision statement should guide the environmental impact statement (EIS) for transportation planning for Little Cottonwood Canyon. This EIS recommendation is not in concert with this vision. The final EIS recommending Gondola B alternative is flawed on several levels. It is flawed with addressing the following objectives: - Protecting forests and grasslands - Assistance with protecting watersheds - Improving conditions in rural areas - Community assistance and cooperation with emergency management - Impacts to wildlife migration</p> <ol style="list-style-type: none"> 1. Protecting forests and grasslands: The impact of high wire conveyance systems requires the forest to be cleared of tall trees below it. It also requires the removal of trees and maintain fire clearance for a certain radius around support structures and service roads. 2. Assistance with protecting watersheds: The removal of the trees and grass lands will promote erosion in the canyon, interrupt natural drainage and cause sediment to be deposited into the streams. 3. Improving conditions in rural areas: The selected alternative should improve community structure by enhancing access for year-round residents of the canyon, not simply cater to destination tourists. In high wind conditions, an aerial gondola is shut down and useless. And, that maybe the time when enhanced transportation is needed most. 4. Community assistance and cooperation with emergency management: One of the reasons that the 2002 Olympics could not hold events in Little Cottonwood Canyon is because it lacks two routes of travel for evacuation. Emergency service should be weighted higher with the selection of alternatives. For example, in the "Big Burn" rail transportation was used to evacuate elderly people, women and children at the last minute before a major forest fire engulfed Wallace Idaho. 5. Impacts to wildlife migration: Visual impact of a gondola in motion within a narrow V-shaped canyon will impact wildlife habitat and migration of birds (owls, hawks, etc.) and possibly terrestrial mammals in Little Cottonwood. <p>The planning effort for Little Cottonwood Canyon is one that requires meeting a greater set of objectives as identified by community planning, and Forest Service motto and mission statements. UDOT is very good at building modern highways and expressways to move vehicles. That is the mission of UDOT and its culture. It does it well and is creative within its mission. UDOT is not experienced with moving people using different modes of travel. With this EIS, alternatives were eliminated that could better meet the community and US Forest Service missions. An EIS should be used to enhance the environment and community objectives, not just a series of boxes to check off.</p> <p>A comprehensive analysis of alternatives in sensitive environments necessitates a broader approach. There are many examples of EISs in the Pacific Northwest that meet and enhance local objectives. Please consider and review other efforts like this. Little Cottonwood requires one of those analyses. It should be started over with a new set of scoped alternatives. Management should be directed to the US Forest Service, Salt Lake County, UTA or joint management of some combination thereof.</p> | 32.1.2B; 32.1.2F; 32.1.2C; 32.2.6.5B; 32.12A; 32.1.4C; 32.1.5C; 32.13A; 32.1.2F | A32.1.2B; A32.1.2F; A32.12A; A32.1.5C; A32.13A; A32.1.2F |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34467 | Burdick, Sam | The gondola is such a bad idea it is terrifying that our elected officials would let the idea come this far | 32.2.9E | |
| 34647 | Burdick, Stephanie | Oppose the gondola. This should not be a focus of taxpayer funds. I support efforts to ensure all zip codes in salt lake county have access to recreational opportunities. This is a clear situation of government picking winners and losers. The ski resorts should take on 90% of the costs associated with mostly tourists accessing their business. | 32.2.9E; 32.2.7A | |
| 38692 | Burdiek, Matt | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 30901 | Burford, David | NO GONDOLA | 32.2.9E | |
| 33692 | Burgon, Cory | Horrible idea and huge waste of money. Please think about something else..... elevated roads or widening the roads. | 32.2.9D | |
| 33124 | Burgoyne, Kristin | No gondola please!!!! | 32.2.9E | |
| 28539 | Burke, Chris | I have lived at [REDACTED] for 32 years. I do not want our street turned into a highway. I have commuted north and south, morning and evening and there is no commuter traffic problem. Do not build a parking garage at La Caille. Build a parking garage at the gravel pit at Fort Union and Wasatch. Use electric buses to transport skiers up both Big and Little Cottonwood Canyons. That way, you won't have to ruin our neighborhood by widening Wasatch Blvd. | 32.2.9A; 32.2.9L; 32.1.2B; 32.1.1A; 32.2.6.3F | A32.1.2B; A32.1.1A |
| 29291 | Burke, Jon | The proposed gondola solution is the best option for safety, mobility, reliability, air quality and the environment. Safety: 210 is located in a narrow steep canyon that regularly experiences difficult driving conditions, getting people off the road is safer. Mobility: in all weather conditions the gondola can run and get people up and down the canyon, ot enough emphasis has been placed on the value of getting people down safely in the event of a catastrophic avalanche or rock slide that could occur. Reliability: proven technology will operate with minimal employees and without having to hire/train/retain bus drivers to drive pollution machines Air quality: obvious folks Environment: while any project will impact nature during construction the ongoing noise of additional busses and vehicle/animal crashes lead to the gondola being the obvios choice. Please get this done, the status quo is broken, it is governments job to fix broken public resources. | 32.2.9D | |
| 29556 | Burkett Owner, Tim | Long Time Skier 50 years 1972 I oppose the Gondola for 2 very simple reasons. 1. It will add huge number of new skiers onto the slopes of Alta + Snowbird. Do we need more paying skiers on weekends? Soon the lift lines will look like Vail or Aspen - or worse - Lake Tahoe - do we really want 40-minute lift lines just because we figured a way to jam more skiers up there? It will ruin the experience for everyone. If you have reached the limit on skiers already, then limit the access. 2. Electric Cars are coming - so the tail pipe problem goes away. So that does not make sense either. Also: It will look like a Disneyland ride going up the middle of the canyon. Avalanches will be able to hit the poles. At Snowbird they are on the ridges for a reason. What happens if a tower gets hit by an avalanche? Still going to run it anyway. Did you see what happen in Europe just a couple of years ago? Gondola not working properly started sliding backwards then fell, killing many. We live at bottom of canyon and would not like to see moving gondola every time i look up at mountains. Will increase the amount of time to go skiing by double. For season pass holders WHO PAY THE FREIGHT up there it's not good. Finally, DO NOT BUY OUT LAQUILLE and level it to put in some cement atrocity. My solution is to do what they did at the Olympics using parking lots around the valley that are empty almost all the time. Then lots more buses - electric if you have them to get people up and down. Eliminating a massive traffic jam at the bottom of the gondola when every car that normally would just breeze up the canyon now has to que up and wait just to enter some huge building think of the parking mess downtown on jazz games same thing. I can't see cement and steel being the answer. Limit the skiers if you have too many in the future too bad, all those up there at once is NOT good for any skier. Are there going to be Police or Gondola cops at the bottom of the canyon to check you to prove you are an owner or employee? That should mess up the cars taht are allowed up there. Thank you | 32.1.2B; 32.2.2FF; 32.2.6H; 32.2.6.3F; 32.2.6.5K; 32.2.9A; 32.2.9E; 32.2.0C | A32.1.2B; A32.2.0C |
| 29559 | Burkett Owner, Tim | I have sent in 1 e-mail on this already but have been told you can send one in every day. When I saw some friends in line at Smith's on Bengal just yesterday, I told them that I sent in my objection to the Gondola. Everyone in line Howled at the very mention of the Gondola - all 4 of them [skiers] said they were not only against it, but would try any angle, scheme they could avoid using it if it were implemented, including paying lots of money to buy a pass for the road to avoid getting on it. Solitude is charging \$25 a day to park. Has that stopped people from going? No, they just go after 12 noon instead. Or they just pay the fee. I hope the EIS takes into consideration the massive % of people who are very much against it, and don't just implement it because they can. Thank You | 32.2.9E; 32.2.9N | A32.2.9N |
| 36536 | Burkhard, George | Traffic is bad in the canyon, but the answer is mandatory bussing! A bus carrying 100 people going 45mph will take a lot more cars off the road than a gondola with 50 people going much slower. Solutions shouldn't support the ski resorts at the expense of other users. | 32.2.2B | |
| 36175 | BURKHART, BRUCE | There is something inherently wrong when the people who will benefit the most from the gondolas, ie. the ski resorts, are not paying for it, but the cost, again, is placed on the backs of the taxpayers, many of whom will not use it. Also, once again our "representatives" have ignored the wishes of the their constituents, and gone ahead with their own selfish agenda. I guess I was misinformed when I was taught that we live in a representative form of government, and the office holders we voted in were to represent the PEOPLE. | 32.2.7A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35581 | Burkhart, Bruce | Please pay attention to what people want and not what special interests want. We do not need some high price thing that very few people are going to use. A gondola would only be used a short time of the year but damage the beautiful Canyon and be out of price range for most people. | 32.2.9E | |
| 28266 | Burkhart, Karla | I am sad about the decision. It will be a great burden to people who do not ski but love the canyon. To build an eyesore that will be used a short time of the year and cost billions seems unwise. | 32.29D | |
| 35936 | Burkholder, Tamee | I'm looking forward to the gondola. I'm pleased with the idea and plans. | 32.2.9D | |
| 25367 | Burlison, Alex | This is going to go down as one of the worst decisions regarding infrastructure in Utah history. No local residents want this gondola built. Read the comments, please. You are not considering the interests of LOCAL RESIDENTS. Little Cottonwood Canyon will be permanently scarred with an enormous metal eyesore. Not to mention the damage done to the hundreds of boulders that are used by one of the country's largest climbing communities. Please rethink your decision. There are other alternatives that don't destroy the pristine nature of the canyon. | 32.2.9E; 32.2.2PP; 32.17A; 32.4B; 32.2.9N; 32.6D | A32.2.9N |
| 30641 | Burlison, Alex | Please do not move forward with the gondola. LISTEN TO THE COMMUNITY. No one wants this. This is fiscally and environmentally irresponsible. | 32.2.9E | |
| 35071 | Burlison, Alex | NO ONE WANTS THE GONDOLA. Please listen to the people. This is OUR canyon | 32.2.9E; 32.2.9N | A32.2.9N |
| 26040 | Burnett, Tim | The gondola is stupid and a waste of money. NO GONDOLA! Protect our canyons beauty | 32.2.9E | |
| 36904 | Burnham, Daniel | I do not believe that a Gondola is the correct solution to traffic issues in our canyons. | 32.2.9E | |
| 37925 | Burnham, Elizabeth | I am against the gondola. It is too expensive for the average consumer. The public will have to pay to support the gondola on a yearly basis. Public transportation is for the general public not just for the richer consumer. The price for a ride on the gondola is out of reach for the common person. Electric buses and parking in areas of the SLC area would be assessable for all people in Utah. If buses were frequent you would probably not have to do major work on the roads. | 32.2.9E; 32.1.2D; 32.2.6.3F; 32.2.2I | A32.2.2I |
| 25354 | Burnham, Jonathan | This seems like a very short sighted decision that will destroy the beauty of the canyon and not really help the traffic situation. The gondola stated it can't run in high wind conditions which are frequent in that canyon. It also will be an incredible eye sore. Above all else though, it makes no sense for tax payers to shoulder the burden for something that will only benefit the ski resorts. The ski resorts are already overcrowded and dangerous. Snowbird has lines that take over an hour to get through on weekdays now. The last thing we need is more people at the resorts. Imagine if Zion put a gondola in instead of their shuttle system. The gondola makes little sense because it will not help hikers or anyone wanting to visit their public lands who want to go anywhere other than the ski resorts. The solution people want is either no "solution" or more adaptable canyon restrictions during the busiest times with increased busing on the handful of days when canyon traffic is exceptionally busy. | 32.2.9E; 32.2.6.5K; 32.20C; 32.2.2B; 32.2.2A; 32.2.4A; 32.7B; 32.7C; 32.2.7A; 32.1.2D | A32.20C |
| 26133 | Burnham, Lee | In the very first Olympic Bid there was a proposal to build a monorail up Little Cottonwood over the hill to Big Cottonwood and then over the hill to the Park City area going backdown Parleys Canyon. Who would not want to take that loop just for the experience, let alone to ski? UTA killed it. Are they doing it yet again? It is a better solution and would make a fortune. | 32.1.5 B | |
| 30794 | Burnham, Lee | Just because the Governor wants it is not a good enough reason. What about all the other ski resorts and all the other canyons, We need something that would link them all and make highway use to get to any resort unnecessary. Such a solution would make a fortune off traffic to the resorts as well as people making the trip just for the pure joy of it. | 32.1.1A | A32.1.1A |
| 27856 | Burnham, Lee | QUESTION: "If you had your choice between riding a monorail to all the ski resorts or a gondola that only went up Little Cottonwood Canyon which would you choose?" I would be willing to bet most people would choose the Monorail. What does that tell you? | 32.1.1A; 32.2.2I | A32.1.1A; A32.2.2I |
| 37949 | Burnham, Nannette | Absolutely NO on the gondola!!!! No..... Only rich people will be able to use it. It will be elitist. | 32.2.9E; 32.1.2D | |
| 37026 | Burningham, Jerusha | This is a terrible idea that has made me question my participation in working at and skiing at resorts. Please drop these plans and put effort into exploring more viable and environmentally-friendly options. | 32.2.9E | |
| 27818 | Burns, Andrew | As a Colorado resident who visits Utah to ski Alta I would discontinue these trips if a gondola was installed in the canyon. This is a bad option in an amazing place that would be ruined. | 32.2.9E | |
| 34640 | Burns, Colleen | No gondola, stop trying to ruin Mother Nature even more | 32.2.9E | |
| 33626 | Burns, Joseph | This will destroy the natural awe and beauty of the canyon. Please, please do not go forward with this. | 32.29D | |
| 37540 | BURNS, MARY | No way! The only people who would benefit are the owners of Alta and Snowbird. All other options need to be considered. | 32.2.9E | |
| 37245 | Burns, Tori | I oppose the proposed gondola. Service roads will destroy recreationally valuable terrain. The cables and towers will present an objective hazard to air ambulances and search and rescue workers. The proposed cost/ride is exorbitant and will actually drive more people in to personal cars. Only wealthy skiers and riders will gain from this transportation solution. Further, the gondola will do nothing to help hikers, back country skiers, or summer visitors access the canyon. This summer has clearly proven that canyon congestion is NOT just a winter issue anymore. We need a year around solution that is accessible to all Utahans. Utah is littered with abandoned trams, we do not need another one. Build a train, build snow sheds. Please do not waste our tax payer money of this boondoggle. | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.2.6.5F; 32.2.9F | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 27225 | Buroker, Tish | The gondola is a terrific solution. Having traveled in Europe I have seen how non-invasive a gondola can be. Expanding the road would be much more invasive to plants, wildlife and the community. Yes to the gondola! | 32.2.9D | |
| 34716 | Burr, Nicholas | The gondola is is Whack. I love the boulders. little cottonwood is so pretty without a gondola. Additionally your EIS references the gondola increasing canyon capacity which is a stupid idea. dm me on instagram for more thoughts [REDACTED] | 32.2.9E | |
| 31019 | Burrage, Rebecca | I strongly oppose the gondola. | 32.2.9E | |
| 32306 | Burrap, Braden | Stop the madness and stop the Gondola. There's more responsible ways of using taxpayers money to help the congestion. | 32.2.9E | |
| 27736 | Burson, Ian | Please do not go through with the gondola. I do not agree this is the best method. | 32.2.9E | |
| 36504 | Burt, Joseph | I firmly oppose the gondola proposal. While it could theoretically reduce the travel time to Alta and Snowbird, its lack of flexibility, enormous cost, huge impact on the appearance of the canyon, and the readily-available alternatives make it absolutely unconscionable use of public funds. | 32.2.9E | |
| 32465 | BURT, MELODY | I oppose the gondola project! | 32.2.9E | |
| 38088 | Burt, Spencer | I think building a gondola is a bad idea. Just increase buses and add more parking near the mouth of the canyon. If need be, with the minor inconvenience to people driving themselves who may get "stuck" behind buses that are slower than they'd like to drive, add a few passing lane areas. Don't build the gondola. Also don't widen the whole highway, at least not right away. Based on everything I've read and heard, the gondola is a bad idea. It will add an eyesore to the majestic vistas, be super expensive and time-consuming, and it seems like its main proponents are private business owners (although i DO recognize some environmental activists are on board). Also, just speculation, but I'd imagine there would be extremely long lines and wait times to board the gondola cars/cabins during peak ski season mornings. The answer (to this and MANY of UDOT's never-ending projects) is PUBLIC TRANSIT. BUSES. | 32.2.9E; 32.2.9A | |
| 30420 | Burton, Grant | Please find a capacity to the canyon and explore tolling options that keep Little Cottonwood beautiful. Instead of developing a gondola, develop practical parking options that make public transit more efficient and environmentally friendly. | 32.20B; 32.2.9A | |
| 28095 | Burton, Grant | Figure out the capacity of the canyon and limit access. Instead of giving in to developers and Ski Utah think of the natural area you're proposing to unnecessarily destroy. | 32.20B; 32.2.2K | A32.2.2K |
| 31294 | Burton, James | I oppose the Gondola. There are other common sense solutions that don't strictly benefit a few at the expense of everyone in SLCo. The gondola benefits the ski resorts exponentially compared to the constituents of Salt Lake County. I want to see a more equitable solution that doesn't require so much infrastructure and impact on the entire canyon. We should be increasing bus services instead of reducing them. | 32.2.9E; 32.2.9A; 32.1.2D | |
| 37952 | Burton, Linda | I am very concerned and worried about the gondola in Little Cottonwood canyon. I am totally against it. I think the gondola would destroy much of the beauty of the canyon. It is way to costly and parking would be an entire additional issue. Please protect our canyons by voting no to a gondola. | 32.2.9E | |
| 31185 | Burton, Mark | Build it | 32.2.9D | |
| 37976 | Burton, Ron | No gondola. Too expensive, ugly, and creates another issue with parking. Please vote NO, NO, NO | 32.2.9E | |
| 27051 | Burton, Steven | A gondola system up Little Cottonwood Canyon amounts to corporate welfare. This more than half a billion dollar boondoggle benefits just two businesses. If a gondola is to be built let Snowbird and Alta pay for it. You do not have my permission to use my tax dollars for it. And every honest person should admit that costs will almost certainly escalate as the build progresses. My guess is it will cost closer to \$750 million. The best solution for the canyon is simply limit the number of cars allowed to enter it. Give a pass to locals who live in the canyon and just close it down when the parking lots are full or the canyon becomes too congested. Simple and low cost. Let's not love the canyon to death. | 32.1.2B; 32.2.2K; 32.2.7A; 32.2.9E | A32.1.2B; A32.2.2K |
| 36767 | Busby, Kellen | I'm very happy to hear that you're going to implement the Enhanced Bus Service Alternative first because it is clearly the better option. Certainly, a gondola ensures the highest likelihood of an individual making it from their home to the ski resort. But, we should not be optimizing for an individual getting to a ski resort. The Enhanced Bus Service Alternative can be implemented immediately and with progressive enhancement. We get immediate benefit that should only increase with feedback and tweaking. The gondola is permanent and foolishly expensive. If it doesn't work we're stuck with it forever and we're not getting that money back. Besides, that money should be going towards more pressing problems - like, oh I don't know, the lake drying up? If saying that the gondola is the preferred option will quell the people who stand to benefit from the tax payers dollar from the gondola being built, then fine. But, the Enhanced Bus Service Alternative, if done well, will be the superior option far before construction of a gondola could even be started. Thanks for reading my comment, Kellen Busby | 32.2.9A | |
| 37281 | Busch, Diane | I oppose the use of tax monies for the Little Cottonwood canyon gondola project. | 32.2.7A; 32.1.2D; 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | The benefit goes to very few, compared to the number of those taxed. Current multi-year drought conditions should also weigh heavily against this consideration. Our Utah UDOT resources would be better spent in providing our larger communities with truly walkable transportation options, including neighborhood van or small bus pick up and delivery of passengers to and from Trax and Frontrunner depots and grocery and other local services. | | |
| 32440 | Buschmann, Craig | The gondola is a one-note *partial* solution to transporting people to ski resorts and ski resorts alone. For less total cost, a dedicated bus lane and mass transit provides a *scalable* solution that meets the needs of the resorts AND allows for mass transportation to various backcountry hiking, skiing/snowboarding, camping, leaf peeping, and more at intermediate stops. Buses better meet the objectives of the various stakeholders more effectively and at lower cost without marring the landscape. I urge you to reject the gondola and select a more holistic, less expensive, and scalable solution of mass transit, namely buses. | 32.2.9B; 32.2.9E; 32.1.2H | A32.1.2H |
| 35289 | Bush, Bree | We dont want a gondola Sincerely, Brianna Bush | 32.2.9E | |
| 29983 | Bush, Christopher | The people have spoken. We do not want the gondola. | 32.2.9E; 32.2.9N | A32.2.9N |
| 34384 | Bush, Lorena | Initially I commented to be in for the gondola because I had this futuristic idea of gondolas connecting all around the state as the main mass transportation alternative. However, after reading more about the plan, it sounds like the way how the landscape would be transformed in order to make the gondola possible would really add visual pollution and ruin some of the local climbing hubs in the canyon. The price to sustain the gondola will be an expensive alternative for the tax payers and it'll still have limitations for regular users like me. The plan apparently will mainly benefit those private investors that want to turn the gondola parking lots into shopping centers/hotels which doesn't sound like a good alternative for residents. With all of those issues I believe before trying to make such a drastic change in the canyon, we should try a less transforming approach. Now, I would like to try low fare electric buses that are scheduled more frequently. At the same time if there is a charge to go up the canyon (that is more expensive than riding the bus), that'll be a good incentive for people to use the mass transportation alternative. Thank you for your hard work, I hope you can make most people happy! | 32.2.7E; 32.20H; 32.2.9A; 32.29R; 32.2.6.3F; 32.2.4A | A32.2.7E; A32.20H; A32.29R; A32.1.2H; A32.2.6S |
| 26245 | Bush, Lucas | Construction of a gondola will not reduce traffic up the canyon, as this vehicles will still have to drive to the mouth of the canyon and park their vehicles. Additionally, the gondola is such low capacity and high cost for individuals that it will not benefit the average skier. Please reconsider, and implement a reassessment period to determine the feasibility of this project. | 32.2.2PP; 32.2.9E; 32.2.6.5C; 32.2.6.5E; 32.2.4A; 32.7B; 32.7C | A32.2.6.5E |
| 30246 | Bushell, Tom | I recommend any alternative to a gondola. The public knows the cost will be at least double your estimate. This is nothing but a subsidy for the ski resorts. Surely, there are more deserving transportation projects. Why not Institute a reserve parking system for those big powder days? Skiers could reserve the night before. If there isn't enough parking the resorts should build parking structures to support their business. This whole project smells of special interests and deserves a very close look | 32.1.2B; 32.2.2K; 32.2.2QQ; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |
| 26206 | Bushman, Cheyanne | As a resident in Salt Lake County I am disappointed to find out the recent approval of the gondola. I believe the Gondola is not a solution to the traffic in LCC and will only add to problem. LCC is a special place that should be protected and not commercialized. 500million dollars is a ridiculous price that should not be put on the shoulders of Utah residents who will most likely not being using the gondola especially in time where inflation is already exhausting us. Think smarter please at a toll both that will only fuel our economy and help mitigate our traffic issues. The gondola is not a well thought out plan and if it the only plan you see feasible make the resorts who the gondola will toll to pay for the overly expensive solution. | 32.2.9E; 32.2.2Y; 32.2.7A; 32.2.2PP; 32.7C; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 33647 | Bushnell, Lauren | I am against the Gondola. | 32.2.9E | |
| 28353 | Bushnell, Michelle | I am sad to see that the views of the people are not being heard in this decision making. I think it has been extremely obvious that locals and residents that will be affected by the construction of the gondola are NOT in favor of a gondola being built. It will only increase traffic near the gondola station, complicating the lives of locals who aren't able to commute to and from their houses during ski traffic times. I believe that enhanced bus service is the only way to go. I believe that cars without proper snow tires should not be allowed to travel the canyon at any time during the winter season to prevent accidents and backups on the road. I am not in favor of tolling, but if that is necessary to ease traffic it would be far better than damaging the beautiful views of Little Cottonwood canyon by installing gondola stations all the way up the canyon. I am not in favor of tolling because I think it prevents lower income residents from enjoying our beautiful mountains. Everyone contributes through their taxes, everyone should be able to go. Please reconsider the gondola. Listen to the taxpayers who are going to end up paying millions instead of the resorts and ski industry professionals who only stand to benefit. I firmly believe if the ski industry really wants the gondola then they should be the ones paying for it, not the taxpayers. | 32.2.9N; 32.2.9A; 32.2.2M; 32.2.4A; 32.2.7A; 32.7B; 32.2.2Y; 32.5A; 32.6A | A32.2.9N |
| 26549 | Bussard, Jeremy | I do not think the gondola is a good idea for the community nor the environment in the recreational areas. The area is already getting overcrowded and I only see this raising costs and problems for the locals who frequent this area. | 32.2.9E; 32.20C | A32.20C |
| 27127 | Buterbaugh, Marc | As a owner at Snowbird and Solitude I support the Gondola B, UDOT is proposing. | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32562 | BUTLER, CHARLES | The Gondola option is a massive eyesore that will require public funding to the benefit of 2 private businesses and do nothing for the many non resort trail users. More subsidies for the expansion of the ski industry in Little Cottonwood Canyon is not in the public interest and will only exacerbate the degradation of the this fragile environment | 32.2.9E | |
| 35297 | Butler, Dwight | I believe the transportation solution should benefit all users in both Big and Little Cottonwood Canyons. Electric busses with multiple pick up and drop offs at trail heads could meet the needs of all diverse users of the canyons. Adding avalanche sheds and considering a third lane for busses would the slow moving car users to switch to the buss. Being faster with no parking fees would convince many. The gondola would move the congestion to it's base and only serve 2 privately owned ski areas. I can't blame them. Who wouldn't want a publicly funded delivery system to your business ? Some busses could go directly to the ski areas and others could make stops at various trail heads as needed. This would be a year round solution that serves All User ! | 32.1.1A; 32.2.6.3F; 32.2.6.3C; 32.2.9B; 32.2.6.5E | A32.1.1A; A32.2.6.3C; A32.2.6.5E |
| 26587 | Butler, Lance | I support the gondola. As a resident in Salt Lake Valley, a skier and year round user of Little Cottonwood Canyon I think this would help the environment and access to the canyon. | 32.2.9D | |
| 26039 | Butler, Lauren | The people of Utah do not want this gondola. This gondola will not benefit the residents of Utah and we are the ones who will have to pay for it (monetary and environmentally). | 32.2.9E; 32.6A | |
| 29991 | Butler, Rod | This sham smells of back room payoffs from Snowbird and Alta. The gondola is widely unpopular from those of use that live near the canyons and from those in SoUtah that will be paying taxes for ages for this poor solution. People that refuse to ride busses will refuse to ride a crowded gondola. | 32.2.9E | |
| 31100 | Buttars, Kelli | As a resident living at the base of Little Cottonwood Canyon with my family for the last 35 years, I support preserving the canyon and the quality of life for residents invested in the area. I do not see the widening of the road, or the gondola as solutions to the congestion and problems that occur only a few days during the year. I believe more thought should be given to better, less expensive and less invasive solutions. But in the interim, more attention should be given to promoting bus use, increasing bus availability and convenience, and marketing bus use. I say NO to a gondola that just changes the location of the parking problems and drastically changes the look of our canyon. I say NO to widening the road and suffering through years of construction that supports more cars going up the canyon with nowhere for them to park...and potentially increasing need for unsightly parking structures at the base of the canyon. Problems exist with all the proposals. Instead of creating new problems, let's focus on mitigating the problems we already have with better management, smarter and less expensive solutions and more listening to the ideas of the citizens. There is already infrastructure in place below the canyon that could serve as a "park and wait" facility for those wanting to access the canyon after being temporarily closed due to avalanches. There are several empty parking lots and buildings in the Canyon Center shopping mall. This giant parking lot and indoor facility could be purchased as used in this manner. It could work very similar to the ideas presented for the gondola station (indoor food facilities, waiting areas, etc. but without the Gondola!) | 32.2.9A; 32.2.9E; 32.1.4D; 32.2.2FF | |
| | | The Gondola is not the right answer for a small problem of canyon congestion. It seems to really only benefit a small interest group...not the majority. If one option must be selected...advantage goes to Enhanced busing, but even then, time should be taken to allow for other ideas to be developed. | | |
| | | Please don't make a \$600 million dollar mistake at the expense of tax payers and the beauty of our canyon. | | |
| 31948 | Butterfield, Lynn | Please do not implement the option of the gondola. Using existing buses and enlarging the parking at the Canyon base are huge steps towards reducing traffic in the Canyon. These steps should be taken first before committing to any large plan. They are simple and need not have massive amounts of money to study before implementing. Once the Canyon is torn up for more infrastructure, we can never go back. START SIMPLE!!!!!!! Lynn Butterfield | 32.2.9E; 32.2.9R; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S |
| 26722 | Butterfield, Mae | NO GONDOLA!! YOU haven't even tried a tollbooth?! Charge \$10 a day during ski season plus the cost to park at the resort! Also TRY extra buses coming out of the La Caille parking lot. Why would you ruin that canyon forever? Our pioneer ancestors would be ashamed this is how we manage the treasures in this state. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 32471 | Butterfield, Merrilyn | NO GONDOLA! | 32.2.9E | |
| 33851 | Butterfield, Sharlene | Reduction in speed limit on Wasatch Blvd.. | 32.2.9D | |
| 36761 | Butterfield, Sharon | I have lived at the mouth of Little Cottonwood Canyon for 22 years. We used to have a lot more snow days where the canyon was closed and people waiting to go up the canyon. The last few years I could count on one hand the number of days the canyon was closed due to avalanche danger. They talk about we are in a drought and won't have the lake effect due to the low level in the Great Salt lake. We don't need a gondola, just like the government built the water pumps at the great salt lake that were never used. There are many other options to deal with crowd control. More busses, charge a fee to go up the canyon like Millcreek canyon. Little cottonwood canyon road has been improved greatly with the extra lanes and not having to stop at the bottom of the canyon from Sandy. Listen to the people in our community! Put it up for a vote in our district and see what the public want. | 32.2.9E; 32.1.2B; 32.2.2E; 32.2.9A; 32.2.4A; 32.2.9N | A32.1.2B; A32.2.9N |
| 27168 | Button, Leah | I oppose the gondola. It will not improve traffic and will only destroy nature, climbing spots, views, watersheds, and pollute even more as our electricity generated here in Utah is not renewable! Improving bus transportation or creating tolls I are a few better solutions to solve this issue. Not a massive gondola that only benefits the pockets of ski resorts. | 32.1.2B; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E; 32.4B | A32.1.2B |
| 35082 | butz, andrew | you will just run into a bigger issue. just make just make it a limited amount of tickets. you can not throw snow boms over and that close to the gondola. | 32.2.2K | A32.2.2K |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29481 | Buxton, Cortney | Never what the people of the state wanted . Shame on you all . I wish there was a way to hold you accountable. This should have been on a ballot . Not forced on the citizens of this state . | 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 36394 | Buxton, Jon | This is a great idea. The air pollution from idling cars needs to end. This is the best way to achieve year round improvement. Gondola rides, yay | 32.2.9D | |
| 27701 | Buzanoski, Karen | Hold off on spending that kind of money and try the alternative options first. Increase bus service up the canyon. Commuters can park same area as designated for gondola. Take some of the needed funds and add Portapotties in the Canyons. That would save the canyons in traffic and people using the trails for bathrooms. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 33200 | Buzard, Ashley | Hello, I am a SLC resident and Utah State voter who has used and loved the many recreation opportunities that LCC has to offer. I am concerned that the gondola is a bandaid fix to a larger issue throughout the value, and will cost the city a great deal of time and money with benefits only really paying off in the winter. In addition, the gondola will threaten and destroy habitats, and take away some of the gorgeous views that make LCC so desirable. I am also worried that the addition of the gondola will lessen the amount of recreation activities and impose on some of the countries best climbing and hiking routes! Not to mention, also take away the sense of solitude that community members feel when they take the short trip up the canyon. Instead of the gondola I propose that you still use the area around La caille to build a larger parking lot, but that you instead increase the number of buses that drive up and down the canyon as well as tolling it for private vehicle use. I believe during the off season of the canyon, the busses could be repurposed to offer more seamless public transportation throughout the city. So by investing into the public transport system, you not only make the canyon a safer place for all in the winter but you also have a solution that will have a larger impact in the community during the summer. Perhaps the buses in the summer could even run from the city to popular hiking trails, to minimize the amount of stress those areas also see. Thank you for trying to get to the bottom of this issue and make the canyon in the winter safer for everyone, but I truly believe that the gondola is not the answer. | 32.2.9A; 32.2.6.3C; 32.2.9E | A32.2.6.3C |
| 27676 | Buzilow, Benjamin | The gondola solution offers too little flexibility as times change. The skiing interest in LCC will ebb and flow. This infrastructure meets only the needs of resorts and ski traffic. Plan B (gondola) does not serve the public. | 32.2.9E | |
| 28040 | Byington, Janice | We do not want a gondola. You can't take a bike or other items on the gondola, It can only be used abt 4 months out of the year. Please, please decide in favor of buses because they can be used all year and allow carry-on equipment like bikes. | 32.2.9E | |
| 38089 | Byington, Julissa | No Gondola! Leave canyon alone | 32.2.9E | |
| 32702 | Byrne, Jim | Ditch the Gondola. The ideas supporting a phased approach of parking reservations, full car incentives, micro transit, traction enforcement, etc., are far superior and far less costly, and the tax money saved could be spent on the Great Salt Lake. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 26482 | Byrne, Richard | A gondola system in LCC should be the last resort after every other option is tried. | 32.2.9E; 32.2.2PP | |
| 31539 | Byrne, Thomas | I would hope that people that live in the canyon would not have to pay a toll to get to their home each time they went up and down the canyon! | 32.2.4A | |
| 34466 | Bytendorp, Kylie | The cog rail is obviously the best choice, can move the most people, can run separately from the road so won't be impacted by traffic, and won't change the visual aesthetic of the canyon. We do not want a gondola, it would destroy the aesthetic of the canyon and likely would lead to a gondola through backcountry terrain which would destroy pristine backcountry skiing. Funding for this should come from snowbird and Alta. They are the private businesses that are causing the traffic problems, they need to pay for the solutions, not tax payers. Tax payers should be paying for access to trailheads and keeping trails pristine, not private businesses. | 32.2.9F; 32.2.9E; 32.2.7A; 32.2.6.3C | A32.2.6.3C |
| 27150 | Bytendorp, Rebecca | so when it comes down to the fact of the gondola. there going to be taking out nature in the canyon, and that its going to affect the wildlife there. In there fact that they put out , it states that it is not going to help the air quality and water quality. and that its going to create more sound and that they are going to make some people move from there house. | 32.2.9E | |
| 29069 | Bytendorp, Tyler | I don't want to see the gondola go up. It seems that it doesn't benefit most Utahns. I don't want it to affect the beauty of the canyons. | 32.2.9E | |
| 34894 | Bytheway, Benjamin | Please do not put in the gondola. It is a bad idea and it will not make traffic better. No one will use it. | 32.2.9E | |
| 37319 | Bywaters, LeeAnn | Building the gondola in LCC will destroy the natural beauty of the canyon and will only move the parking issue to another area (the base of the gondola). I better solution might be more busses and/or a toll or the paid parking that is already in use. Another solution could even be adding night skiing at Alta and Snowbird so all of the skiers are not leaving at the same time. | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.2K | A32.2.2K |
| 32879 | c hochberg, bruce | UDOT announced the Gondola B option as its preferred alternative at the end of August. While it may have been a harbinger of the end of a record breaking heat wave along the Wasatch, that's about the best we can say about it. There's still time to submit public comments to UDOT on the final decision until October 17, but we are already looking ahead to the next phase of the process. UDOT's preferred alternative ultimately moves to the legislature where the outcome of the years-long project will finally be decided. Now is the time to start talking to your elected representatives to let them know what you want for the future of the Central Wasatch mountains. Please use the action form to get started today. | 32.2.9E; 32.2.2I; 32.2.9A; 32.2.9R; 32.2.4A; 32.2.0C; 32.2.6.3F; 32.2.0B; 32.2.7F; 32.1.4D; 32.2.6.5E | A32.2.2I; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.0C; A32.2.7F; A32.2.7C; A32.2.6.5E |

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| | | <p>Here are some talking points to include in your comments to UDOT and elected officials:</p> <p>Irreversible & Rushed Decision</p> <p>There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions.</p> <p>If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws.</p> <p>We have seen parking reservations work throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon.</p> <p>As Salt Lake County Mayor Jenny Wilson said, these are "common-sense solutions that are fiscally sound."</p> <p>Tax-Payer-Funded, Serving Private Resorts</p> <p>Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses?</p> <p>As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging.</p> <p>They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses.</p> <p>UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> <p>Ignoring Local Public & Political Opinion</p> <p>80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll.</p> <p>Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski and many other elected officials agree.</p> <p>"Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound," Wilson said at the Truth About the Proposed Gondola event in June.</p> <p>With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year.</p> <p>Not a Convenient Solution</p> <p>If the gondola is built, your ski day will consist of parking off-site (or paying a premium for one of the limited parking spots near the base), taking a bus to the base station then riding the gondola 31 minutes to Snowbird or 37 minutes to Alta.</p> <p>And then doing it all in reverse order at the end of the day.</p> <p>How can it be assured the gondola will be used and actually reduce cars in the canyon?</p> <p>For the gondola strategy to be effective, there will need to be a major change in public habits.</p> <p>With no plan by UDOT to limit cars (it is our understanding they plan to implement bussing until the gondola is built but not continue the program afterward) or any analysis of demand, the original issue of traffic is not being solved. It will simply funnel more visitors to the resorts.</p> <p>Increased Visitation Stress on LCC</p> <p>If those invested in the gondola are so interested in preserving Little Cottonwood Canyon, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support.</p> <p>As our friends at Students for the Wasatch pointed out, if the gondola is implemented, the number of cars visiting resorts will remain the same while skier visits will increase by 20%, per UDOT's EIS.</p> <p>The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> | | |

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| | | <p>What Will it Really Cost?</p> <p>The proposed budget to build the gondola comes in at approximately \$550 million. But many estimate that number would ultimately come in closer to \$1 billion.</p> <p>We know projects of this size tend to go way over budget. Our new airport (which could use a gondola from Terminal B) was budgeted for \$1.8 billion and ended up costing more than \$4 billion.</p> <p>If the gondola is built, it would cost \$10.6 million annually just to operate. Plus, UDOT estimates an additional \$12.5 million in capital costs, expected by 2037, followed by \$16.5 million by 2051, according to the Deseret News.</p> <p>Is a Gondola Even Necessary?</p> <p>How many days per winter are you in a complete standstill in Little Cottonwood Canyon? No doubt the red snake is real. But real enough for an expensive, permanent gondola?</p> <p>Plus, the gondola will not run when howitzers are active during avalanche mitigation in the lower canyon from Lisa Falls to Monte Cristo.</p> <p>And we can't even think of an argument for the gondola to be operating for the other eight months of the year.</p> <p>Preserving the Beauty of LCC</p> <p>Little Cottonwood Canyon is a true treasure of our local environment and attracts skiers, climbers and hikers from around the world to enjoy its beauty.</p> <p>Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of LCC would destroy the canyon's natural beauty.</p> <p>Altering the canyon's footprint will also destroy popular climbing and hiking areas including Alpenboch Loop Trail.</p> <p>Push Traffic onto Wasatch Blvd.</p> <p>The gondola will not solve traffic issues.</p> <p>It will simply push traffic out of Little Cottonwood Canyon onto Wasatch Blvd, I-215 and surrounding neighborhoods in the Cottonwood Heights community.</p> | | |
| 34643 | C, J | No gondola. Doesn't make fiscal sense. Doesn't have enough capacity. We should focus on reducing capacity not increasing it. Stupid idea. If you implement a gondola you are incompetent. | 32.2.9E | |
| 32837 | C, John | Love those electric buses!!! | 32.2.6.3F | |
| 36748 | C, Julie | One specific concern I have for the gondola is weather-related, more specifically, wind gust thresholds for operating the gondola. I'm curious what percentage of winter storms would produce wind gusts high enough to cause temporary or extended gondola closures. On these days, which will coincide with busy LCC travel days, the gondola would not solve traffic problems. | 32.2.6.5K | |
| 30242 | C, Karla | #gondolasucks | 32.2.9E | |
| 38121 | C, Katie | Putting in a gondola up Little Cottonwood Canyon is not the solution to decreasing canyon traffic. A gondola is costly and will obstruct much of the canyon's natural beauty, preventing people from enjoying certain rock climbing routes and other aspects of the canyon. There are better, more environmentally friendly solutions that will still allow us to maintain the beauty of the canyon while decreasing traffic. | 32.2.9E | |
| 27424 | C, Wilma | <p>Questions:</p> <p>What is the plan to do with all the people coming up, via gondola, to the resorts on a snow day and the resorts are closed most of the day, or all day, due to avalanche mitigation?</p> <p>When the resorts go on interlodge, what happens to all the Gondola travellers? Where do you shuttle bus them to? Do you have lodging for them?</p> <p>During interlodge, will the Gondola run?</p> | 32.2.6.5H; 32.2.2E; 32.20C | A32.20C |

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| | | <p>Do you have a viable plan for paying customers during avalanche mitigation and interlodge?</p> <p>When the road is closed due to avalanche danger, what happens to the gondola during avalanche mitigation in the canyon?</p> <p>Are the resorts selling resort passes to Gondola riders, during road closures and interlodging?</p> <p>Do Gondola riders receive a refund for riding the Gondola, and their resort passes, during resort closure?</p> <p>Comments: We've had fewer big snow days each year. The Salt Lake is shrinking, lake effect is diminishing. In 10 years, due to the climate change, there won't be enough snow to continue winter sports. Having a Gondola will only increase population on the mountains with less snow and causing even more overcrowding at the resorts.</p> <p>Construction of the project will cause noise pollution for years to come to all residents living close to wasatch boulevard, hikers, climbers, bikers and back country enthusiasts.</p> <p>I truly hope this project is not yet another deal done by greedy, power hungry, self serving individuals, seeking financial gain for themselves.</p> <p>Its a shame, to our State and our world famous best snow on earth, that the voice of this community has been ignored and UDOT is backing up and pusuing a plan that only profits UDOT, Snowbird and Alta skiresorts.</p> | | |
| 29051 | C., Carina | I'm #teamgondola!! | 32.2.9D | |
| 36012 | Cabe, Brian | <p>As a long time (35 year plus) user of Little Cottonwood Canyon participating in hiking, climbing and skiing, I would like to state my opposition to the gondola.</p> <p>I ski an average of 40 days a year and hike and climb in Little Cottonwood more than that. Even on high traffic days, the commute in a vehicle will take less time and be more convenient than a gondola. Folks unwilling to ride the bus as an alternative will not ride a gondola for the same reasons.</p> <p>With reserved and paid parking implemented by the ski areas, the traffic in the canyons has already been moderated and a gondola just doesn't solve any traffic or parking problems.</p> <p>The goldola won't be used, won't pay for itself and is an unnecessary mode of transportation ruining the beautiful view shed of the canyon. Waste of money in my honest opinion.</p> <p>Thanks for the opportunity to comment. A big "NO" to the gondola for me.</p> | 32.2.9E; 32.2.2K | A32.2.2K |
| 26006 | Cable, Aiden | No one wants a gondola. It is going to be a massive eye sore and effective all recreation negatively except the ski resorts, which already reach near full capacity making it awful to ski with the large crowds. Leave LLC how it is. It is a gorgeous canyon and does not need a bunch of metal pillars everywhere. | 32.2.9E; 32.2.9G | |
| 30695 | Cable, Cameron | Don't put up a gondola it ruins the beauty of the canyon and promotes more visitation of an already overpopulated canyon. Keep everything the way it is and those that truly like the outdoors are willing to wait in traffic to get to their destination. The gondola is only beneficial for the ski resorts and nothing else. Stop helping big business. A toll on the canyon road is the only acceptable solution. | 32.2.4A | |
| 26401 | Cabral, Osiris | UDOT needs to reconsider this. more flexible, effective, and fiscally-responsible options exist that do not require destructive large-scale infrastructure | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 27032 | Cabrera, Lauren | The gondola will not be an improvement over increased bus service. It over doubles the cost, but continues to just push all other issues elsewhere! Parking will still be required in the valley, the same number of people will be at the resorts, and traffic will back up to almost the exact place. Additionally, it ignores the other recreational activities in the canyon during winter. The majority of citizens disapprove of this choice, and so do many of our elected representatives. Keep only the enhanced bus service and find ways to encourage carpooling. Additionally, the resorts should limit their capacity. | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.6.5K; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 33476 | Cackler, Christina | I am a Salt Lake City resident and I strongly oppose the gondola. It will serve only a sub-population of the people who use the canyon and won't offer a long-term sustainable solution to address traffic and parking limitations. Other options could include buses, metering, or fees. Please do not support an option that would take away the beauty and accessibility of access to other activities in the canyon for recreational and tourism reasons. Thank you. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 37450 | Cady, Sarah | The gondola is quite possibly the worst solution for little cottonwood canyon. Not only is it insanely expensive, It will detract from the natural beauty that the canyon is world renowned for. Before jumping to such a drastic change inch we should look harder into alternative solutions. This includes increasing and incentivizing public transportation. It is also possible to limit passenger car access during peak hours to promote public transportation. It is also possible to promote car pooling | 32.2.9E; 32.2.7A; 32.1.2F; 32.2.9A; 32.2.2Y | A32.1.2F |

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| | | and set up ride share programs. The gondola is an ugly, expensive, and intrusive solution that would ruin the natural beauty of little cottonwood canyon that needs to be preserved for generations to come. No gondola! Promote and reassess the existing public transit system. | | |
| 33301 | Caffee, Dan | Scarring the natural beauty of the Canyon isn't the right solution. Buses, parking management, are much better options | 32.1.2B; 32.2.2K; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 33053 | Caffee, Elise | I am a Utah voter, a homeowner in Cottonwood Heights for 13 years, a skier, and an outdoor enthusiast. I am not a fan of the gondola. The gondola solution does not solve a year-round transportation problem and does not provide more access to the canyons year round. The gondola only benefits skiers in Little Cottonwood Canyon and ski resorts. Less intrusive measures, like tolling and additional busing, should be implemented before making such a huge change to the visual landscape of the canyons as well as impeding canyon accessibility for many for years to come during construction. I understand the canyons are getting more crowded (I live in Cottonwood Heights and have a rental cabin in Big Cottonwood Canyon) but the gondola solution is not the right one. Please don't put a gondola in our canyons. | 32.2.9E | |
| 36814 | Cagle, Jessica | I live near the base of the canyon and do not see the gondola as a reasonable or financially friendly solution to traffic congestion. We should find ways that are less costly, less damaging and definitely less ugly that can easily be replicated to all of our canyons. IF the gondola stopped at hiking spots I might be more inclined to consider it. But it's only an idea that was created to benefit ski resorts. Someone decided to spin the benefit for traffic congestion when I feel like this will attract more tourists and cause even more congestion. | 32.2.9E; 32.20C | A32.20C |
| 28917 | Cahill, James | The gondola is not the solution to the problems that are plaguing LCC currently. All it will do is push more people up the canyon when the mountains are already nearing their capacity on a daily basis. The destruction of pristine nature is so unnecessary and would forever alter this canyon that I and many others hold so dearly in our hearts. I believe that through other solutions such as improved bus services and better accessibility to be able to park and catch the bus, paired with tolls can ease the load of traffic. I also think if UDOT better monitored the mouth of the canyons on restricted days so that cars are not getting stuck it would dispel a lot of snow day problems. | 32.2.9E; 32.2.9A; 32.20A; 32.2.2M; 32.2.2Y | A32.20A |
| 37885 | Cahoon, Doug | NO to the tram. Way to expensive and not needed. It is the wrong thing to do. | 32.2.9E | |
| 36322 | Cai, Jinjin | It won't solve the problem of traffic during skiing season by building Gondola. Public transportation is the best way and good for environment and view of cottonwood canyon | 32.2.9E; 32.1.2F; 32.2.9A | A32.1.2F |
| 35053 | CAIRN, AMY | I am opposed to the gondola in LLC. It is way too expensive, will have huge impact on the natural environment, and people will not use it. Ski resorts need to find a solution they pay for to accomadate their skiers. Not every user in LCC is a skier. | 32.2.9E | |
| 25929 | Calaway, Natalie | I think gondola is a waste of money, no one is going to take it including tourists staying in the canyon, especially with Covid concerns. | 32.2.6.C, 32.2.9.G | |
| 37919 | Calder, Christine | I am absolutely opposed to the Gondola option. It is a boondoggle for the ski resorts at taxpayer expense. Less intrusive changes should be tried. Like electric buses and shuttles. | 32.2.9E; 32.2.6.3F | |
| 37816 | Calder, Grant | The gondola is NOT the way to go to solve transportation issues in LCC. There are many other ways that are more effective and efficient to solve the issue, including widening the road directionally, which will have to happen at some point anyway, and using economics (tolling) to change traffic behavior based on usage. Please keep the Wasatch clear of massive towers that will destroy beauty of LCC. NO GONDOLA! | 32.2.9E; 32.2.4A | |
| 27468 | Calder, Judy | I am opposed to taxes for any solution that only benefits skiers. The gondola should be paid for by the ski resort, not all of the taxpayers in Utah. | 32.2.7A | |
| 35797 | Calder, Marsha | It is clear to anyone with common sense that the Gondola will not solve any problems. While it might be a moneymaker for the resorts and the developers it will cost the tax payers and it will be so expensive to ride that only the wealthy will use it while the common tax payers foot the cost of building and maintaining it. Why don't you just use a parking reservation system like they do at the national parks? Anyone without a reservation to park or drive up the canyon would have to ride the bus. That would be a simple, much less expensive way to control the traffic on the very busy ski days as well as the busy summer days. And it would give equal access to the canyon for all people, not just those who can afford the expensive gondola ticket. | 32.2.9E; 32.2.7A; 32.2.2K | A32.2.2K |
| 30388 | Calder, Patrick | I am extremely disappointed in the EIS decision. There are plenty of alternatives that will not cost the taxpayers so much more money and still does not serve people such as myself who use the canyon at other locations than snowbird or Alta. | 32.2.9E | |
| 25315 | Caldwell, Elizabeth | I am incredibly disappointed by this decision. As someone who lives at the base of the canyon and accesses Wasatch blvd multiple times daily I don't believe this gondola is the solution to the problem. We should instead focus on fixing and enhancing the public transportation to the canyon that we already have (buses). This decision will take away boulders that rock climbers use as well as detract from the view of the canyon. We should not alter the canyon for this reason. I also do not believe that this mode of transportation will be utilized other than once or twice as a novelty. This solution panders to tourists and does not take into account the desires of the residents of the areas that you are choosing to affect. | 32.2.9A; 32.4B; 32.6D | |
| 31138 | Caldwell, Jackson | The gondola is beyond stupid. Waste of money. Try again | 32.2.9E | |
| 30519 | Caldwell, Josh | I am opposed to the Gondola in LCC. I don't think it's a wise use of tax dollars and not a solution to the real problem. For the number of days that are actually a problem with transit, it doesn't justify the cost. An improved bus transportation system makes much more sense. Plus days that are bad an stormy or high winds, wouldn't the gondola be closed? It damages the wonderful bouldering and climbing areas and doesn't even stop at places other than the ski resorts. Interesting to see that the bus system has received less funding this winter season. The timing seems fishy and biased. | 32.2.9E; 32.2.9A; 32.2.6.5K | |

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| 25525 | Calhoun, Cliff | the idea to rip little cottonwood canyon up to put in a gondola is disgraceful! utah is all about the money not the enviroment. i have lived in salt lake for 43 years and this is going to make me move. what a loss to our great canyons.... | 32.2.9E; 32.2.9N; 32.2.2PP; 32.1.2B | A32.2.9N; A32.1.2B |
| 25528 | Calhoun, Cliff | horrible decision!! leave the canyon alone. all you care about it money. what about people that actually enjoy the outdoors. this is MADDENING!!! | 32.2.9G; 32.1.2B | A32.1.2B |
| 25394 | Cali, Gabe | Please please do not ruin our beautiful boulders and skyline with a gondola. It's the last thing the PEOPLE want. | 32.2.9E; 32.2.9N | A32.2.9N |
| 28622 | Caligiuri, Tony | 1. Road design that promotes a slower speed (roundabouts, etc.) 2. 3 lanes at most 3. Protected bike lanes 4. Pedestrian paths on east and west side of Wasatch Blvd 5. No pedestrian bridges, like to see tunnels or ground level crosswalks | 32.2.6.2.2A | A32.2.6.2.2A |
| 34838 | Call Watkins, Lauren | Please reconsider the proposal for a gondola up little cottonwood. The canyon itself is not owned nor built solely for the ski resorts, yet a gondola would only serve the resorts and mar the natural landscape for decades to come. I hope the city is able to find solutions that are scalable, can provide access year round the resources of the canyon, and have less of a visual footprint. I also cannot imagine a gondola really limiting traffic and travel time substantially. The lines at the beginning and end of the day, along with traffic at those times would be horrendous and really limit peoples ability to quickly and easily access the resorts. Solutions that could be beneficial would include scaling the bus system with more frequent service up the canyon, snow sheds, tolling - with the option for annual passes, etc. Please do not make us spend millions in tax dollars only to put in a system that the average person could not afford to use regularly. I don't want to be priced out of accessing the natural places that drew me to Utah in the first place. | 32.2.9E; 32.17A; 32.1.2H; 32.2.6.3C; 32.2.4A | A32.1.2H; A32.2.6.3C |
| 30395 | Call, Britt | Will ruin world class bouldering. Why trade one sport for another? | 32.29D | |
| 32106 | Call, Chris | The blatant opposition to the gondola is a sign of NIMBYism (Not In My BackYard) at its finest. Everyone wants to "solve" the problem until it impacts their backyard. The ultra wealthy live right at the mouth of our canyons. While they're wealthy enough that a decrease in homoe value wouldn't hurt them they still can't stand the idea of their net worth ever being dampened. So, they oppose a gondola. Our politicians are elected officials that have their campaigns funded by the ultra wealthy and if they don't oppose the gondola the politicians risk losing votes and funding at All the arguments that the gondola hurts the skyline views, displaces animals and plants, ruins summer recreation, and other claims are bogus because all other proposals do more damage. A widened road will remove more plants, animals, etc. More buses will cause more accidents as buses are the main reason the canyons have been closed from vehicle accidents the last several years. People won't stop driving with buses because they want the flexibility a car provides over the bus. Let's stop listening to the ultra rich and territorial people who think their wealth is more important than a real solution and those territorial people who think the canyon is theirs and only for them. Build the gondola. | 32.2.9D | |
| 30293 | Call, Douglas | This is a very expensive boon dongle that will only serve a select few and in the end will not serve the select few adequately and the anointed few will be asking for another tax funded boon dongle. | 32.2.9E | |
| 33834 | Call, Jennifer | No gondola! Increase bus services but don't ruin the mountain side for the very few days out of the year that the service would be used. | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 32874 | Call, Linda | Let the ski resorts pay for the gondola, not all taxpayers. I am opposed to the gondola project. | 32.2.9E; 32.2.7A | |
| 35653 | Call, Michael | I grew up in Salt Lake City, at the foot of mount olympus. I learned to climb and ski and snowboard in the canyons nearby, mostly in Little Cottonwood. I strongly oppose the gondola as it will forever take away the serenity and peace that the canyon offers anyone who goes there, all to assist skiers in the highest income brackets and only for a few weeks a year during peak ski season. The destruction of the canyon and its views is the worst idea i've heard for alleviating traffic. This is illogical, insanely expensive and serving the resorts only. Mountain bikers, hikers, road bikers, climbers, and backcountry skiers all use the canyon year round, and all of their experiences will be negatively affected by this gondola. | 32.2.9E; 32.1.2F; 32.1.2B; 32.1.2D | A32.1.2F; A32.1.2B |
| 36517 | Call, Ryan | I support the proposed gondola. It would alleviate some traffic and provide a unique tourist opportunity for those visiting the state. | 32.2.9D | |
| 27757 | Callahan, Kyle | While the Gondola may have many benefits it still disproportionately benefits the private resorts and other private entities. If public transportation funds are being used then it needs to benefit the public overall not just the resorts at the top of the canyon. Looking at how Zions national park went about moving people from being able to drive the scenic route and limiting other parts of the park to just shuttles allowed them to minimize impact with other grossly over complicated Gondolas. | 32.1.2D | |
| 29996 | Callister, Jessica | If the resorts (Snowbird & Alta) pay for it themselves I'd be cool with the Gondola. Utah tax payers should not have to pay for that. Our money is better spent elsewhere throughout the state. Starting with re-opening homeless shelters. | 32.2.7A; 32.1.2B | A32.1.2B |
| 33889 | Callister, Jessica | We as tax payers don't want to pay for this. If the private resorts pay for it sure. But I am not paying for something I don't agree with. I'd rather have the city and state use my tax dollars for teachers, & first responders. | 32.2.7A; 32.2.9E | |
| 33890 | Callister, Jessica | How is this going to affect the accessibility community? | 32.2.6M | |
| 26591 | Callister, Jonah | Unbelievable that the Gondola is still going through with approvals....it's going to do nothing but benefit Alta and Snowbird. No hiking trail stops in the summer? The resorts aren't even paying for it. One of the first concerns was that they wanted to find a solution that wouldn't ruin the natural beauty of Little Cottonwood Canyon. 50-100ft gondola towers going all the way up the canyon will be the biggest eye sore possible! Much worse than making a tunnel, or blowing up some rock, in order | 32.1.2B; 32.1.2D; 32.2.2C; 32.2.2PP; | A32.1.2B |

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| | | to expand the road. It's very disappointing that there's so many people giving negative feedback about this project, yet the idea continues to be pushed on us, over and over. | 32.2.6.5F; 32.6A; 32.2.9E | |
| 29546 | Callister, Michelle | I am saddened to hear of UDOT's decision as you really haven't taken into consideration what the community wants. I have talked to many of people in the community and no one wants the gondola option. It is sad that my representatives are not listening to what the citizens want. Also, I want to comment about the current Traction Law. As it is written, it does not go into affect until snow has started to fall, yet we have data that provides us with information as to when snow storms will come. Cars would be better equipped if the Traction Law was in place from Nov. 1 thru May 1 in the canyons and not only when there is snow falling. There are better ways to deal with Canyon Traffic and the people that live here in Sandy have not been listened to. | 32.1.2B; 32.2.2M; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 36770 | Callister, Susan | That is a huge amount of money for a three month issue. Let's try parking reservations or let private industry finance the project. | 32.2.9E; 32.2.7A; 32.2.2K | A32.2.2K |
| 27547 | Callister, Tyler | I'm against this as a tax payer. I don't use this area to ski. Why should I find this for private ski resorts? Shame on you for bending over for these companies that will no longer be able to support skiing over the next 50 years as seasons change and the lake dries up every oz of lake effect snow. | 32.2.9E; 32.2.2E | |
| 35949 | Calmes, Monica | I do not want the gondola in the canyon. The cost is too great and the benefit is not there. It would only benefit to put more people in the canyon without benefit to the residents in the area. NO GONDOLA | 32.2.9E; 32.2.7A; 32.1.2D | |
| 38516 | Calmore, Jake | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 28249 | Cambria, Eric | Yes to the Gondola. Put a heavy toll for the canyon vehicles even with the Gondola. Widening roads and busses will have a more negative impact on the environment than a Gondola and it will create jobs. It will need year round operators and maintenance. | 32.2.9D; 32.2.4A | |
| 32034 | Cambria, Eric | Build the Gondola. | 32.2.9D | |
| 33632 | Cameron, Christopher | I think that taxpayer money would be much better spent focusing on rehabilitation of The Great Salt Lake. We won't have much of a ski season at all if we don't take action. Don't put my tax money towards a gondola that truthfully only benefits the resorts. | 32.1.2B; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 29213 | Cameron, James | I support the Gondola B with proposed phasing as preferred alternative. I believe the role of the automobile in our wildlands will be reduced in the coming generations. Alternative transportation like this gondola plan are very expensive up front, but I believe it will payoff with the majority of public opinion in the long run. | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 38915 | Cameron, Latoya | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. Sincerely, Latoya Cameron [REDACTED] | 32.2.2BB; 32.2.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 34577 | Cameron, Lynn | I have skied at Snowbird for many years with unlimited season passes; nevertheless, I don't think the taxpayers of Utah should have to pay for a gondola which seems to solely benefit Snowbird & Alta. There are possible cheaper alternatives - a fleet of vans and/or more buses to shuttle skiers, or a toll such as at Millcreek Canyon. I can't imagine that a road toll will be any more onerous than paying to ride a gondola. Maybe Snowbird and Alta should consider limiting the number of skiers they allow such as at Deer Valley. In addition UDOT could mandate that people have to carpool or take a bus. | 32.2.2K; 32.2.7A; 32.2.2Y; 32.2.4A | A32.2.2K |
| 34946 | Camp, Nancy | No gondola serving only those who can afford to ski. It is not equitable to the local population as a whole. It will not alleviate parking problems on the sides of road because those people are not going to the resorts. | 32.2.9E | |

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| 37039 | Campanelli, Joseph | <p>I certainly do not envy UDOTs position. There is no solution to make everyone happy. But I do believe that any action that gets more people in the canyon is not a solution. If teleportation becomes an option, are we going to have infinite people at the resort? NO. And I know, Im just making a point. WE NEED TO COME UP WITH A CAPACITY LIMIT at some point, like yesterday. I think the Gondola does not solve any real problems. It doesn't eliminate the road and so there will be more people. It will create more problems but also more revenue for the resorts. I think the less development we do as humans the better. We are over consuming (not living with the planet). If the gondola were a winner of a solution, head and shoulders above everything else; sure maybe we destroy and build it. But the gondola doesn't solve the summer, trailheads, or non resort time skiers(hours). It's not even a great environmental solution. The gondola is just another problem creator. Do we restrict access? I don't know. I know I don't want to be restricted. But I think tolling, restricting (capacity limit!), and charging for parking is a good place to start. But we need to make sure other people are included in hours/restrictions. Not just the resorts. Remember the resorts are kind of the problem. Let us see how this goes, but we are NOT building a gondola. So lets get that money to hiring bus drivers!</p> <p>I have included the Wasatch Backcountry Alliance's comments below. I agree with their point of view and how they address each issue in detail. I wish I could articulate as well as they have but I cannot.</p> <p>The Wasatch Backcountry Alliance (WBA) is a local SLC nonprofit representing the interests of thousands of backcountry - and resort - users both locally and nationally as they pertain to the preservation of the famous non-resort terrain in the Tri-Canyon area. We have paid very close attention to the LCC EIS transportation process, and this is our formal comment.</p> <p>WBA agrees with UDOT that a preferred solution will represent a summary of key concerns expressed within the public comments that were received and processed: EQUITABLE PUBLIC ACCESS to dispersed recreation, OVERCROWDING, VISUAL IMPACTS, WATER QUALITY IMPACTS, AND YEAR-ROUND ACCESS for a majority of visitors. The proposed solution does not address these aspects - below is a list of issues that we see with UDOT choosing Gondola Alternative B as its preferred alternative:</p> <p>Dispersed Use - UDOT claims to have "Consideration of all canyon users, not just resort visitors" but by only having resort terminals and not operating year-round it's clear that this is disingenuous at best. It is well known that the White Pine trailhead is wildly popular year-round, with cars parking up and down the highway for up to a mile in either direction at all times of the year. This not only forces people to be far from their intended destination, it also creates a significant safety hazard along the state highway. The argument that UDOT uses for not stopping at White Pine is that there will be less traffic on the highway due to the gondola, thereby enabling White Pine users to drive to the lot is a red herring. WBA does not think that vehicle traffic will be abated enough (if at all) by the gondola to justify this conclusion. Backcountry users - like resort patrons - want to be able to use public transit in lieu of their own vehicles to access the canyon, but that is not possible under the current proposal.</p> <p>Economic Benefit - The EIS states: "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." WBA does not feel that enriching two private entities is UDOT's mission or responsibility and that applying taxpayer dollars to that end is a reckless use of public funds. Meanwhile, it should be noted that the latest Snowsports Industries of America participation numbers (2021-22) show a nearly 6% decrease in resort skiers and a 96% increase in backcountry skiers. Furthermore, data from the National Ski Area Association likewise indicates that participation in resort skiing has remained essentially flat for the last 30 years. More broadly accessible, dispersed activities such as backcountry skiing, snowboard touring, nordic skiing and snowshoeing on the other hand are among the fastest growing segments of the snowsports industry. And yet these increasingly popular activities, which should be made accessible to a majority of visitors to LCC, are fundamentally ignored by this proposal.</p> <p>Expense - The initial cost proposed by UDOT for the gondola was \$550M. This was pre-inflationary times, so even in the last year that figure will have risen to \$600M, if not significantly higher (which WBA suspects to be the case). Even if the cost has only increased by \$50M, that means that every single person in Utah is "paying" \$200 each to have what is effectively the most expensive chairlift in history installed for the benefit of two businesses (and auxiliary businesses). Any benefit associated with the proposed gondola will likely never be realized by the many Utahns who don't ski and/or live in other areas of the state, despite them paying for it.</p> <p>Gondola Fees - Along with the rising costs of construction and UDOT's admission that funds may not be available, the prospect of high costs for people to ride the gondola exists. There has been little discussion from UDOT or the ski resorts regarding fees for riding the gondola. It seems logical that high or even exorbitant fees to ride the gondola will drive ridership down.</p> <p>Seasonality - As currently proposed, the gondola will only run from December through April. This is despite the fact that traffic in LCC between June and October is effectively at the same level as the winter, with Snowbird actually parking more cars for their Oktoberfest celebration than they do on winter powder days. Relegating the gondola to winter use only confirms that this is NOT a public transit option and is instead a wholly-taxpayer-funded chairlift to benefit two private ski areas.</p> <p>Other Solutions - UDOT says "it may take years to secure federal, state and/or private funding for full implementation of Gondola B" but it also may NOT take years, so clearly the gondola is the priority. And if UDOT is trying to simultaneously raise at least \$600M for the gondola AND fund the alternative solutions, the money is in danger of not being available for ANY solution. And by making it clear that the gondola is the preferred solution, UDOT is effectively being incentivized to make the alternate solutions NOT work. Therefore, we strongly suggest that UDOT acknowledge up front that the large tab for the gondola is unrealistic and focus its efforts</p> | 32.1.2B; 32.20B; 32.2.6.5F; 32.2.6.5G; 32.2.4A; 32.2.2K; 32.1.2D; 32.2.9A; 32.2.2I | A32.1.2B; A32.2.2K; A32.2.2I |

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| | | <p>on simpler, more easily attained transit solutions using existing infrastructure: tolling for all canyon users to disincentivize SOV's, enhanced bus lanes, enhanced bus service (already being cut for the 22-23 season), alternating uphill/downhill flex lanes, etc. This would require UDOT working more closely with UTA, which appears to not be the case.</p> <p>Phasing/Safety/Construction - The physical and operational elements of a gondola alternative render it useless unless the entire system is constructed. Recognizing UDOT typically does not develop a funding plan until the EIS is finalized - and that this project is so controversial - the EIS should be more specific on the intentions of UDOT in phasing specific elements of the selected alternative. As per Executive Summary, page S-25, Section S.11, there are no safety or operational benefits to construct part of the gondola. This section on phasing deserves additional clarity in order to adequately and transparently inform the decision. Delays on full funding of any length of time would render this entire NEPA process unreliable, and would require restarting the process anew.</p> <p>Risk/Flexibility - UDOT's consideration of a gondola as a transportation solution is highly innovative - and risky. While they may be confident in all of the analysis that went into evaluating its chance of success in meeting the Purpose and Need, there is little discussion in the DEIS for how a gondola system would be modified physically or operationally if that becomes necessary, or who would be in charge of making those determinations, and on what basis, and for what cost, and what the direct, indirect and cumulative impacts of those changes would be. This creates an inadequate basis for a decision to select the gondola alternative.</p> <p>Controversial - By anyone's assessment, this project has been "polarizing" in the community. A recent survey showed that 80% of respondents did not favor the gondola. The DEIS uses a softer characterization of "strong interest." It is irresponsible to suggest it is anything other than controversial; for example, the mayors and councils of two of the biggest stakeholders - SLC and SLCO - have taken strong positions against the preferred alternative, instead saying that common sense solutions that use existing infrastructure and more buses should be pursued. All of the largest and most engaged environmental and dispersed recreational groups have said the same thing.</p> <p>Parking Reservations/Tolling - Alta Ski Lifts parking fees this past winter and the effects on LCC traffic were a clear example of the impact that paid parking and tolling in the canyons could have on traffic reduction. This week UDOT again introduced the concept of tolling, but the complexity of the suggested program is confusing at best. Please consider simpler and more universal tolling at lower rates to generate better results.</p> <p>Big Cottonwood Canyon - UDOT has inexplicably chosen to ignore BCC's traffic situation despite a changing business environment that has made BCC just as popular as LCC and with similar traffic problems. Social trends indicate that user growth in the Tri-Canyon area will continue to demand solutions that are integrated across the entire area, and the pressures to connect the canyons and extend the gondola could result in a segmented expansion of those transportation systems - which is inconsistent with NEPA. A BCC/LCC connection is unacceptable to WBA and many other stakeholders who want to preserve the unique qualities of each canyon and avoid the prospect of lifts criss-crossing the ridgetops.</p> <p>Verification - UDOT has not provided examples or proof that adding a gondola will actually reduce traffic in LCC. With continued full vehicle access on the state highway it is just as likely that visitors will continue to drive their vehicles up the canyon for maximum efficiency as some will take the gondola. There is a lack of acknowledgement by UDOT that "powder fever" and the overarching enthusiasm for skiing/riding tends to have the psychological effect of users demanding maximum transit efficiency, which the gondola does not represent.</p> <p>Avalanche Mitigation - The use of howitzers to control avalanches is projected to continue into the future. The gondola will not run while avalanche control work is happening and once anti-personnel shells are launched over the gondola, it must be cleared before it can start up again. In fact, there may be even more downtime than simply opening the road when - as is most common - the avalanches do not reach the road. UDOT does not state how long it will take to unload cars, inspect cables and towers, and reload cars during routine avalanche control which is something we must know before accepting the findings of the EIS.</p> <p>Effects on climbing - While WBA primarily represents the interests of wintertime non-motorized use, many WBA members are also climbers. We are deeply concerned about the effect the construction and operation of the gondola will have on the world class climbing in LCC. Climbing has a long history in the canyon, is a very popular activity, and it's representative group Salt Lake City Climbers Alliance has a long history of engaging with the state and the LDS church to protect and enhance the LCC climbing areas, yet the EIS effectively ignored the impact on climbing in its Preferred Solution.</p> <p>Viewshed - While we acknowledge that the top of LCC harbors a small town and two ski resorts and related businesses, the heart of LCC is wild terrain that includes clearly visible tracts of designated wilderness. The effect of 200-foot tall towers and 35-person gondola cars will be an eyesore that a majority of constituents, to whom such infrastructure will be visible whether they are driving, hiking, climbing, or skiing, will find offensive. Gondola infrastructure will be visible to anyone skiing, hiking, or otherwise recreating in the south or north facing terrain of LCC, as well as simply doing a leisurely drive up the canyon. There are clearly better, more logical common sense solutions that can be put in place that do not create such an eyesore in this unique environment.</p> <p>Thank you for your efforts on this process and for your consideration of this comment.</p> <p>Sincerely, The Board of Directors of Wasatch Backcountry Alliance</p> | | |

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| 34167 | Campbell Dr., Lyle | Please do not put a gondola at all there. There are many compelling reasons not to: very negative impact on the environment, extremely unfortunate impact on the natural beauty and scenery of the canyon, very dubious financial aspects/motives from developers and some public officials. I was born in Utah, am a home owner and resident in SLC and am a long-term user and lover of the canyon. The changes contemplated here break my heart. With projections of the consequences from the Great Salt Lake receding of highly reduced levels of snow at those ski resorts in coming years, the winter clientele that perhaps would want this project are unlikely to be coming, thus just an unfortunate waste, if built. | 32.1.2B; 32.2.2E; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35365 | Campbell, Barbara | My husband and I are adamantly opposed to a gondola in Little Cottonwood Canyon. The environmental impact alone is upsetting and the elitist benefit to the ski resorts does nothing to benefit the Utah population at large. Allowing only buses on the road during key ski times is an appropriate alternative. One of your spokespersons said the gondolas would transport fewer skiers but deliver them faster than the buses do. This is not a selling point. The time differential between the gondola and the bus is not significant. I send this email with a heavy heart knowing you are going to do what you please regardless of the wishes of the voters. However, I do want to go on the record as being opposed to the gondola. Developers always win in this state anyway! Barbara's Ipad | 32.2.9E; 32.7A | |
| 35132 | Campbell, Brett | I live at [REDACTED] for 7 years now. Much of my recreation is in both Cottonwood Canyons. I completely support the Gondola B proposal. The research shows that this would be the safest and environmentally sound strategy. Opposition appears to want no change. I think funding could be an issue, but could be resolved through private-public collaboration. If funding is expected to take a long-time, the establishment of a toll-booth would get the process started as well. | 32.2.9D | |
| 35998 | Campbell, Emma | It makes no sense that my tax payer \$\$ go to something that the million dollar ski resorts will benefit from. THEY should be the ones paying for this, not the residents of SLC. | 32.2.7A | |
| 34358 | Campbell, Jeff | Worst idea ever. Enriching politicians at the expense of the public | 32.29D | |
| 38560 | Campbell, Jeffrey | Just want you to know, this is Jeffrey Campbell in Salt Lake City on [REDACTED] and I am way against putting any Gondola up the canyon. Please please please get rid of this option. Thank you, bye-bye. | 32.2.9E | |
| 31465 | Campbell, Jonathan | I have lived a majority of my life just west of Wasatch Blvd between Big and Little Cottonwood and know how bad the traffic gets. I initially was supportive of the gondola over the busses, I've seen gondola systems work very well in the Alps and in La Paz, Bolivia. However the fatal flaw in the LCC plan is the parking structure at La Caille. This will only move the traffic further down into the neighborhoods surrounding LCC and not solve the problem. So I am not supportive of a gondola as proposed. There is a better solution for the gondola that significantly reduces the costs and congestion. Rather than a parking structure at La Caille, run the gondola down 9400S to the Trax Station and Jordan Commons. This allows people to ride Trax from all over the valley to take the gondola. There is alot of parking in the area, both govt and at private businesses that only increases on the weekends - Jordan Commons, Mt. Jordan Middle School, Convention Center etc. Put gondola loading stations at the half empty stripmall along 9400 S and use their parking which will drive people to those businesses, increase investment and traffic to those businesses and properties and generate tax revenue that will help offset the cost of the gondola. It also resolves the negative perception that the gondola is only going benefit Alta and Snowbird - make it benefit dozens of businesses and restaurants along the route without having to build a parking structure. By my count there could be parking and loading stations at Jordan Commons, 9400S & 700 E, Quarry Bend, and 9400 S & Highland Drive. It would also spread the traffic congestion out along several miles so you wouldn't have the congestion you will have with the La Caille option. So this plan reduces traffic congestion, supports dozens of local businesses, generates tax revenue for Sandy City and SL County. | 32.2.9E; 32.2.6.5E; 32.2.2I | A32.2.6.5E; A32.2.2I |
| 36201 | Campbell, Linda | I think you should do whatever has the least impact on the canyon regardless off cost. If you project millions more moving to Utah & wanting to use the canyon & the gondola would be the least disruptive to our Canyon then do that . I'm not in favor of tearing up the road to make room for lots more of buses. | 32.2.9C | |
| 36306 | CAMPBELL, LORI | As a tax payer funded project that only serves two ski resorts, this gondola is a financial burden on the citizens of Utah. Furthermore, a taxpayer funded gondola that does harms climbing and recreation areas in the canyon is forcing Utah tax payers to fund a project that harms their public recreation areas. The traffic can be better controlled without spending this level of money on a form of transportation that solely benefits two private businesses and not the public at large. Do not go through with the gondola project, I do not want to pay for private business to harm more public lands. | 32.2.7A; 32.1.2D; 32.2.9E | |
| 36666 | Campbell, Rebecca | Not that you'll listen, BUT... don't mess up the view with an ugly gondola. Leave the canyon how it is. | 32.2.9E | |
| 30496 | Campbell, Rhianna | Do not add a gondola. This is a ridiculous measure for only a few days a year that would destroy beautiful scenery and iconic climbs. Expand bus use, add park and ride lots, encourage carpooling, add taxes for resorts. But don't destroy what's there so one industry can profit more on high traffic days. No gondola! | 32.2.9E; 32.1.2B; 32.2.9A; 32.1.2D | A32.1.2B |
| 36607 | Campian, Andrea | I am strongly opposed to the proposed gondola. The damage it will do to recreational areas and the backcountry impacts it will have. PLEASE CONSIDER options such as mandatory paid permits to drive up LLC, private transportation provided by the resorts on powder days, etc. There are other options. This huge project will cost the valley's residents, but only benefit private ski resorts. There are no stops for snowshoers or skiers so this is not a multi-use project benefiting anyone recreating in LLC. This is exclusively to benefit Alta and Snowbird. Maybe they should spend a 10th of the gondola project on their own private bus system. | 32.2.9E; 32.2.4A; 32.1.2D | |

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| 30722 | Campian, Michael | I feel UDOTs choice of a gondola is completely inappropriate and single sided. It only favors the resorts. I'm not sure it will do a thing to improve the traffic situation in the canyon. It will definitely cause an environmental impact on resources utilized by other canyon recreators (climbers and backcountry skiers). Plus it has zero utilization for non winter months. I know I as a Sandy local, climber, backcountry skier and yes skier at Snowbird would never use this. I certainly have used the bus system and if that were too improve would probably use it more frequently. Also as a tax payer, I absolutely do not want my tax payer money to go to an extremely expensive project with low community value. Our money could go to a much more useful project like getting the water levels up the great salt lake for just one instance. I am asking that you completely reconsider this horrible idea for the better of our community and environment. | 32.2.9E; 32.2.6.5G; 32.1.2B | A32.1.2B |
| 31441 | Canakes, Joe | - The gondola would have a huge negative effect on one of Salt Lake City's biggest economic drivers: dispersed recreation (hiking, climbing, running, backcountry skiing). This is more difficult to quantify than resort skiing, but is a huge factor when people choose to visit and/or relocate to Salt Lake City and is surely the largest economic driver in our local canyons - Access to climbing areas will be compromised for the next decade while the area is under construction, and some may be permanently affected or lost - The building of the gondola will come with the destruction and/or removal of irreplaceable and historic word-class climbing and views - The gondola is not an equitable solution and will perpetuate environmental marginalization and injustice in the Wasatch Front - The building of the gondola is fiscally irresponsible, with half a billion in initial construction costs alone | 32.2.9E | |
| 30677 | canakes, joseph | "the highest visual impact" does that mean nothing to y'all? for me, as a climber, skier, trail runner, scrambler etc., having a massive gondola with huge silver ships blocking my views of peaks and ridge lines, will literally ruin my experience. i cannot believe this is the solution... a \$550 million (seriously?) train of silver buckets floating through the sky that i have to see every two minutes while i climb and ski. allll to help the rich folks make there way to ski 50 days out of the year? absolutely insane and short sighted. beyond disappointed. this project will likely cause me to move out of utah. such a travesty, and that will be looked back with disdain and shame. an absolute joke, every single person involved in this. if people want to recreate and do activities, i'd rather close the road and make people hike/bike their way up. so insane to destroy a landscape forever in order for some wealthy white people to ski in resort. absolute joke. | 32.2.9E; 32.1.2B; 32.2.9W | A32.1.2B |
| 36897 | Canavan, Lily | I do not support the construction of the gondola in LCC!! Increasing the amount of busses and making the park and ride bigger (maybe another park and ride built) is a much better solution. Building the gondola will have negative impacts on the viewscape, ecology, activities, and equal access to the canyon. It is also too expensive and the money would be better spent on environmentally friendly measures that utah desperately needs. I moved to Salt Lake City a few years ago mainly because of the amazing access to climbing in the canyon, and building the gondola would ruin all of that. The gondola only serves those who have enough money to ski at snowbird and alta which is not fair to the people from all economic backgrounds who use the canyon for a million other things. Please do not destroy little cottonwood | 32.2.9E; 32.1.2D | |
| 37958 | Candelaria, Hope | This project will be wasteful & take away the Natural Beauty of this area. Please don't do this, I'm Shure there are better ideas you can come up with. | 32.2.9E | |
| 34779 | Canfield, Jane | No no no please no!! My son works at snowbird and has a very difficult time getting there! He only gets paid 12\$ an hour and can't even afford to pay one penny per trip up the canyon!! | 32.2.4A | |
| 37348 | Canner, John | I overwhelmingly support the gondola. It is the most environmentally friendly alternative and progressive for the economy and ascetics. It gives the most reasonable alternative for tourists and locals alike to get up the canyons in not only an efficient way, but also provides a visually pleasing ride that provides great views and airflow. A bus route is something that is already done in the canyon and is something tourists are far less likely to take. The gondola is a tourist draw for sight seeing views in all four seasons. It will alleviate congestion in the canyons and those such as back country enthusiasts that would like to access the national parks where the gondola does not stop, driving is still an option. With a viable alternative it is more likely we will see less cars up the canyons in dangerous winter conditions that are not equipped to handle the conditions further alleviating congestion issues on some of the most trafficked days. I am excited at the opportunity to take the gondola and see it operating. I think it will be great from a perspective of helping locals access their favorite activities, school aged children who can't drive, and draw more tourist into our mountains in an environmentally friendly way. | 32.2.9D | |
| 33625 | Cannizzaro, Dina | I do not support the gondola. | 32.2.9E | |
| 33857 | Cannon, Anne | I do not feel the UTA's choice of the gondola to be in the best interest of all persons using the canyon. I do believe there are less expensiveLess invasive, alternatives that should take priority over the gondola. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.2B |
| 35447 | Cannon, Charlie | Last year, as a 21 year old, I paid \$102,000 in state taxes to Utah. You have no idea how hard I worked for that. Now, a few executives are ignoring the will of the people environmentally, and also are going to spend 5,000X that on a stupid gondola nobody asked for. I'm a skier, I go up 50 times per year at least, and can attest there is 0 need for a gondola. Stop this madness. Listen to the people. | 32.2.9E | |
| 29588 | Cannon, Daniel | Gondola decision shows Local gov and ski brands don't care about residents. Resorts need parking garages and reduced or eliminated parking costs because street parking causes a lot of the delays. Better flow of traffic from increased parking availability will help the bus system as well. | 32.1.2B; 32.2.2PP; 32.2.2QQ; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 31244 | Cannon, Douglas | Gondola looks like a good solution to me. | 32.2.9D | |
| 31161 | Cannon, Ginger | I completely oppose the nonsensical approach to solving transportation demand in the canyons with a gondola. There are many other solutions that are much less impactful that have not even been scaled or tried or invested in like our other public networks have been, such as freeways. This is not a freeway, it is a sensitive and irreplaceable natural area. I will oppose this with all my energy so that future generations can enjoy this area in peace with nature. | 32.2.9E | |
| 31632 | Cannon, Kirk | Great solution to the horrible smog in the valley. Love it | 32.2.9D | |

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| 33945 | Cannon, Marybeth | I am opposed to the funding and building of a gondola in Little Cottonwood Canyon. The gondola solution to congestion in our beautiful canyons will not be solved by a billion dollar taxpayer funded gondola in Little Cottonwood Canyon only. I believe that this is not a wise solution financially or environmentally and would be disproportionate in its cost vs benefit for every taxpayer. Let's try more common sense solutions that could benefit both Big and Little Cottonwood canyons and not be a tax burden to non-skiers. Thank you. Marybeth Cannon | 32.1.1A; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.1A |
| 29119 | Cannon, Peter | I'm a sandy local and utah lover. I believe this gondola will make the south valley a mecca for visitors and the pride of locals. Driving the canyon is dangerous and unreliable. Please make the gondola so the fullness of our areas assets can be made more available. | 32.2.9D | |
| 27517 | Cannon, Wayne | I am submitting a friendly objection to the Gondola. I am simple and not expert a business things. The price tag however sounds inflationary and not worth it. I grew up skiing and have taken my children skiing, but I would much rather ration that opportunity then to have such a permanent change to our landscape and pocket book. So I am against the gondola, for a modified busing option and other ways to manage this. Thanks for all your work | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |
| 36989 | Canter, Caroline | To whom it may concern, I am Caroline Canter, a resident of South Salt Lake City and a concerned citizen over the proposal of a gondola up Little Cottonwood Canyon. I have been following the UDOT project over the past few years, continuously submitting my own public comments while encouraging other members of my communities to do. I thank you for providing us the opportunity to share our comments on the FEIS and hope that these are taken into account in the Record of Decision. As we all know, the goal of this project has been to cut down canyon traffic by 30% and the purpose of this EIS is to determine the most environmentally sound solution for the project. After a thorough review of the FEIS, I do not believe there are pertinent points being taken into consideration for the preferred alternative. I am strong supporter of an enhanced bus service, with no roadway widening or large-scale infrastructure. A canyon bus service that runs year-round, stopping at trailheads along with the resorts is the most reliable, affordable and accessible option. A bus service would be malleable to the needs of canyon recreationists and emergency weather conditions. It would be affordable from a UDOT budget perspective and from a user perspective. Please consider this option over the highly destructive, permanent addition of a gondola to our canyon. A gondola up Little Cottonwood Canyon would do severe, irreparable damage to our natural resources. It would have more visual impact across the canyon than any other option, permanently destroying the views of wilderness. The gondola would add traffic at the bottom of the canyon with the addition of a 2500 car parking lot. It would be a burden of cost for taxpayers, along with the cost to ride it. It would be deeply destructive to recreation access points, trailheads and climbing resources all throughout Little Cottonwood Canyon. The FEIS has a disregard to the environmental impact of the construction of a gondola in a protected watershed on Forest Service land. Construction would be a highly destructive multi-year process. It would destroy natural resources we all love. It would have a detrimental impact to the watershed and water resource for the Salt Lake Valley. Please take in the input of these public comments and fully reconsider the preferred alternative. Sincerely, Caroline Canter | 32.2.9E; 32.2.9A; 32.2.6.5E | A32.2.6.5E |
| 26929 | Cantrell, Alexandria | Shame on UDOT for not listening to the people that live work and recreate in this canyon. Utahns don't want this. Locals dont want this. I don't want to look out on the canyon and see a goddamn gondola in every photo. Private interest should not get to decide this, especially through public lands. If there's private money involved, those that stand to profit shouldn't get a say. This will negatively affect thousands of people for a problem that happens for maybe a couple of hours on weekends and powder days. The rest of the year there isn't an issue, and if you had listened to the public AT ALL you'd have made a different decision. I hope you all run into every road block and every problem imaginable for this project. There are so many other viable solutions to helping aid the problem in the canyon, such as tolling in the winter and adding a bus stop to the south side of the bottom of the canyon. Can't believe you can't even add a bus stop at the base before deciding on a god damn gondola. Screw you guys. I hope whoever made this decision gets fired and this project never gets funded. It will ruin the beauty of the canyon forever. | 32.1.2B; 32.2.2PP; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35445 | Cantrell, Alexandria | NO GONDOLA Up the ski bus services-pay bus drivers more so we can have ski bus lines for 953 and more busses for the route. Run more busses on weekends, not less. Have a bus that only goes up and down the canyon to the resorts on weekends. For the toll, it needs to be something that doesn't keep out the average middle class person-it can't gatekeep folks. \$20 is fine. Employees shouldn't have to pay either. We already don't have enough transportation and snowbird employee shuttles are already full most of the time. There needs to be a park and ride at the mouth of the canyon. Add a bus stop at the park and ride at the mouth. Open the parking lot on the south side of the road and add a bus stop on the south side of the road. Build a bridge to connect the 2 lots. Still not as expensive as a gondola. NO GONDOLA. | 32.2.9E; 32.2.9A; 32.2.2Y; 32.2.4A | |
| 33483 | Cantrell, Kirsten | I am against the gondola idea. More intrusive to the canyon, less accessible to include ALL. Why not start with shuttle buses? | 32.1.2D; 32.2.2B; 32.2.9E | |
| 38517 | Cantwell, Jennifer | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |

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| 38518 | Cantwell, Jennifer | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.9C; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 38519 | Cantwell, Kevin | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 38520 | Cantwell, Kevin | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9R; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S |
| 35305 | Cap, David | <p>To whom it may concern,</p> <p>I would like to provide my feedback and opinion about the current UDOT proposal to build the world's longest gondola in our Little Cottonwood Canyon (LCC).</p> <p>First, let me say clearly that I strongly disagree with the proposed solution. While I understand that traffic is the issue in the LCC and needs to be addressed, I am not convinced that building a series of steel towers and cables in a beautiful canyon really solves the problem.</p> <p>I am a Utah resident and a year round user of the LCC (resort & backcountry skiing, rock climbing, mountain biking, hiking), and I am concerned that the gondola will be in fact detrimental to my and others' ability to visit and recreate in LCC. I have several points to support my opinion:</p> <ul style="list-style-type: none"> * gondola would only serve a really small user group (resort skiers). While I do belong to this group as well, the gondola would not serve other user groups in the canyon (in fact, it would harm other user groups - please see below) * construction of the gondola will forever alter the atmosphere and scenery of the canyon, as well as permanently close some legendary climbing/bouldering areas. When climbing in the LCC, the scenery from the walls high in the canyon is amazing, with the road barely noticeable in the trees. Steel gondola towers will 100% change that * Even though Wasatch mountains may feel huge at times, they are in fact relatively small compared to Alps where gondolas are a bit more common, so keeping the pristine nature of the canyon should be considered as well. * It does not seem that the typical transit time for a passenger would be really shorter than with other options. * I understand the avalanche concerns, but we used to receive significantly more snow in the past with LCC road being closed more frequently than in recent years. With the global warming and less snow overall, the need to shut the road in LCC down for avalanche mitigations does and will decrease, and the added snow sheds would help address this issue as well * On top of that, according to the Gondola B fact sheet, it seems that the gondola would NOT be running during the avalanche mitigation. A strong talking point of those in favor of the gondola is that the gondola would not be affected by the avalanche mitigations - but it actually seems that the avalanche mitigation would stop the traffic both on the road AND in the gondola. * There is usually less than 20 really busy (powder) days in the LCC in the winter season, so implementing such an expensive plan seems irresponsible. <p>-----</p> <p>For all the above and other reasons, I strongly believe that the gondola should only be selected as a final alternative after all lower impact and cheaper alternatives are tried. I appreciate the suggested phased approach with some aspects of the Enhanced Bus Service integrated into the gondola alternative, but I would like UDOT to reconsider the decision that the gondola will ultimately be built. I would still suggest having Enhanced Bus Service with no road widening as a preferred alternative, for following reasons:</p> <ul style="list-style-type: none"> * it has very low immediate visual or environmental impact on the LCC * it can be scaled back if needed (if there is less snow in Wasatch in 20 years and less interest in winter sports, we could just have less buses going up to the resorts. Once the gondola is built, it will stay there forever regardless of whether it is in use or not) * while there may not be the technology to run electric buses for the full day today, the technology evolves, and there is a good chance that in a few years, the bus fleet could be fully electric, completely eliminating emissions in the LCC from the public transit * there are ways to motivate canyon users to use alternative ways of transport to the LCC. Last year, Alta implemented a reservation parking system, that significantly reduced traffic in the upper canyon - because only people with parking reservation were driving up there. This also spread the traffic from the rush hour to a wider period of time, reducing the congestion, because people with reservations knew they would have a place to park. While I understand, that this was a private company (Alta) decision, it also significantly helped the traffic situation. Similar measures from Snowbird would help mitigate this issue as well. * I would also be in favor of tolling single occupancy vehicles driving up to the canyon - to motivate carpooling and using buses <p>If it ultimately turns out that the enhanced bus service is not sufficient to help with the traffic in LCC, there is always an option to bring the gondola alternative back in 10-15 years. But unless all other alternatives are exhausted, I would really like UDOT to consider and prefer alternatives with as little impact to the canyon nature and scenery, and only make permanent changes to the canyon once other options are depleted.</p> | 32.2.9E; 32.1.2D; 32.2.2E; 32.1.2B; 32.2.9A; 32.2.4A | A32.1.2B |

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| | | <p>Thank you for your consideration and the opportunity to send my feedback</p> <p>Best regards David Cap [REDACTED]</p> | | |
| 26792 | Capell, Caroline | The gondola is NOT the answer. There are various other methods to at least try before destroying little cottonwood canyon with the eyesore and geological impact a gondola would bring. There is also hardly any type of traffic build up in LCC in non-winter months. Moving forward with such a negatively impactful option to help traffic for 4 months out of the year is NOT the answer. Other options for traffic mitigation need to be explored and tested before going to these extremes! | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 32675 | Capone, Stephen | I think the gondola is the best option. I don't want this to be missed, though: the goal is to take cars off the road, and closing the road to private traffic should be a goal. | 32.2.9D; 32.2.2L | |
| 36114 | Capra, Erin | Do not build the gondola! It ruins the canyon for many other activities, climbing, fishing, etc. It is way too expensive and other options have not truly been tried. Increased bus service to neighborhoods is a much more sustainable options. It is outrageous that the gondola idea had gone this far. It feels corrupt and like it only profits the already too dominant resorts. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 32521 | Caramelli, Kim | What can I say that hasn't already been said in opposition the the "gondola option"? Nothing, likely. I am opposed to this from bottom to top for LCC. I do not want to subsidize further the ski resorts with this monstrosity. I would like to see electric busses, perhaps every other bus is an express. I know there are proposals such as this. No yo the gondola! | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 28042 | Carbine, David | the gondola is not a good idea, it ruins the canyon for everyone but resort skiers. an enhanced bus service would make more sense for the people, the environment of little cottonwood canyon and the overall view shed. | 32.2.9E; 32.2.9A; 32.2.9B | |
| 26848 | Carbon, Kent | All in favor of gondola project in some way. It would be another positive and unique aspect to our area. | 32.2.9D | |
| 27104 | Cardenas, Daisi | I think there should be a vehicle-based solution, such as an enhanced bus service mentioned in KSL's article titled "UDOT moves forward with \$550M gondola, enhanced bus plan for Little Cottonwood Canyon," and capacity control. The Gondola is a good idea when you look at it on a surface level but once you read their ideas, the money, and overall energy that is going to be put into this project; is simply just not worth it. They stated in the article that it will save time, however, the time is only cut by 30 minutes. Taxpayers, secure state, federal, and private funding will spend almost half a billion dollars just to save 30 minutes of traffic time. My concern with the Gondola is health safety. They are going to put 35 people in one cart at a time. We are still in a pandemic with new viruses appearing almost every month. With monkeypox, cases can spike and we can even see a rise in covid cases if we are cramming people in a cart. By also having capacity control we can save people time, fewer emissions with fewer cars on the road, less crowding, and a drop in crashes on the road. Also, the wait for it to be built is ridiculous and throws out the argument it will help the environment and that the materials needed to build the gondola will damage the environment as well. Having multiple solutions I believe is the best case for this argument. | 32.2.9E; 32.2.6C; 32.2.9A | |
| 36959 | Cardinale, Dawn | I oppose the gondola project in Little Cottonwood Canyon. I do not believe other less invasive and less expensive alternatives have been explored or tried. I think other measures need to be considered--and tried--before something of such extreme impact and expense is accepted. For many reasons, as mentioned the expense and impact, a gondola is a poor choice at this time. A more efficient public transportation system, increased lanes, limited capacity in the canyon, reservations, tolls, and more can help alleviate the traffic in the canyon. A gondola unnecessarily burdens the community in multiple ways, including financial and environmental. Please do not make a decision for all for the good of a few. | 32.2.9E; 32.2.2K; 32.2.4A | A32.2.2K |
| 29673 | Cardon, Cody | We do not want a gondola in little cottonwood canyon come up with a different solution | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 38145 | Cardon, Morgan | <p>To whom it may concern,</p> <p>I appreciate the time and energy that was put into looking at viable solutions for a real problem. It is apparent that the traffic congestion up LCC does cause some real issues that are worth addressing appropriately. I can see some of the assets associated with using Gondola B as transportation and a potential solution. However, I do question if this is truly the best option when considering costs, future climate alterations, and user experience for all canyon visitors.</p> <p>The cost of Gondola B is projected to be in the hundreds of millions, and is funded using tax-payer dollars. Tax-dollars are to be used for the benefit of society as a whole, yet the Gondola would serve primarily skiers visiting local resorts. It is my opinion that using tax-payer dollars for a venture that benefits such a small portion of the group is not in alignment with the purpose of tax-dollars.</p> <p>Another question to consider is the future of our local Utah climate. After visiting the Salt Lake today, it is apparent that it is in extreme danger. It is drying up. And with it drying up, there will be implications on air quality, local temperature, and snowpack. It is short-sighted to consider building a multi-million-dollar gondola to benefit skiers for only a handful of days during the year, while we let our Great Salt Lake die and cause an increase in health complications and a loss of snow, both of which will adversely affect the economy through increased healthcare costs and loss of ski-tourism. I believe the funding should be used to help mitigate this very immediate need. If there is no snow, then there will be no congestion up LCC making the Gondola obsolete.</p> | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.2E; 32.2.9A | |

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| | | <p>My third greatest concern is the user experience for canyon-goers. The Gondola provides service to the ski resorts, which benefits only visitors of those resorts. Even though I could see it benefiting other users in the form of clearer roads for driving to trailheads, the fact still remains that this would relieve an issue that is only present for about 50 days a year. Also, I do imagine that the same reasons why people do not take the bus would be the same reason why people won't want to take the Gondola: it simply isn't as convenient as driving. When you are taking an entire family skiing, you need snacks and diapers and changes of clothes and the ability to get warm fast. For these reasons, any family is going to opt to drive over taking a bus OR a Gondola. Considering the Gondola will cost to ride, you also eliminate college students who are trying to come up as cheaply as possible. That leaves tourist visitors, who will probably have rental cars and luggage and want to drive as well, as well as rich people who won't want to take any form of public transportation. I urge you to strongly consider just how much Gondola B will be utilized, and if the demographics targeted will actually be interested in using it.</p> <p>In short, although Gondola B is an option, I do not believe it is the best option. This is a serious investment of tax-dollars, that may become obsolete if we fail to preserve our current climate, and that I'm skeptical will even have the traction needed to make it worth it. I urge UDOT to look into other options like expanding the bus system, making the bus system more user friendly, or even consider funding privatized bus routing as a better option. Currently, bus routes are hard to interpret and service is being reduced. Surely there is much more to be done before we even consider such an expensive and drastic solution such as Gondola B.</p> <p>Thank you for your time. Morgan</p> | | |
| 36719 | Cardone, Lisa | We are strongly opposed to a Gondola. It would ruin the serenity of this lovely vista and undermine the stability of the roadway. The cost to taxpayers cannot be justified for 4 months of traffic. | 32.2.9E; 32.1.2B | A32.1.2B |
| 36236 | Cardwell, Robert | I strongly oppose the gondola. I support more bus service and more ski area locker rooms to provide a safe place to store your items without having to carry equipment on the public transport. | 32.2.9E; 32.2.9A | |
| 29108 | Carey, Bryn | I am in support of the Gondola. It will be the cleanest and most efficient way to move people up the canyon. It is an innovative approach and we support the decision. | 32.2.9D | |
| 28818 | Carey, Matt | <p>The gondola will not fix the problem, and will only relocate it to a new place. Beyond just moving the traffic from inside the canyon to the neighborhoods below, it will also create permanent damage to the forest lands where the gondola will live.</p> <p>Beyond that, this is a ridiculously expensive usage of tax dollars that will only benefit the skiers, snowboarders, and most importantly Alta and Snowbird.</p> <p>We need a solution that will benefit everyone, and the entire canyon.</p> | 32.2.9E; 32.2.6.5E; 32.1.2D; 32.7B; 32.2.7A; 32.6A | A32.2.6.5E |
| 28546 | Cargeeg, Jon | Pure Corruption from UDOT and the State official's to shove this unnecessary project down tax payers throats with out a true vote. | 32.2.9N | A32.2.9N |
| 28301 | Carkhuff, Delaney | This will not be a wise addition. It will be counterproductive in the long run. Let's save the planet in a different way!!:) | 32.2.9D | |
| 36128 | Carlile, Annie | Please do not build the gondola! The gondola is not being built with the Utah and Salt Lake community in mind! The environmental impact of blasting through our beautiful canyon for years far outweighs whatever perceived traffic benefit there is. There are many other options!! Utah is so beautiful and deserves to be protected and respected! | 32.2.9E | |
| 32930 | Carlile, Kris | I'm grateful the discussion about traffic in our ever busier canyons is up for discussion. I feel very similar to mayor Wilson I do not feel a seasonal gondola is the best option. We have a robust public transit system. Let's use it and expand its capabilities. I've been an advocate of light rail street car lines in our canyons for a very long time. This would open the access to these areas to a large number of individuals year round. When appropriate the service could be expanded to accommodate winter recreation and special events and then curtailed during times of reduced usage. Baring this improvements to the roads with dedicated bus lanes would be the next best option. Thanks for listening. | 32.2.9E; 32.2.9F; 32.2.6.6A; 32.2.9B | |
| 25339 | Carling, Greg | I think the gondola is completely unnecessary and would ruin the natural beauty of Little Cottonwood Canyon. It is also not necessary to build dedicated bus lanes. There must be more creative solutions to the traffic problems, which only occur on a limited number of days per year. For example, Alta and Snowbird could put a cap on daily ticket sales, encourage carpooling through paid parking (with a premium on busy days), and provide free bus passes with a ticket purchase. UDOT should provide additional buses without building dedicated bus lanes. Please keep Little Cottonwood Canyon beautiful and find simple solutions to improve transportation. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.9E; 32.2.9A | A32.1.2B; A32.2.2K |
| 30964 | Carlisle, James | <p>UDOT,</p> <p>I would like to register my strong objection to the gondola proposal to address traffic concerns in LCC.</p> <p>I see this proposal as being a benefit to only the private ski resorts. It is a huge financial commitment that I believe is irresponsible and will prove to be a big mistake and not even solve the real issues. This is classic private wealthy business making a huge grab of public resources and dollars. One you embark on the path to build the gondola system you are committing to its completion. The ugliness of huge towers visible from the peaks cannot be overstated</p> | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |

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| | | <p>A far better better solution is expanding bus service. It can be done incrementally without the huge outlay of cash and the obligation to finish it once you begin. It can be done by building out parking at the canyon base, expanding lockroom spaces at the resorts, adding bus lanes where needed, charging tolls for cars to discourage their use, transitioning diesel or NG buses to electric buses as they become available. Buses can stop at far more locations up and down the canyons benefitting far more users than just those going to the resorts. If after living with it for a while if the decision is made that snow sheds are needed then they can be added. Expanding the road will be far less noticeable to hikers and skiers up on the mountains that sky high towers.</p> <p>Please represent the large majority of your constituents. Be financially smart and just think logically about how normal people go about solving problems in their daily lives. The gondola is not logical. It is the worst example of how big money and greed of a few can degrade the public's interests.</p> <p>thank you.</p> <p>James G Carlisle, MD</p> | | |
| 29236 | Carlisle, James | I strongly object to any gondola. It will ruin the canyons due to the environmental impacts. It will be ugly and only benefits the resorts. It is too costly. Expanded bus service will allow incremental development and is scaleable. It will allow EV buses to be used. It will serve all users not just resort goers. Snow sheds could be added but are not necessary. Road widening can be done where needed and where it will not impact the environment too significantly. | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 28583 | Carlos Luciani, Juan | <p>Hello</p> <p>The proposed Gondola up to the ski resorts amounts to corporate welfare. Why should the people of Utah pay half a billion dollars to benefit two bussineses at the top of the canyon. This does not make sense.</p> | 32.2.9E; 32.1.2B; 32.2.7A | A32.1.2B |
| 38521 | Carlos, Hanna | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.2K; 32.2.4A | A32.2.2K |
| 26418 | Carlsen, Maya | dont build the gondola! | 32.2.9E | |
| 35254 | Carlsen, Mike | Why would you use my tax dollars to build a gondola to a private entity? If it is half billion dollars and there are five million people in Utah that is that's 100 dollars for every man, woman, and child with no benefit too 99% of the public. How could you justify such an expenditure for so few let the ski resorts pay too get the people too the resort. | 32.2.7A; 32.2.9E | |
| 25288 | Carlson, Christopher | I moved to the Salt Lake area for outdoor recreation, and especially for the amazing climbing that exists there. If this project was to be approved and go forward, you would be doing irreversible damage to the area that a massive community calls home. This needs to be heavily reconsidered, please listen to the community that uses this area and knows it. | 32.2.2PP; 32.2.9G; 32.2.9N; 32.4B | A32.2.9N |
| 34046 | Carlson, David | I oppose the gondola plan. The environmental impact is unacceptable and taxpayer money should not be used when the benefits are entirely to private businesses. They should bear the entire cost. | 32.2.7A; 32.2.9E | |
| 37052 | Carlson, Debbie | I am against running a gondola up Little Cottonwood Canyon. Utahans should not be forced to pay for it and it has a negative affect on environment and watershed. The problem is that it is overused for the size of the canyon. There are reasonable solutions such as implementing a reservation system, use permits, canyon user fees, and car pooling. Utahans should be given use priority and/or or lower fees than out of states. | 32.2.9E; 32.2.7A; 32.2.2K | A32.2.2K |
| 29161 | Carlson, Dennis | <ol style="list-style-type: none"> 1. Please provide me the reasons as to why a simple controlled access to the canyon is not viable. This is being done all the time at various parks and camp sites. 2. What makes you think that people will switch to public transit to get up the mountain? 3. If one of the goals is to get more people up the canyon, what will happen to the quality of skiing? Already lift lines are long and ski runs are crowded and dangerous. How can this be good? | 32.2.2K; 32.2.4A; 32.20C | A32.2.2K; A32.20C |
| 31203 | Carlson, Doug | <p>I am in full support of the Gondola option to improve the access and safety to the Little Cottonwood Canyon.</p> <p>This is not only the most environmentally friendly option it also provides a state of the art way to access the wonderful outdoor experiences that the Canyon offers. I also think this creative option will become an attraction to help support tourism in the area. To conclude this is by far the best option for safety, reliability, environmentally and sustainability!!</p> <p>I urge you to please approve and move forward with the Gondola option for access to Cottonwood Canyon!!</p> <p>Sincerely, Doug Carlson</p> | 32.2.9D | |
| 32938 | Carlson, Greg | I work in West Valley where UDOT decided to put the MAXX BUS down the center of the road making 3500 South the least efficient road in the city and costing 100 million. They should not be allowed to destroy the canyon to save it????? we should make people more responsible with car pools and more mass transit! stop UDOT and UTA they are only after tax money and high wages for the executives> | 32.2.9A | |
| 27926 | Carlson, Jessica | This is not what the people (tax payers who will pay for this) want. This does nothing but offer wealthy access to ski resorts while taking away cost-effective activists [activities] like hiking for the community. The bus system should be the focus. Please do not disrupt this canyon for the gondola. The community already said fully who's they do NOT support it. | 32.2.9E | |
| 28381 | Carlson, John | This is the best alternative for traffic up the canyon. People mover, sightseer, a cheaper way of goods and services up and down the canyon. | 32.29D | |

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| 32089 | Carlson, Nancy | I am opposed to a very expensive gondola that ONLY benefits the two ski resorts, only stops at those two places, only runs in the winter and will be costly to ride. We still have to DRIVE or bus to the mouth of the canyon - so does not stop traffic or air quality issues in any major way. | 32.1.2D | |
| 37945 | Carlson, Robert | I am against the proposed gondola for Little Cottonwood Canyon because it will only benefit the wealthy. | 32.2.9E; 32.1.2D | |
| 37079 | Carlson, Sharon | I am against the gondola for many reasons. 1: it only serves the ski resorts. Many people, myself included use the canyon to go hiking at various places 2: offering free bus service to the resorts would be far more user friendly and less costly. 3: if individuals had a choice between free buses vs \$30 parking, I think many would use the buses. Thus less cars in the canyon. What is really the goal?? 4. Having buses stop at trail heads would also help decrease the use of cars. If I could ride the bus to Red Pine trail head I would definitely take advantage. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 37891 | Carlson, Tamara | I am against the proposed gondola transportation system in little cottonwood canyon. The cost is too much money and could be used in a better way to help more of the public. | 32.2.9E | |
| 27769 | Carlson, Tanner | I disapprove of this project. Our canyons are already overdeveloped. This is a poor use of public funds to service and benefit a few private entities. Widened roads, or increased bus service during peak times would be a better option for our community. Additionally, the likely price of riding the gondola will be cost prohibitive for all but the wealthiest individuals. If the resorts want this, they should be forced to maintain it, pay for some of the build, and there should be a public cap on price that would be similar to a bus ticket. | 32.2.9E; 32.2.7A | |
| 35151 | Carlson, Tess | Please don't build the gondola! It will destroy so much of little cottonwoods beauty and make it targeted more at the wealthy tourists and less at the loyal locals. Buses would be such a better idea! | 32.2.9E | |
| 36786 | Carlston, Jan | My wife and I are adamantly against the proposed gondola solution. It isn't the taxpayers job to get more people on Snowbird's lifts and more profit for them as a result. If it takes longer to get up the canyon, so be it. We have skied at Alta for more than 40 years, and this solution will only help the bottom line for Snowbird. Alta slows down their lifts if it gets too crowded. In the not too distant future there will be electric buses that can take people up the canyon. This will maintain the environment and the beauty of the canyon for everyone now and in the future. | 32.2.9G | |
| 31941 | Carmen, Amy | Could you please tell me who is on the committee or organization that makes the decision regarding the gondola? Are they elected officials? Are they appointed by the governor or UDOT? I would appreciate it if you could let me know, as well as their names and contact information. Maybe it is on a website that you could direct me to. Thank you - Amy Carmen | 32.2.9N | A32.2.9N |
| 26539 | Carmen, Liz | Utahns have spoken! We have resoundingly expressed opposition to a gondola as the option to resolve congestion in Little Cottonwood Canyon. Local residents (like me) have said this, our elected officials (like Mayor Wilson) have said this. UDOT should listen to the sentiment expressed from the residents you are charged to serve, not to the special interests pushing for the nonsensical gondola solution. IT IS NOT FEASIBLE. IT IS NOT DESIRED. Go back to the drawing board! | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 37491 | Carmichael, Brent | The gondola will be a great solution for the little cottonwood canyon. Once it's it's finished and operating even the naysayers will ride it and enjoy it. Taking in the views as they silently and cleanly travel up and down the canyon. | 32.2.9D | |
| 25681 | Carney, Benjamin | Horrific misuse of tax dollars to benefit private corporations and permanently destroy the beauty of the crown jewel of the Wasatch. I'm horrified and shocked at this development. This only helps traffic for a few days of the year for people rich enough to afford the resorts. Also, rich people will still ride in their cars, rich people HATE public transportation. And it's not even free, ensuring most people of color will never ride it. Any politician who supports this will never get a vote from me or my entire family for life. Disgusting. I'm embarrassed to live here. I am a single-issue voter with this. | 32.1.2B; 32.2.7A; 32.5A | A32.1.2B |
| 29654 | Caro, Craig | I'm concerned about the current plans to build a gondola system. Seems like a lot of money for something people wouldn't want to use. I'd be scared to use it in windy situations. I also heard gondolas are all built in Europe. I would rather my tax dollars stay in the US. A train (perhaps cog wheel system) or dedicated bus lane would make a lot more sense to me. | 32.2.6.5K; 32.2.9B; 32.2.9E; 32.2.9F | |
| 28232 | Caron, David | So if we are to build a gondola (or anything else) to serve the ski resorts, how much exactly are they going to pay for it? After all, it seems apparent that they are the direct beneficiaries of such a system. If so, they should pay for it. | 32.2.7A | |
| 33145 | Caron, Wendy | The traffic issue can be solved with required reserved parking. Use a reservation system like Snowbird has for the full canyon and spend some of the proposed gondola money on a marketing and education campaign to spread awareness of the parking requirements. No new high environmental impact, small-market serving, expensive to ride gondola. | 32.2.9E; 32.2.2K | A32.2.2K |
| 31217 | Carpenter, Gertrud | Having a gondola going up Little Cottonwood is insane. It benefits only the for profit ski resorts and is paid for by tax payer money by people who never would have the means to go up there and ski. How about all of us who only want to go snow shoeing in the lower areas. This gondola is never needed in summer. Please stop this insanity! | 32.2.9E; 32.2.6.5G; 32.2.6.5D | |

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| 36561 | Carpenter, Jim | No Gondola! Basically, Powder Corp. Snowbird "The Cumming boys", John & David want taxpayer money to build an aerial driveway straight to the Snowbird resort. I need a new driveway how about some free money here? As a dead-end canyon Little Cottonwood can only support so many people, crushing people, standing room only into a box on a cable seems unreasonable. I recently camped at Tanners Flat, while enjoying the peace of a mountain stream I couldn't help but think how awful it would be to have a cable box car floating overhead. Maintenance of a gondola is also a big undertaking, Snowbird dropped one of their own tram cars off the cable this spring. How many lives are in peril with Snowbirds excellent crew? Politicians and developers have already purchased land and planned an alpine development at or near mouth of canyon. Money, Power and Greed will kill the canyon. Limit cars, toll the canyon and enjoy the resorts as they are. | 32.2.9E; 32.2.6.5K; 32.2.4A; 32.2.2K | A32.2.2K |
| 33423 | Carpenter, Lori | I am against the Gondola. It will ruin the natural beauty of the canyon. It is too expensive to build and the fact that the costs would be paid by the taxpayers instead of the ski resorts who are the ONLY ones benefitting, is a criminal sham! The ski resorts are just being greedy. They need to limit the ski passes sold, not only to preserve the experience (less crowded), but to preserve the canyons use. Limited tickets would need to be sold online only, and that is your "ticket" up the canyon as well. To sum up, this is unacceptable that this could possibly pass with so many Utahans against it. It is pure greed on the developers and ski resorts part. I say, limit the ski passes, win win: less traffic, better ski day experience. NO GONDOLA! | 32.1.2B; 32.2.2K; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |
| 28090 | Carr, Daniel | The gondola is a terrible idea. Not only will the towers and cables permanently mar the visual appearance of one of Utah's most beautiful canyons, it is socializing the costs and privatizing the benefits to a relatively small and affluent group of people. As a young person growing up in Utah, I only went skiing two or three times; my father was a public school teacher and my family simply could not afford it. Now, I am very fortunate financially and have annual ski passes in the Cottonwoods for my family. Why should the next generation of school teachers have to subsidize my recreation? Let Snowbird and Alta fund the lion's share of a gondola which is being constructed primarily for their benefit. Before moving forward with a gondola (or road widening), implement HOV / toll requirements in the canyons. Utah residents could pay one rate, and out-of-state tourists a higher rate, with free passage available to 3+ or 4+ occupancy vehicles. This would significantly alleviate traffic pressures in the canyon and would be revenue-positive, instead of revenue-negative, and the costs would be borne by the users of the canyon, instead of all Utah taxpayers. If tolling doesn't work, UDOT can always revisit the gondola or other expensive options. Instead, the decision to build a tram has been made seemingly without trying other, much less expensive solutions first. | 32.2.9E; 32.2.7A; 32.2.4A; 32.2.2K; 32.2.9R | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |
| 31834 | Carr, Harold | As a lifelong Utah resident (born in Salt Lake in 1950) I am 100% AGAINST the gondola. | 32.2.9E | |
| 29711 | Carr, Jason | Anything but a gondola. We have such a beautiful mountain-scape and this will permanently scar it. In addition, it only exacerbates the lack of parking at the base without addressing the true underlying issue which is a lack of wholesale investment in mass transportation and advanced infrastructure that would actually facilitate additional growth | 32.1.1A; 32.1.2B; 32.2.2PP; 32.2.9E; 32.7B | A32.1.1A; A32.1.2B |
| 30644 | Carrie, Ricks | I do not want a gaundla. Charge for canyon use and charge for parking. Do not build a gaundla. | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 37568 | Carrier, David | I see the gondola as a remarkable bad idea. It will be environmentally destructive, unnecessarily expensive for tax payers, ineffective in the rate of transport, and prone to malfunction. A simple alternative is a fleet of electric buses. Electric buses would bring international attention to our state. | 32.2.9E | |
| 36090 | Carrier, Roger | VOTE. No!!! Leave our natural canyons alone!!! | 32.2.9E | |
| 26027 | Carrigan, Casey | Just make cars pay tolls and run a bunch more buses. If the rich want to drive up they should pay. Why should my tax money subsidize these businesses and their wealthy customers? I understand half of the resorts up LCC don't even allow snowboarders?? | 32.2.9A; 32.2.4A; 32.2.2Y | |
| 31324 | Carrigan, Wendy | The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution. Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah). Tellingly, there is much that the video, and overall campaign, does NOT say: 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). | 32.2.9E; 32.2.9F; 32.2.6.5E; 32.2.0B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

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| | | <p>3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots.</p> <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | | |
| 28690 | Carrington, Alex | Please don't build this. | 32.29D | |
| 25817 | Carroll, Brett | <p>Thank you for taking the time to consider these transportation solutions, as it is clear that we must do something to alleviate traffic and increase safety in Little Cottonwood Canyon and on Wasatch Boulevard. I still believe that the Enhanced Bus Service Without Highway Widening alternative is the best option moving forwards, as it is cheaper, has a lower visual and environmental impact, can serve both resorts and trailheads, and can be implemented in Big Cottonwood Canyon as well.</p> <p>The EIS Executive Summary shows that the Enhanced Bus Service Without Road Widening option would cost \$200 million less than the gondola. While it does also show that upkeep and maintenance costs are \$7 million per year more for the bus option, it would take 30 years before the bus option cost the same as the gondola. By then the gondola would likely require some major repairs/upgrades, therefore remaining more expensive.</p> <p>The EIS Executive Summary shows that neither the bus nor the gondola option would exceed current air or water quality standards. While that may be true, environmental quality is not a binary "yes/no." The Enhanced Bus Service Without Road Widening would still have a substantially lower impact than the gondola.</p> <p>The gondola would only serve Alta and Snowbird, making it essentially a taxpayer-funded resort upgrade. Trailheads could be updated to accommodate buses, making buses a solution that everyone could utilize.</p> <p>I recognize that this EIS process has been focused on Little Cottonwood. However, Big Cottonwood Canyon faces many of the same issues. BCC will need its own solution soon, and I think it makes much more sense to implement the Enhanced Bus Service solution, which could be scaled for use in BCC, as opposed to the gondola, which will only effect LCC.</p> <p>I do appreciate that UDOT will be implementing aspects of the Enhanced Bus Service Without Road Widening option while waiting for funding for the gondola. I implore UDOT to give the Enhanced Bus Service solution a chance to show its merits, and be willing to back away from the gondola option in the future.</p> <p>Thanks for your consideration.</p> | 32.2.9A; 32.12A; 32.2.6.5G; 32.1.1A; 32.29R | A32.12A; A32.1.1A; A32.29R; A32.1.2H; A32.2.6S |
| 32286 | Carroll, Carlee | This is the dumbest idea ever. Let's spend this money elsewhere like the great salt lake drying up???? | 32.1.2B | A32.1.2B |
| 35967 | Carroll, David | <p>I have recreated in Little Cottonwood Canyon year around for over thirty-four years. Without doubt the problems of transportation particularly within and in the approach to the canyon have exponentially worsened during that time. I doubt anyone with either a long term or even a short experience of conditions would disagree. However, there is deep and divisive disagreement, particularly locally, on which mitigative strategy make the most sense. I categorically do not support the UDOT selected gondola B alternative. I can only assume from the outcome that the Environmental Impact Statement process has been manipulated, at least in its later phase, to make the gondola alternative an inevitability. However well-intentioned initially, this NEPA process became a vehicle to rationalize a bad decision dressed up in jargon and served with a large helping of pseudo-analysis. In reality I think it was a politically driven decision made in back rooms and heavily influenced by a self-interested powerful few. Only a very selective reading of the Purpose and Need statement enabled making the gondola appear to be the best final choice. The Purpose and Need statement placed a priority above all others on the goals of Safety, Reliability, and Mobility for all users - commuter, recreation, and tourism. This is presumably year around since seasonality is not expressly mentioned. Other values for the Canyon like its natural resources, watershed, diverse uses, and the scale of Little Cottonwood Canyon (viewshed?) were considered, but of course considered, "made them secondary to the three primary goals. The statement did not rank the beneficiaries, was not explicitly seasonal, and the enumerated other," considerations (like watershed) were secondary. The EIS team weighted its interpretation of how best to achieve the three primary goals to favor their preferred alternative, the gondola B without adequately demonstrating the unequivocal superiority of that alternative and why the tradeoffs were balanced by the purported gains from the alternative. In other words, the EIS failed in</p> | 32.2.9E | |

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| | | <p>demonstrating why achieving those three goals at a high cost to a locally beloved area was a weighted decision that fully recognizes the broader public interests. Lastly, this choice will be expensive, is unproven, and even fails the test of serving all of the users (commuter, recreation, and tourism) the Purpose and Needs statement articulated. The public clearly values Little Cottonwood Canyon aesthetically. In its short length the scale and drama of peaks and canyon walls are superlative. Its length to height ratio and relatively straight path contributes much to the drama of its appearance. Installing an imposing, sterile, industrial looking, monstrosity of twenty plus towers and cables, half of the towers over 200 feet tall, will forever degrade this iconic viewshed. Achieving Safety is of course of critical concern, but Reliability and Mobility in this context are more matters of convenience in getting to destinations - in this case only two locations that exist primarily for lift serviced winter recreation and the financial gain of the two companies that own them. Sacrificing the canyon viewshed, especially when reasonable less-invasive alternatives exist, is unconscionable and a perversion of the fair evaluative process the public was led to expect. Interpretation of the Purpose and Need statement's emphasis on Safety, Reliability, and Mobility largely disregarded the value that Utahns, particularly those who live on the Wasatch Front, place on Little Cottonwood Canyon. The natural resources, watershed, diverse uses, and the scale of Little Cottonwood Canyon (viewshed) are marginalized, as only considered," in the EIS process. This flawed way of assessing impacts may have considered, but clearly disregarded the importance of those other values. That made it relatively easy for the EIS to dismiss impacts that loom large for a majority of the public. This major construction project would inevitably and somewhat unpredictably impact the Canyon as a watershed. Salt Lake City Public Utilities (SLCPU) and Metropolitan Water together provide drinking water for a significant portion of the Salt Lake Valley. The watershed is indispensable in serving the needs of hundreds of thousands of area residents. The importance and management of this watershed is enshrined in both state and federal law, and is a core tenant for management of the Cottonwoods in the Uinta Wasatch Cache Forest plan. SLCPU which provides the water, does not support the gondola plan seeing its construction as posing an unnecessary risk to a key surface water source. Minimally impacting the watershed by not building the gondola and pursuing a less invasive and risky course serves the best interests of the hundreds of thousands of water consumers many of whom may only rarely venture into the canyon for recreation, tourism or as commuters. Climbing, which may be the most important of diverse uses for Little Cottonwood Canyon had little influence on this choice given the impact of the gondola alignment on the climbing resources of the lower canyon. Climbing is highly popular locally and lower Little Cottonwood is known internationally for its bouldering and multipitch climbing. As canyon traffic problems have grown during the thirty-four years in my personal experience little has been done incrementally or otherwise to address the resulting problems. Trying all of the measures available that are low cost and minimally invasive first doesn't seem like an unreasonable place to start when almost nothing has been done heretofore. This suite of measures mostly untried, could in aggregate solve what the gondola is purported to solve more cheaply and sooner. Many of these measures (including avalanche sheds, tolling, etc.) that many advocate for as the solution will be implemented by UDOT as bridging actions until the gondola is funded. One can only wonder? If these measures are considered effective enough for temporary use, why isn't it reasonable to try all of them - along with others before committing to a destructive, invasive, expensive and unproven gondola? Encourage bus mass transit that is more frequent, reliable and affordable. Wean canyon users from driving habits that contribute much to the current problems by making driving, particularly as a sole vehicle occupant, more costly (by tolling) and inconvenient. Make necessary and selected upgrades to the existing road to improve its functionality, but to minimize environmental impacts. Add the three snow sheds to reduce avalanche risk on the most active slide paths, which by UDOT's own analysis, will significantly decrease road closures. Encourage and support better resort parking management. Eliminate road side parking. Enforce the traction law. Certainly, this suite of modest (in cost and scale) measures in aggregate would significantly impact safety, reliability and mobility on SR 210. The gondola is also narrowly focused on serving just two destinations, for those traveling to them from a single point of departure to which they will likely travel in a vehicle, and so far in winter only. By its nature the gondola cannot be modified once it has been constructed. It is a concept predicated on an assumption of future behavior based on current behavior. It lacks the capacity for modification or adjustment should requirements change even before it is complete. It will not make a significant impact on summer traffic. It doesn't serve the needs of all users. A gondola is the most limited and least flexible option of all of the options enumerated in the draft EIS. Increasing fuel costs, climate driven challenges for ski resorts, and the cost of resort skiing among other factors may drastically impact canyon users in the not-too-distant future. In contrast many of the cheaper strategies can be scaled up or down, expanded or modified to adapt to changing needs. The gondola is also experimental. UDOT can point to no comparable conveyance as precedent and cannot unequivocally demonstrate that it will achieve its purported benefits. Is it reasonable to use Little Cottonwood Canyon as a guinea pig for a costly experiment when there are untried alternatives that may achieve the stated goals at far less cost? Is it right to sacrifice an iconic viewshed treasured by many and put a watershed at risk for the financial gain and the presumed convenience of a few? To call it a flawed decision would be complimentary. I think it is a decision that is politically driven, and manipulates the intent of the NEPA process for the benefit of a small clique at an unaccountable cost to the many.</p> | | |
| 31270 | Carroll, Erin | Please do not build the gondola. It will ruin special areas of LCC and the communities who use these areas will be massively negatively affected. Please do not build it and do not be swayed by the big ski companies and businesses wanting it built. | 32.2.9E | |
| 29692 | Carroll, James | Absolutely no the the gondola, it is too costly, it only benefits the skiers, not the entire community! | 32.1.2D; 32.2.9E | |
| 26879 | Carroll, Jordan | I would implore UDOT to reconsider the decision to build a gondola in LCC. With inflation, it will surely cost much more than \$600 million as it is built over the next 10 years. To build such a permanent structure when waning winters have been occurring more often and we have the devastating consequences of a drying salt lake upon us seems short sided. Let's implement common sense transportation solutions first, like tolling, increased buses, parking reservations, monitored and ticketed enforcement of 4-wheel drive. I do not want my tax dollars spent on a gondola for a select elite who are wealthy enough to afford these resorts' daily \$200 tickets. Protect the canyon. Limit traffic and encourage carpooling, shuttles and buses. | 32.1.2B; 32.2.2E; 32.2.2K; 32.2.2M; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 29417 | Carroll, Michael | I have lived in Park City for 20+ years and have seen the traffic and congestion increasing exponentially each year. I am in favor of and believe the highest and best use of funds and long term viability to the environment and overall public safety is to construct the Gondola as quickly as possible - thank you for the opportunity to comment | 32.2.9D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34285 | Carroll, Neal | As a 30+ year tax paying resident of SLC, long time canyon user, Veteran of the Alta Ski Patrol, I am absolutely opposed to the gondola in LCC. This only benefits a small and privileged user group but affects all Citizens of and Visitors to SLC for generations to come. Put in a year round roll; make private vehicle use in the winter illegal; add buses; and above all, out pressure on the ski resorts to figure out how to get people to their ski hill. Please stop the gondola!! | 32.2.9E; 32.2.2Y; 32.2.2B | |
| 27149 | Carroll, Zachary | This idea is crazy. To put something up that will demolish world class boulders, as well as force the removal of trees, and also the obnoxious views of large lift towers for miles through the canyon would take everything that's so special about this canyon away.... To just reduce traffic for the winter months to only 2 ski resorts... I can't imagine looking down the canyon and seeing huge towers for something that may not be running because of wind or weather or mechanical issues.... This can not, and should not even be a thought, and the fact it's supported by the UDOT makes 0 sense at all. This should not even be a thought. | 32.2.9E; 32.2.6.5K; 32.4A; 32.4B | |
| 38173 | Carron, Lauren | Tolls during peak months, or changing the bus system would take less of a toll on the beauty of the mountain. | 32.2.4A; 32.2.9A | |
| 37594 | Carruth, Blair | Thank you for the opportunity to comment regarding the environmental impact statement relative to Little Cottonwood Canyon. As a resident of [REDACTED] living approximately [REDACTED] of Little Cottonwood Canyon, I frequently use the canyon for recreational purposes, mostly for hiking and fishing. I am greatly concerned about plans to build a gondola. The traffic problem the proposed gondola attempts to resolve is an issue for only a few months per year, and then typically only on weekends and holidays, yet the gondola is an expensive, permanent addition to the canyon's infrastructure. It is not needed. Other traffic mitigation solutions are better options such as more frequent bus service using low or no carbon emitting buses, parking limits at the ski resorts (as was implemented by Alta this past winter), and financial incentives that encourage car pooling and use of public transportation. Solutions such as these are less costly, more flexible, and better serve the interests of tax payers and canyon users. These are far better approaches than a gondola to address the seasonal transportation needs associated with the canyon. | 32.1.2B; 32.2.4A; 32.2.2K; 32.2.9A | A32.1.2B; A32.2.2K |
| 30942 | Carruth, David | Congratulations to the powers at UDOT for recognizing that we cannot continue to have road traffic going up and down Little Cottonwood. The gondola option although not perfect will be quieter, less pollution and can operate when the road is closed to avalanche danger. More buses are not the answer as it is becoming more and more difficult to find drivers, mechanics and the like. More road is definitely not the answer because of the damage caused to the most beautiful canyon in the Intermountain west. | 32.2.9D | |
| 37438 | Carruth, Laurie | Please please do not do huge projects to solve a problem that can be solved in much simpler ways. If the ski resorts would implement a parking reservation system, most of the issues would be resolved. If necessary, during peak ski times only, a toll could be charged to drive up the canyon, perhaps reduced or free if the car carries multiple people. Run buses more often (free, or very inexpensively, to incentivize ridership). Please do not build a huge gondola that would be expensive to ride, would not carry enough riders quickly enough to solve the traffic problem, would only serve the ski resorts, would create a horrible traffic bottleneck at the parking area at the base of the canyon, and would take longer to arrive at the resorts. It would upset the delicate ecosystem of the canyon. Widening the road to put in an express bus system would do the same. Please, there is a road there that works except on the biggest-demand ski days, which are a very small proportion of the year, and which can be managed with parking reservations and incentivizing bus ridership. PLEASE LISTEN TO THE COMMUNITIES WHICH WILL BE MOST IMPACTED BY THIS DECISION. Most of us who live near the canyon use it frequently, but not for skiing. Please do not assume the canyon is used only for skiing. WE DON'T WANT THE GONDOLA. WE DON'T WANT A HIGHWAY UP THE CANYON. Neither is necessary. There are several other options that should be tried. | 32.2.2K; 32.2.2Y; 32.1.2D; 32.1.2F; 32.2.6.5E | A32.1.2F; A32.2.6.5E |
| 35874 | Carson, Andrew | I am very disappointed with the gondola plan. On a recent visit to Zion National Park, I was extremely impressed by their bus system. I believe that we MUST try the least impactful transportation option first, rather than spending more to build permanent infrastructure that would only be accessible by wealthy individuals and only serve two locations in the canyon. I am a resident of Salt Lake County and Salt Lake City, and I agree with both the city and county council resolutions opposing the gondola option. | 32.2.9E; 32.2.2B | |
| 35933 | Carson, Emily | Protect the Canyon! | 32.1.2F | A32.1.2F |
| 25601 | Carter, Ann | Please NO GONDOLA in Little Cottonwood Canyon! We need long term solutions for preserving what makes our canyons so special. It is unimaginable to imagine this kind of disrespect to nature. | 32.2.9E | |
| 25718 | Carter, Briant | I agree with this proposal. | 32.29D | |
| 35630 | Carter, Deborah | Create a toll fee for this canyon & everyone traveling up the canyon is quickly charged a \$3-\$5 fee from a pass toll locked on their windshield. Boston has this for all their bridges & it's awesome & will cut down on senseless traffic when a fee is added. | 32.2.2Y | |
| 25974 | Carter, Diane | As a skier trying to get to the resort, I would much rather ride a gondola than a bus. Many European resorts have beautiful gondolas. I would expect nothing less of Utah. | 32.2.9D | |
| 25665 | Carter, Elizabeth | This is not a viable long-term solution and it solely benefits the resorts. The beauty of LCC is that there are so many public, natural wonders to explore. Please please do not do this to our beautiful home. | 32.29D | |
| 35652 | Carter, Emily | Please don't build this gondola | 32.2.9E | |
| 37323 | Carter, Galen | Hello, my name is Galen Carter and I have been a Salt Lake City resident for 26 years. I am writing today in opposition to the gondola alternative. First, the environmental and financial impacts of the gondola are too large. The gondola stands to destroy the aesthetic property of LCC, as well as parts of the Temple Quarry trail and rock climbing routes throughout the canyon. This is a solution that will benefit private ski resorts (Alta and Snowbird) due to increased access for their customers. However, the public at large sees the canyon as far more than a business prospect and certainly should not be fronting the bill for two already | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A; 32.1.2B | A32.1.2B |

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| | | massively successful private companies. The best solution for LCC is an increased bus system with a weekend/holiday toll on private vehicles. The buses need to be frequent enough during peak hours (every 15-20 min) and free of charge in order to be most effective. The buses should be subsidized by state taxes and the weekend/holiday toll, and UTA should provide enough hourly pay to avoid the current worker shortage. The money funneled into a bus system would certainly be less than the >\$500 million needed for a gondola. Lastly, I disagree with UDOT's ultimate goal of moving more people up the canyon as quickly as possible. This is an appropriate goal for getting people across our state on our freeways. But this goal should not and does not translate to a dead-end canyon with limited capacity. Unlimited growth is not possible in Little Cottonwood Canyon, and our environment, drinking water, and recreation will suffer from it. | | |
| 31566 | Carter, Jared | I am against the proposed gondola plans as it only serves a fraction of the canyon and will do nothing to alleviate congestion during the summer nor at other trailheads. The cost is also unacceptable and the average family would not be able to afford to ride it. | 32.2.9E; 32.1.2D | |
| 31347 | Carter, Laura | As a Snow bird timeshare owner I disapprove of a tower being placed in a limited parking lot and blocking the view of the mountain. Additionally it will not provide the needed decrease in traffic for the. Cost | 32.2.9E | |
| 35027 | Carter, Mackenzie | As a lifelong resident and someone who often goes up little cottonwood canyon I have to add my comments. This gondola project does not make financial, environmental or practical sense. First- financial, to build something to this size and cost is going to greatly tax the residents, whom I might add are against it. It does not make sense to charge people for parking, a gondola ride and who know what else will be tied in with it. And the cost to build the project will continue to affect those of us who do not support it for years to come. 2- environmental. We have a wonderful opportunity to live and share these mountains with each other and the animals and ecosystems within. Why would we disrupt a system that has been in place for 100s and 1000s of years. The environmental impact of building a project like this would be greater than adding additional green buses in the winter time. The ecosystem and animal habitats should not be impacted by men any further. They were here first and deserve to be left alone. Don't ruin the beauty of our home. 3- practical. This is the most impractical option. First and for most this is seen as a "winter solution," for a few bad snow days that may or may not happen to ease the traffic. But guess what, what good will this gondola be in the spring, summer, and fall for all the hikers, bikers, and people staying at the resorts. You can't go up the entire canyon if you want to hike in Albion or down below by tanners flat. It doesn't make sense to have a gondola that only has one stop. Instead a bus system with additional stops would be more beneficial. And with green technology more environmentally friendly. It's not practical to have people park far away, then have them bussed to the gondola and then they gotta go all the way up. This is only meant for those bad days of snow (which unfortunately are far and few between these dayw) and it genuinely does not help 3/4 seasons of the year. It's impractical. Think of the long term effects and the practicality of something that may only be beneficial for 1/2 a a winter season if that a year. Listen to the people who will actually be impacted by this. I love the beauty of this canyon and would hate for it to be ruined. Think of other solutions and we know there were other ones that were more practical and reasonable with added benefits throughout the year. I believe most of us would rather pay a toll up the canyon then have to see that and waste our tax money on a gondola. First and first most, let's keep Utah beautiful. | 32.2.9E; 32.2.9A; 31.2.2B; 32.2.6.3C | A32.2.6.3C |
| 29118 | Carter, Mason | This gondola is a wonderful plan and is the best option for little cottonwood. | 32.2.9D | |
| 30471 | Carter, Samuel | UDOT, How can we invest in short-term increases in bus infrastructure (as outlined in the final EIS) if bus routs for UTA are being cut and becoming less frequent? The "phasing" into the gondola can surely not be possible without ensuring that bus routes are funded and supported. | 32.2.9R; 32.6.3I | A32.2.9R; A32.1.2H; A32.2.6S |
| 36919 | Carter, Scott | I firmly oppose this! As a property owner of a condo and as a citizen of Sandy. This will be an eyesore and will forever damage the view that condo owners have come to know the last 50 years of ownership at the Iron Blossam Lodge and all other south facing residents. I chose my property based on the view of the mountain, and now even my 9th floor view will be interrupted. And I will become part of the site seeing the Gondola riders will see ? I say NO. No to the tower in the parking lot for condo owners, no to the Gondola. It will become a seldom used albatross for 7 months of the year. Please reconsider, this is a bad idea. And will only benefit the ski resorts and not reduce the traffic from hikers, campers, or property owners. | 32.2.9E; 32.1.2D; 32.2.6.5F | |
| 30107 | Carter, Thomas | The Gondola solution isn't a solution. It is a vast giveaway that serves on the two ski areas--who stand to profit mightily at the taxpayers expense. The Gondola will not address multiple use -- hikers, flower gazers, bikers, back country skiers, climbers -- and basically will function effectively (for the ski resorts) only during the winter. UDOT needs to work on a transportation plan that first looks at overall canyon capacity and then addresses the needs of the whole population, not just ski resort skiers. Given Snowbird's recent acquisition of the land for the base structure, it all seems like more grift and graft. This is the most beautiful glacial canyon in the state, and will be forever changed by tram towers and cables and colored cars. Please, NO GONDOLA. | 32.1.2B; 32.1.2D; 32.2.9E; 32.2.0B | A32.1.2B |
| 33917 | Carter, William | I think the gondola is a big mistake. It prioritizes private business access (the ski resorts) over public use of lands and other alternatives that would reduce car traffic in LCWC. I understand the appeal but it will permanently blight the canyon landscape (think... European ski resorts) and isn't proven as a viable way of getting traffic under control in the first place. The focus should be on decreasing car traffic with incentives to carpool, tolls, and better bus access. Currently buses (like the gondola) don't stop at trailheads where hikers or backcountry skiers can access public land. There are main mitigation strategies that haven't been tried - a gondola is a last resort and is too "permanent" a solution for this beautiful canyon. | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.7C | A32.1.2B |
| 30292 | Cartwright, Chris | I am opposed to the gondola and do not believe the estimates on cost and environmental damage have been assessed thoroughly enough. | 32.2.9E | |
| 37928 | Cartwright, Lynne | My husband and I are strongly against the gondola in Big Cottonwood. The environmental impact of installing towers is appalling. Additionally, the state's taxpayers would be paying for something very few use. There are other alternatives that would be less impactful on the canyon and more fair to the public. This comment is just a distillation of my thoughts. | 32.2.9E; 32.2.7A | |
| 34788 | Carver, Isaac | The canyon's national beauty would be ruined by a big bustling gondola. Its not worth the trouble and the traffic problem can be solved by implementing more buses and driving safer. Me and everyone around me do not support it. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33875 | Cary, John | I am opposed to the gondola solution proposed. I am a backcountry skier and do not use the resorts. I would not benefit from a gondola. The visual impairment of the canyon is not what I want to see. There are better options. Use a bus shuttle system. It should not be funded by taxpayers to only benefit the resorts and those they serve. Please do not build the gondola! | 32.1.2D; 32.2.2B; 32.2.2PP; 32.2.7A; 32.2.9E | |
| 32255 | CASADAY, PATRICK | For now: No Action Alternative. No one has coached me and I am not affiliated with any interest group or position - just a Sandy resident and a Utah tax-payer trying to (in my opinion) do what is right. With that, it seems like the initial capital costs of the preferred alternative is quite expensive (\$550,000,000) - when other issues (education, infrastructure, etc) seem more pressing. Undoubtedly this cost will sky-rocket (exp. the Lake Powell Pipeline, initially estimated at about \$550 million is now estimated by some to cost well over \$2 billion). Who pays, and how? Do you plan to somehow pass the construction costs to those who actually use the canyons (out-of-state users, etc)? If so, how? Higher Tram costs? Or, just a state-wide or local tax? I would assume a "relatively few" Utahns outside of Salt Lake County would use our canyons. If a state-wide tax I doubt the people in Kane, Garfield, Box Elder, Washington, etc, would appreciate that. Do we know the "visitor capacity" of the Canyons? Do we want to overcapacitate the canyons? Indeed, there is a limit to the number of visitors we can feasibly accommodate and still maintain watershed and water quality standards. Additional transportation systems should not encourage overuse or use that exceeds "visitor capacity". What about the myriad of law suits that will be filed to prevent this. Have those legal costs been factored in? In the "short term" perhaps the best option is to increase busing service and implement a car toll to discourage POV use. This is scalable and reversible, whereas the gondola is permanent. (i.e once in place, it is there - forever). | 32.2.9G; 32.2.0B; 32.1.2B | A32.1.2B |
| 28172 | Casady, Edwin | A GONDOLA???? IS THIS SERIOUSLY THE BEST CHOICE??? I cannot help but feel that the choice of a gondola is the most Rube Goldberg of options! Why is there not more discussion of simply building a few avalanche-tunnels to mitigate the worst of the slide areas??? Why not expanded bus services and restrict private car access to encourage use??? Why not implement a checkpoint requiring ACTUAL checks on installed traction-control devices on vehicles from Nov - May (Could only be activated when dangerous conditions are expected)?? Why are we focusing on the most complicated least scalable option?? | 32.2.9E; 32.2.4A; 32.2.2M | |
| 37360 | Case, Deborah | . | 32.2.9D | |
| 35021 | Case, Dustin | The tax payers have spoken and we don't want the gondola. It's [REDACTED] that you have made your mind up regardless of what the people think. The people that stand to gain the most should be the ones paying for it. Being a snowboarder I can't even use one of the resorts. [REDACTED] the gondola | 32.2.9E; 32.2.7A | |
| 38004 | Case, Julia | I am vehemently opposed to the gondola for several reasons. Construction and maintenance of a gondola would be large contributors to the degradation of our already threatened watershed. We cannot afford to stress our system any more than it already is, and the construction of a gondola will cause permanent, irreversible damage to our ultimate life-giving resource. Additionally, funding a project of this size with taxpayer dollars when the largest beneficiaries are private entities is extremely unethical. Citizens are facing a bill for what is estimated to cost \$1 billion or more to build and millions more to operate, yet this "solution" is not designed with citizens in mind. The gondola is simply not an effective solution for reducing stress on our canyons; rather, it would have the opposite effect. Per the EIS, implementing a gondola will not decrease car traffic up the canyons but will increase visitation to the ski resorts by 20%. This serves to increase stress on our canyons through increased traffic and will also increase the traffic on Wasatch Blvd. This is quite clearly a plan to increase resort profits at the expense of taxpayers' pockets and our collective life-giving ecosystem. The gondola would be used for a maximum 6 months of the year during ski season, rendered defunct the rest of the year. It is not worth ravaging Little Cottonwood Canyon for an ineffective, expensive, and unethical gondola. I urge you to consider common-sense, lower-impact, cheaper, and more effective solutions such as increased bus operations. | 32.2.9E; 32.2.6.5K; 32.2.7A; 32.1.2B; 32.2.6.5F | A32.1.2B |
| 35009 | Case, Natalie | NO GONDOLA!! This will ruin our canyons. Come up with a better solution. Nobody wants the gondola. NO GONDOLA NO GONDOLA NO GONDOLA!!!! | 32.2.9E | |
| 25692 | Casey, Owen | Improving bussing routes and improving that system I feel would be way more efficient and cost effective while keeping our canyons clean and safe as well as preserved. Thank you. | 32.2.9A | |
| 28704 | Casey, Rachel | I oppose the construction of a gondola in Little Cottonwood Canyon. There is little evidence that canyon users will use the gondola over other methods of transportation. I ski at Alta 2-3 times per week during the season and will continue to drive or take the bus because those are the cheapest and quickest options. Further, the gondola does not benefit all canyon users (it clearly benefits Alta and Snowbird). Our state should not force taxpayers to pay for something that will benefit only private businesses. Finally, Utah should first try less invasive and less permanent options to alleviate the traffic in the canyon (toll, invest in the bussing, incentivize carpooling, limit parking at resorts, etc.) | 32.2.9E; 32.2.4A; 32.2.9R; 32.1.2D; 32.2.7A; 32.2.2Y; 32.2.9A; 32.2.2K | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K |
| 27866 | Casey, Skylar | I'm disappointed that UDOT chose the gondola option. I am a skier and do believe that action is needed to reduce skiing traffic on busy days. However, I'm also a rock climber and hiker that uses the canyon several other times of year. I'm concerned that the gondola would ruin the viewscape of the canyon and remove some of the iconic boulder problems. The proposal also invests a lot of taxpayer money to address the problem of private corporations (ski resorts). It also seems the impact of climate change on skiing days was not accounted for in this proposal. I think traffic in the canyon can be addressed through incentives to carpool and increased access to public transportation. I happily take and will continue to take the SkiBus into the canyon. There's also more pressure for the private companies | 32.2.9E; 32.2.2E; 32.2.2K; 32.2.4A; 32.2.9A | A32.2.2K |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | to take more action by reducing lift ticket prices on non-weekend days and incentivizing public transportation. There's a way to meter traffic to avoid the clustering that happens on these ten weekends a year, but not have a permanent gondola deface the canyon for the rest of the year. | | |
| 35763 | CASH, GARY | I feel this whole project has been forced onto the local residents In a high speed, overwhelming way, before a regular citizens have a chance to read thousands of documents with comments only available by reference residents in a 45 day span. Stop the project completely. Project was thrown at the citizens in such a short time that they can't organize fast enough to fight BIG MONEY and Political interests. You use environmental impact statement Avenue and OK to go ahead with the project. Just because you can go ahead and not break any environmental rule doesn't mean you should build it. I live on [REDACTED], there is no line painted down the center with one lane going in each direction, not wide enough to even allow left turn lane. First you need to prepare Road all the way around the intersection of Little Cottonwood Road and Wasatch Dr. STOP FAST TRACKING, STOP THE BIAS BUILT INTO THE WAY YOU'RE DOING THIS PROJECT. Even bias in the way you are collecting comments from the public by the format of the comment box only allowing two "6 character," words per line. The project proponents have unlimited financial resources to advertising, billboards and Media, what is a resident doesn't have the resources to fight the big push of money and politics. Because of Covid, inflation, high interest rates and gas prices, We the residents are in a weakened state and can't properly fight such aggressive politically driven campaign. STOP THE PROJECT, SLOW DOWN THE PUSH, Just because you can build it doesn't mean you should. | 32.2.9E | |
| 28742 | Casper, Brian | Transporting 35 people every two minutes is the best case scenario and is not going to make a big difference and is certainly not worth \$700M - \$1 Billion. And who wants to be packed into a gondola with 34 other people? And wouldn't it be cheaper to just charter a couple dozen busses during the peak season? | 32.2.9E; 32.2.9A; 32.2.2LLL; 32.7C | |
| 38659 | Casper, Carter | Hi, this is Carter Casper. A number is [REDACTED]. I would like to comment my opposition to the gondola up Little Cottonwood Canyon. I've looked at all the information and I just do not, my comment would be that it does not serve. It does not do enough does not serve enough people. It serves people trying to get to the resorts but what about all the trailheads and other recreation that is being used up that canyon that does not come from the two resorts. I would also state the impact to the canyon, while I know what's being said is low, seeing this gondola where the towers would be placed, there's just too much impact. It doesn't have to be any. I would propose and I'm sure that this has been considered and if not then I don't know why, but it would be so much easier to implement a pay per car up the canyon. How is that? If a car has one person in it, then they pay \$30 to drive up the canyon. If a car has two people in it they paid \$20. If a car has three people in it they pay \$10. Any car with four or more people go up the canyon for free. I promise you that would have more impact on the traffic situation for the twenty or so days per year that traffic is an issue in the canyon. The gondola is expensive and I feel that the only people pushing it are developers that want to get their fingers into the money pot in building and planning and carrying out that project. It cannot move forward. We can't let that happen. I don't want to crumbled it the wrong way. There's much easier ways that this can be taken care of. Thank you. | 32.2.9E; 32.1.2D; 32.2.4A; 32.1.2B | A32.1.2B |
| 29220 | Casper, Pat | All the emphasis seems to be on the gondola installation, whereas the widening of Wasatch is getting lost in the conversation. We should NOT widen Wasatch, other than install sidewalks on BOTH sides of the road, and definitely no pedestrian bridges. Listen to the people - we do NOT want the gondola, nor the widening of Wasatch, and we don't want to spend \$500 billion or whatever it will end up costing every taxpayer. It's like they say, "follow the money and you 'll find who's going to reap the benefits" and it will certainly NOT be us, the citizens of Utah!! | 32.2.9L; 32.2.9E | |
| 28309 | Casper, Patricia | I am really frustrated that you want to spend so much taxpayer dollars on a gondola when we have so many other infrastructure issues in Utah that would benefit all the people of this State, rather than two ski resorts. I live right off Wasatch between Big and Little Cottonwood Canyons and I don't see all the traffic that would warrant widening the road, not to mention damaging Little Cottonwood Canyon with 22 towers and what it would do to the beauty of the canyon, not to mention the wildlife. Please reconsider alternatives such as better bus service. Thank you. | 32.2.9E; 32.1.2B; 32.13A; 32.2.2PP; 32.2.9A | A32.1.2B; A32.13A |
| 28279 | Casper, Phil | I strongly oppose the gondola plan. Way too aggressive and costly before alternatives are tested. If the gondola was to be considered, why not let Snowbird, Alta, and the Epic and Icon pass companies pay for it. It shouldn't be on the shoulders of tax payers. A better plan. Why not build a booth and the mouth of the canyon, and on high volume days man the booth, and charge every car with 1 person in it \$30, every car with 2 people in it \$20, 3 people in it \$10, and any car with 4 or more can drive up free. I guarantee you this would fix the problem overnight. Phil | 32.2.9E; 32.2.7A; 32.2.2Y | |
| 35430 | Casper, Phil | Even if snowbird and Alta were paying 100% of this project, I would still be opposed, but from what I have seen they will bear none of the cost. It is insanely expensive. Taxpayers bringing customers right to the doorstep of private businesses makes no sense and is corrupt. The additional traffic at the bottom of the canyon in Sandy create new problems. Please choose a different idea. Force carpooling by charging fees. \$30 for single people \$20 for 2 people \$10 for 3 people | 32.2.9E; 32.2.7A; 32.2.6.5E; 32.2.4A | A32.2.6.5E |

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| | | Free for cars with 4 or more people. I predict an immediate fix. | | |
| 28228 | Casper, Phil | I hate the gondola plan. Way too aggressive and costly before alternatives are explored. If it was to be explored, let Snowbird, Alta, and the Epic and Icon pass companies pay for it. It shouldn't be on the shoulders of tax payers. Why not build a booth and the mouth of the canyon, and on high volume days man the booth, and charge every car with 1 person in it \$30, every car with 2 people in it \$20, 3 people in it \$10, and any car with 4 or more can drive up free. I guarantee you this would fix the problem overnight. | 32.2.9E; 32.2.7A; 32.2.4A | |
| 30216 | Casper, Phil | What percent of the respondents were in favor of Alternative B (Gondola)? | 32.29D | |
| 29210 | Casper, Tiffany | I agree the gondola is the best choice for the future. A fee per car (\$20) should be implemented while the gondola is being built. Also, daily visitors by car should be limited. The canyon(s) are being loved to death, overused, and worn out. Expanded buses and lanes would do nothing to protect the canyon from overcrowding. | 32.2.9D; 32.2.4A | |
| 36628 | Cass, William | Bus service is the best option. A gondola will spoil the ambience of Little Cottonwood Canyon. | 32.2.9E; 32.2.9A | |
| 31382 | Cassell, Alisse | The gondola should not be UDOT's preferred option for mitigating congestion in Little Cottonwood Canyon. First and foremost, this is not what the community or taxpayers want. Independent polls show that nearly 80% of Utahans do not want this gondola and the Salt Lake County Counsel voted 5-4 to condemn the gondola in a strongly worded resolution. Second, a gondola would not be effective in achieving the stated goals of "meet the needs of the community while preserving the value of the Wasatch Mountains." Finally, this is the most expensive option and the most permanent and ecologically damaging to this fragile area that is such a valuable asset -- without a gondola -- to the metropolitan area of Salt Lake City. Thank you. | 32.2.9E; 32.2.9N | A32.2.9N |
| 25425 | Cassidy, Colin | An absolutely ridiculous project and an utter embarrassment to everyone involved. Hundreds of millions of dollars in taxpayer money to subsidize two ski resorts while solving absolutely zero problems. | 32.2.9E; 32.7C; 32.1.2B | A32.1.2B |
| 28790 | Cassidy, Jonathan | A more efficient bus system would be a better solution to your traffic and safety problem. Also having a worker check people's 4x4 and tires before they come into the canyon on a snowy day would be very beneficial to creating a safer commute as you all say you hope to do. You could pay whoever is checking the vehicles a nice hourly wage with all the money you save from not having to spend it on a multi million dollar gondola that will also require people to run it constantly every day. The gondola will ruin the landscape, and negatively impact the climbing community. The aesthetic will never be the same with such a large construction project. You could also require people who have not lived in Utah for 6 months or longer to take the bus, and explain to them that we require this to help with traffic, parking, and the environmental impact of tourism. There are better solutions than this, and it looks like a guise to make more money for the wealthy people invested in the tourism sector of little cottonwood canyon. I find it entirely unnecessary without first trying a multitude of other strategies, and it is obviously being lobbied for by very wealthy individuals who will reap all the benefits. You will be isolating and alienating the thousands upon thousands of long time locals opposed to this short sighted proposition if you don't try other solutions to this. The Wasatch deserves more respect, and the local community that will have to see this gondola every time they go for a scenic hike, climb, or backcountry ski run will forever be affected. Instead of a pure mountain scape there will be a huge gondola will be in the background forever. Like a Disney World. It's a damn shame. | 32.2.9A; 32.2.2M; 32.2.4A; 32.2.9E; 32.2.9R; 32.4B; 32.2.2PP; 32.2.9N | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N |
| 37485 | Castillo, Martha | No. Do not build this gondola. | 32.2.9E | |
| 26347 | Castle, Leslie | I'm opposed to UDOT's support of the gondola and would support further consideration of other alternatives to decrease traffic, ie. Tolls, buses, etc. | 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | |
| 33861 | Casucci, Tallie | As a Utah voter and taxpayer, I do not support the gondola option. It is financially irresponsible. This option does not serve disperse recreation users like myself, who visit the canyon all year-round. Furthermore, the gondola option perpetuates inequalities by only serving the more affluent resort skiers for ~3 months of the year. I support other traffic mitigation efforts, such as tolling with a free expanded bus service with stops at all trailheads and access points, similar to Zion National Park's system. UDOT should work with the disperse recreation user groups, especially those from marginalized communities, to understand their yearlong recreational and nature-based pursuits. Specifically, please utilize the expertise of the Salt Lake Climbers Alliance, Color the Wasatch, and Salt Lake Area Queer Climbers (SLAQC), to understand climbers' perspectives, our rich history, and the cultural significance of climbing in Little Cottonwood Canyon. Little Cottonwood Canyon is so beautiful and the key reason why I live in Utah. Thank you for opportunity to submit my comment opposing the gondola. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B; 32.5A | A32.1.2B; A32.2.9N |
| 36110 | Cates, Elizabeth | Don't do this! The locals (myself included) do not want this! | 32.2.9E | |
| 29542 | Cates, Lara | The gondola is a terrible idea. Require rides on electric buses in the canyon year-round. Or put in a train line. | 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9F | |
| 26124 | Catharine, Amanda | A multi-million dollar, cumbersome gondola does serve the best interests of the public who recreate in LCC. The proposed gondola appears to serve only two businesses in the canyons for a short period of the year. Not a worthy investment in the eyes of the taxpayer. If reducing traffic in the canyons is the ultimate goal, how would a gondola solve this issue? Ultimately this question goes unanswered. A better use of tax payer money that serves more than just two businesses, would be to invest in increased bus services and public transit in the canyons, as well as increased capacity for park and rides in the valley. The quarry on Wasatch Blvd is an ideal place for a parking structure and bus hub for both canyons. People who want to access the canyons in the winter would be more likely to use public transit if it is 1) convenient, 2) affordable and 3) more widely available. Increased public | 32.2.9E; 32.2.4A; 32.2.9A; 32.7C; 32.1.1A | A32.1.1A |

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| | | transit helps with traffic congestion for BOTH canyons, not just LCC. The proposed gondola just doesn't make sense for resolving any of the issues faced in our beloved Cottonwood canyons. | | |
| 30622 | Catino, Erme | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>Thank you!</p> | 32.2.9E; 32.29F; 32.2.6.5E; 32.20B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |
| 36679 | Catten, Bryce | First off, I don't believe the gondola is the right choice. I think that we should wait another year for more time to study. Also the fact that there are former politicians involved in what seems to be unfair practices since they are going to profit off this. How can access roads and large gondola poles be less impact than widening an already existing road? Has anyone researched a tunnel? | 32.2.9E | |
| 37837 | Catten, Jacqueline | No gondola! Extended bus routes and widening roads preferred! | 32.2.9E; 32.2.9A | |
| 36580 | Cavalieri, Courtney | The increase in traffic through the canyon seems to be directly related to the ski resorts opening their ticketing to multi-resort passes, increasing the amount of non-Utah residents in our canyons. It doesn't seem justifiable then to put the cost of this new transportation system solely on the tax payers of the surrounding communities. The resorts should be held financially accountable for creating this problem. | 32.2.7A | |
| 37544 | Cavazos, Dennis | I am in favor of the gondola alternative. The longevity, return on investment, and utilization for generations to come makes sense to me. It is a more environmentally friendly alternative. I have driven the canyon many times, and it is very hard on your vehicle. I would much rather ride a gondola for safety, less emissions, not hitting a animal crossing the road, avoiding a flash flood or avalanche, and being able to enjoy the scenery. Widening the road, and increasing vehicle traffic frequency will increase noise, emissions, accidents etc. There is a reason UDOT chose the gondola alternative. It is the better alternative. | 32.2.9D | |
| 37420 | Cavazos, Mark | I am in favor of the gondola alternative. From what I have learned it has less impact on the environment, and water shed. It can operate during inclement weather whereas, a vehicle has restrictions, and creates emissions (non-electric). I think widening the road, and utilizing electric buses is antiquated. The gondola is a long term solution with a greater return on investment. Also, there are animals that get hit by vehicles within the canyon frequently. I think the gondola would reduce this as well as car accidents. I have been on the canyon road when a flash flood has taken place. The water washes out the road with rocks (debris). I've been stranded in the canyon for several hours before. The gondola would eliminate this. I strongly recommend running it year-around. I don't take this decision lightly but believe between the two alternatives the gondola is a better one. I had the experience of riding on a 3S gondola in Austria. It was a great experience. | 32.2.9D | |

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| 36442 | Cavin, Kate | From an environmental standpoint, I appreciate that of all the options, gondola b seems to be the most eco-friendly in terms of greenhouse gas emissions. However, I'm concerned about the visual impacts of a gondola, the user impacts of "no winter parking," canyon widening, and the additional noise a gondola service would bring. Large towers would be quite the eye sore and decrease the aesthetic value (and potentially recreational value as a result) of the canyon. Noise pollution would be harmful to the people's value of the canyon as well. As for no winter parking, it seems to me that this would be problematic for people driving through the canyon without the intent of visiting a resort. I know many people who enjoy driving far up that canyon in the winter, whether it be for recreation like hiking or sledding, visiting their cabins, or simply enjoying the beauty of the canyon. As for widening the canyon for more road, wouldn't that be harmful to the ecosystems in the canyon? It would remove wildlife and thus reduce the resilience of those ecosystems by reducing biodiversity and soil strength. Do the environmental benefits of less congested traffic outweigh the consequences of a widened canyon road? I feel like widening the canyon wouldn't actually reduce the number of cars, it would allow for increase. I know the community at the mouth of the canyon is opposed to a gondola, and it seems many other people are as well. Little Cottonwood Canyon is a beautiful, serene place; and I don't want that to change. I believe in preserving Utah's natural beauty. | 32.1.2D; 32.2.9E | |
| 28845 | Cavin-grace, Nikki | After all these years, the UDOT plan for Wasatch Blvd. remains the same. Comments are immaterial, UDOT doesn't care or listen. | 32.2.9N | A32.2.9N |
| 38631 | Cawley, Chris | Dear UDOT EIS Project Team, Please find attached a letter providing comments on the Final Little Cottonwood Canyon Impact Statement. Thank you for your continued engagement with the Town of Alta on the EIS. Sincerely, <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.29R; 32.2.2E; 32.1.2B; 32.17A; 32.17F; 32.2.6.5J; 32.2.6.5H; 32.2.2I; 32.2.2M; 32.2.4A | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B |
| 37862 | Cawley, Spencer | No gondola. Not now or ever. UDOT needs to be more collaborative. | 32.2.9E | |
| 32635 | Cayabyab, Jennifer | I am disappointed that the LCC gondola is even being considered as a transport option. My husband and I moved to SLC 6.5 years ago and have been shocked by the way lawmakers don't value the natural beauty here. The gondola is a money grab for the resorts, and we should not be using taxpayer money to pay for this. | 32.2.9E | |
| 35431 | Cazier, Jenny | I do not want to spend taxpayer money on a gondola. I feel that the ski resorts should pay for it themselves since they will be the main group that profits from it. | 32.2.7A | |
| 25496 | Cazier, Steve | Bravo. Wise and courageous choice by UDOT, despite all the vocal opposition. People all around the world have already embraced gondolas as the best solution. Eventually the citizens here will see the wisdom in this choice. PS. I ski at Snowbasin and I would hope someday all the resorts can have gondolas and the cars and buses stay home!! | 32.2.9D; 32.2.2B | |
| 27893 | Cebrio, Andrea | As a skier that go most of the winter days to Alta, I saw a lot of improvement in the traffic issues with the implementation of parking reservation. In reality there are just few day in the year that the canyon is busy, I don't think the Gondola was a good option. Parking reservation works. | 32.2.9E; 32.1.2B; 32.1.2B | A32.1.2B; A32.1.2B |
| 27055 | Cebrio, Julian | I don't think you'll read the long ones. The gondola would ruin the scenery, overcrowd resorts, and be a terrible addition. | 32.2.9E; 32.20C | A32.20C |
| 32434 | Cederlof, Carmen | Why are tax payer dollars going to be spent to ruin a beautiful canyon? The ski industry is dying here due to global warming so this investment is pointless not matter how you cut it. During the ski season turn it into either a toll road, run busses and stop all traffic except for locals who will need a permit. Build some extra parking lots. Problem solved. | 32.1.2B; 32.2.9A; 32.2.2E | A32.1.2B |
| 31229 | Cerezo Revuelta, Jacob | Audentes fortuna iuvat [Fortune favors the bold] | 32.29D | |
| 27079 | Cerny, Ender | I think that we should have the gondolas to have less traffic in the canyons | 32.2.9D | |
| 27603 | Certo, Vinessa | We don't want a stupid gondola!!!! We want our beautiful mountains and landscape to stay the way they are!!!! There is no need to waste our tax dollars of this horrible idea!! Let alone the fact that there is more than enough unnecessary and detrimental development in the state!! There is absolutely no reason to add more deforestation to that in this herendus and pompous idea... So rich people who want to ski don't have to drive all the way up... This atrocity is not something that us Utah's need!! | 32.2.9E | |
| 33556 | Cesar Pino, Julio | I am a resident of SL County. I enjoy hiking in our mountains and do not want a gondola. | 32.2.9E | |
| 35781 | Chabot, Eric | The gondola is a terrible waste of public resources and could cause more congestion problems than it solves. It's a boondoggle! We need to try common sense, revenue-generating solutions (tolling!) before we go spending millions on dollars of public resources on a project that will permanently alter the canyon year-round and only benefit a relatively small number of resort skiers (and for-profit businesses) a few days each year. Please abandon this foolish and wasteful project. | 32.2.9E; 32.1.2D; 32.1.2B; 32.1.2F | A32.1.2B; A32.1.2F |
| 34007 | Chachas, Angelo | Little cottonwood gondola is the worst solution to a difficult problem. Huge impact on the canyon. The ski resorts need to get away from an unlimited growth mindset. There are only so many people that can be accommodated in the canyons on a given day. The answer is not to figure out how many people can we pack in and how fast can we get them there. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |

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| 36267 | Chads, Ducie | <p>Comments By Ducie Chris Chads on LCC EIS October 17, 2022</p> <p>I recreate somewhat in LCC throughout the year but mainly in winter. I predominately ski at Alta although in my 40+ years living in Utah I have skied Snowbird on some sort of season pass. My main summer activities are road biking and hiking. For my liking LCC is too steep for enjoyable road biking. I have enjoyed hiking many of the trails in both LCC and BCC.</p> <p>Phased Implementation Plan- I like this idea as it may avoid the need for the Gondola," (see below). It allows for the development of improved busing options, snow roofs at the problematic avalanche onto the road areas," (White Pine, etc.), and improved parking areas. LCC road will have to be open year around so the residents and commercial businesses can receive deliveries and have normal access. LCC road will exist for the foreseeable future with all its faults and expensive maintenance.</p> <p>Please proceed with expansion of the White Pine Parking Lot as proposed ASAP. Vehicles leaving this lot currently are subject to high-speed crashes from cars driving uphill. The proposed exit for the new lot (about 1/2 mile uphill) gives much improved sight lines to egress the lot safely.</p> <p>Avoid the installation of a Gondola- While romantic in concept this idea is not desirable to my thinking ever. The project would ruin various sightlines in the canyon, it would be a white elephant," about 6 months out of the year as it would not be used (operated), and it is limited in scope as it does not provide access to recreation other than the two ski areas it serves. One of the claims of the project is the towers will only occupy two acres of land. But in building those towers how many acres will be disturbed building access roads to the tower bases?</p> <p>If I was to use the Gondola, your EIS states my ride time vs. driving the road will increase by 30 minutes. In addition, my time waiting in line to board a Gondola car at the bottom and top is not known but might add 15-30 minutes to my travel time. And the proposed Gondola terminals do not drop me where I want to be at either ski area. So, add more travel time, say 15-30 minutes, each day. So, the Gondola would add an hour to 1.5 hours each day to my travel time. No thanks.</p> <p>The gondola project is a very complicated engineering endeavor of a scope not attempted in the World. Frequently these projects run into unforeseen problems that increase costs. As a member of the public, I am not convinced that capital and operational costs could be managed to protect taxpayers from additional expenses. In addition the Gondola benefits a very small portion of the populous and certainly not the general public who would pay for this project.</p> <p>Toll Booths- recently the implementation of fees to drive up either LCC or BCC canyon have been mentioned by the news media. The proposals have mentioned fees charged only on busy days,". Please explain what is to be considered a busy day. Toll Booths have largely (if not completely) been abandoned throughout the World in favor of using Transponders in cars or license plate readers. Simply there is not room at the base of either canyon for Toll Booths and the ensuing backup of cars to wherever. I feel a use toll as has been in place for years in Millcreek Canyon is fairer and more useable. As in Millcreek monies collected can be used to maintain and improve the two Cottonwood Canyons.</p> | 32.29R; 32.2.9E; 32.2.6.5F; 32.2.6.5G; 32.1.2F; 32.2.4A | A32.29R; A32.1.2H; A32.2.6S; A32.1.2F |
| 29984 | Chaffee, Rich | <p>I will first state that I am not in favor of the gondola for little cottonwood canyon. I have been a skier and snowboarder for many years and still do both at 68 . I was a ski and snowboard instructor at Brighton for 9 years and a ski instructor at Deer Valley for 9 years. I do not feel that it will benefit Utah residents as much the many visitors we get every year. I was a ski and snowboard instructor at Brighton for 9 years and a ski instructor at Deer Valley for 9 years.</p> <p>I have a vision of creating a ski village in the valley as a transportation hub for both canyons. My first choice would be the land where the current prison is. My vision of a ski village at this location would be one where there would be parking , bus transportation, hotels restaurants etc.. In the future I would love to also see an indoor year round ski facility. This would provide a consistent source of income for the State as well. the ultimate goal is to reduce the traffic in the canyons. I am an arborist so I know what a great resource the canyons are to all. This village would also be in a great location in close proximity to both Utah County and Salt Lake county. Thanksgiving Point would be a great option for entertainment for visitors and their families just a couple minutes away.</p> <p>I know from all of the times I have stood out in the cold waiting for the bus that this is probably one of the deterrents to people using that mode of transportation. Another deterrent is trying to find parking to get to the bus. There are many times [Weekends and holidays] where parking is just not available after 9:00 am. At this ski village there would be a transportation hub where people would have other things to do while waiting especially on a day where there is a canyon closure. A covered bus stop would provide a comfortable place to wait. There would also be ample parking as well.</p> <p>As far as the option to increase bus service and widen the canyon road I am In favor of that more than the gondola. Knowing both canyons well [I am including big cottonwood as well because the gondola does nothing for that canyon and there is als o excessive traffic problems there as well.] I see that there are spots in both canyons where it would be difficult and expensive to create a bus lane. My solution would be to create a bus lane where possible and install a traffic light where it would merge to a single lane. The bus operator or UDOT could remotely control the light to stop vehicles and allow to bus to continue. I am sure after being in a vehicle a few times on a powder day and seeing a bus full of people pass by for first tracks those individuals might opt for the bus rather than driving their own vehicle.</p> <p>I think we can all agree that something has to be done. The problem is not going away.</p> <p>Having a ski village away from the canyons would benefit both visitors and residents as well as protect our watersheds from further damage. On a canyon closure day it would keep many people at the village rather than waiting an hour or more in traffic on wasatch boulevard.</p> <p>Thank you, Rich Chaffee</p> | 32.2.9E; 32.2.9A; 32.2.2I; 32.2.6.2.1C; 32.1.1A | A32.2.2I; A32.2.6.2.1C; A32.1.1A |
| 25541 | Chagovetz, Alex | Have all other options that do not cost roughly 500 million dollars been explored and eliminated as this is crazy to spend on something that has other options available | 32.2.2PP | |
| 36984 | Challburg, Garrett | The gondola is a terrible idea. We must preserve the cottonwood canyons as much as possible, for they truly are wonders of the world. NO GONDOLA | 32.2.9E | |
| 38679 | Chalmers, Dale | If you feel the need to ruin Little Cottonwood Canyon with building a gondola that I will never ride but help pay for, to solve a perceived transportation problem then why is your sister taxpayer funded UTA eliminating a bus route up the canyon this winter? Apparently they don't see a problem. Get your stories straight. No Gondola. No road widening. When the option for do nothing was on the table, that was the correct one. Implement that option! | 32.2.9G | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35267 | Chalmers, Dale | Stop the gondola Don't widen the road | 32.2.9E; 32.2.9L | |
| 27493 | Chamberlain, Drew | No Gondola! | 32.2.9E | |
| 37946 | Chamberlain, Lexie | Lower impact solutions should be first priority in order to explore alternative solutions that don't impact the environment and locals in an extreme way. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 35690 | Chamberlain, Mary | I VEHEMENTLY oppose the installation of a gondola system in Little Cottonwood Canyon! To install such a thing would cause irreparable damage to the mountain. I would rather pay for a pass, pay a toll, ride a shuttle bus, have limited days I could drive the canyon, ride an electronic bike or any other method of transportation to access hiking trails rather than seeing the destruction & devastation that the construction & installation of the proposed gondola would cause to the beauty & serenity of the canyon. The gondola cannot be the only alternative to 'traffic during the ski season.' I drive in the canyons in the summer 90% of the time to escape noise, construction, buildings, metal, etc. These mountains are my sanctuary. Turning this canyon into a construction zone for years & years at an exorbitant expense while destroying nature for the sake of less traffic during the ski season is not justified. It would be a tragedy to destroy the beauty of this canyon for the generations that follow us. I 100% oppose the gondola. | 32.2.9E | |
| 35444 | Chamberlain, Matt | I am opposed to the gondola. It is too expensive and will not solve the issues in the canyon (on top of that, it will distract from the natural beauty of the canyon). EV busses with mandatory commuter requirements could be one option. Only those with hotel reservations allowed to park at the resorts. | 32.2.9E; 32.1.2F; 32.2.2K; 32.2.6.3F | A32.1.2F; A32.2.2K |
| 35994 | Chamberland, Alex | Let's give the bus system a real shot before tearing up the canyon for an eye sore that only benefits the resorts! | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37995 | Chambers, Ashlyn | I have spent so much time in LCC. As a Midwest girl growing up surrounded by cornfields I can vividly remember my first drive up little cottonwood canyon. It was magical, it changed my life and opened a whole new world of possibilities. After moving to Salt Lake I became a frequent all season recreational user of this canyon. No one can deny the need to address traffic in this canyon, but putting up an insanely expensive tax payer funded gondola that benefits ski resorts only and tourists is irresponsible. Other options need to be attempted first. The ski resorts are pushing a gondola agenda because it benefits them. It's will not benefit backcountry users, hikers, snowshoers, climbers, and many other people utilizing all the trailheads in the canyon. The cost and length of time to ride the gondola will deter people. Tolling, carpool incentives, and an enhanced bussing system make so much more sense and preserve the natural beauty that so many people cherish in Little Cottonwood Canyon. Please consider protecting this small slice of heaven we are lucky enough to call home. | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.9A | |
| 36075 | Chambers, Ava | I have no doubt the gondola will be a negative addition to our environment and not be beneficial for a multitude of reasons. Please preserve our canyon! We don't want this here! | 32.2.9E; 32.1.2F | A32.1.2F |
| 36345 | Chambers, Tiana | I am writing in opposition to the gondola installation. The community this impacts does not support it, and we know that it is not the most effective solution to congestion in the canyon. Please concentrate on other effective solutions that benefit ALL canyon users (including climbers and hikers) that use the canyon year round, instead of just a few rich resort owners looking to make a profit without care for one of the natural beauties that makes Utah so unique. Permanent destruction of world class climbing routes and an industrial fixture plopped in the middle of a breathtaking view the Salt Lake Valley population love and appreciate is not worth keeping a handful of extremely wealthy people happy. Please halt progress on the gondola and explore other, better solutions. | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 30208 | Chambless, Ross | I see several problems with the current proposed gondola project: 1) Deciding to approve a proposed gondola while also approving a toll system and expanded bus services is premature because we will not yet know how effective the toll and bus system could be at mitigating canyon congestion. I suspect the expanded bus and toll system will have a significant impact if done well. 2) The toll and expanded bus system will cost MUCH LESS and have MUCH LESS impact on the canyon than the gondola. 3) The gondola will serve only the interests at the top of the canyon, ie the two ski resorts, but it will not address the year-round demand for other accessing trails and other popular spots throughout the canyon which are better served through expanded bussing. 4) Building a park-n-ride center will inevitably need to be placed somewhere regardless of whether the gondola or the expanded bus system is implemented. But putting the park-n-ride location at the base of the canyon could create much more congestion in those surrounding communities. Has UDOT considered building the park-n-ride further west or north so as to not create undue pressure on the base of the canyons? Overall, I do not support the proposed gondola for the reasons listed above. Thank you for considering my comments. | 32.1.2.D, 32.2.2Y; 32.2.4A; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.7B; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 29487 | Champion, Matt | I agree with the move to put a gondola in the canyon to ease traffic flow. I have driven up there in both in the summer for hiking & the winter for fun & the traffic is just horrid. A gondola would certainly ease traffic flow & have minimal impact on the environment. | 32.2.9D | |
| 32536 | Chancellor, Denise | UDOT says its stated purpose in choosing the Gondola alternative is that it "is the most reliable mode of public transit in variable weather conditions and best meets the reliability goal of the project's purpose, while taking into consideration environmental impacts." EIS Project Overview Summary. How can the gondola alternative be the choice mode of transportation when it only operates during the ski season and merely makes two stops? It is obvious that | 32.2.6.5G; 32.2.6.5F; 32.2.2E; | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>this alternative significantly benefits the two ski resorts, Snowbird and Alta, and does nothing to alleviate traffic to other destinations in Little Cottonwood Canyon. Moreover, the gondola will be extremely expensive to ride, thus only being affordable to the well-off and not the general public. However, it is taxpayers in the entire State of Utah who will be paying for this boondoggle project. There are more worthy state-wide projects that UDOT could pursue rather than is limited and expensive project benefiting an elitist few.</p> <p>UDOT has not taken into consideration the effect that climate change will have on the decline and demise of the ski industry over the expected life of the gondola. Already the ski areas have to resort to man-making snow equipment to supplement a diminishing snow pack. The gondola alternative is a non-starter if UDOT seriously considers the effect of climate change. In sum, the costs do not support the benefits of the project.</p> <p>The gondola alternative will be the most destructive alternative that UDOT has studied. There will be 19 towers constructed in the canyon, some over 200 ft high, and 15 feet in diameter. This obviously will scar the iconic natural canyon views available to all, particularly those enjoying the canyon in non-winter months. Roads will be bulldozed to allow vehicle access to service those towers, further destroying the existing habitat. Given these facts, UDOT cannot claim it has taken environment impacts into consideration.</p> <p>Little Cottonwood Canyon is ill-suited to the gondola option. First, it is a watershed for Salt Lake City. The destruction when constructing and servicing the gondola towers will degrade that critical resource. Second, the towers will be illuminated at night, decreasing the diminishing area where a dark sky is available at night. Third, the towers will be an impediment to raptors and other birds, with likely bird kills from the impacts with the gondola cables..</p> <p>The public is adamantly opposed to the gondola option, for good reason: It is a waste of taxpayer money that destroys a cherished resource for the benefit of a few.</p> | 32.2.7A; 32.1.2D; 32.2.9E | |
| 38562 | Chancellor, Denise | <p>Oh, good afternoon. I'm on UDOT's EIS page for the Little Cottonwood Canyon and nowhere can I find a link to the final EIS. There's a summary. There's some videos. I actually want to see the EIS document. My name is Denise Chancellor. My phone number is [REDACTED]. My email address is [REDACTED]. Thank you.</p> | 32.29D | |
| 33772 | Chancellor, Thomas | <p>I am strongly opposed to the Gondola Alternative B proposal as an option (certainly not preferred) for Little Cottonwood canyon. (1) it would be a publicly funded subsidy to Alta and Snowbird ski resorts and of no benefit to summer or winter users not going to Snowbird or Alta; (2) it will be an eyesore for those visiting the canyon by public or private transport; and (3) it will do little to solve the traffic problems in the canyon. The only reasonable solution involves increased parking at the bottom of the canyon with frequent electric buses, and mandatory pooling and an entry fee for private vehicles. The public funded gondola is a terrible idea that doesn't even begin to solve the problem.</p> | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E; 32.7C | A32.1.2B |
| 32491 | Chancellor, Thomas | <p>I am strongly opposed to construction of a gondola in Little Cottonwood Canyon. The major benefits are for the ski resorts in the canyon. It does not solve the traffic problem for people not going to the ski resorts. The better plan is to increase canyon bus service and restrict private vehicles and require car pooling for those cars allowed in the canyon.</p> | 32.2.9E; 32.2.9A; 32.2.4A | |
| 36440 | Chandler, Andrew | <p>Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound, Wilson. I support this sentiment.</p> | 32.2.9E; 32.2.2I; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.2.2I; A32.2.2K |
| 32175 | Chandler, LeAnn | <p>No to the Gondola. Listen to what the PEOPLE want. Not the developers and resorts that stand to make profits with our tax dollars!</p> | 32.2.9E; 32.1.2D | |
| 31243 | Chandler, Scott | <p>I support the Gondola. The Wasatch Mountain range is a Utah tourist attraction whether we want it to be or not. And as a tourist attraction the Wasatch Mountain range is important to Utah and it's businesses both in the Wasatch Mountains and outside of them.</p> <p>Currently the roads into Mountains are often clogged and can be more dangerous because of this. This detracts from the Mountains as a tourist attraction. Widening the roads and/or adding more busses to these roads is not a good solution as it has more environmental impact than the Gondola solution does and does little to decrease the dangers.</p> <p>The Gondola solution will be more pleasing aesthetically (a bit of a European flare) and provide a lower environmental impact. Being separated from the road system the Gondola will inherently be safer.</p> <p>The cost is high. But since businesses in the mountain and, often forgot, outside the mountains benefit this cost will be offset rapidly.</p> <p>Hopefully in time linking Salt Lake City with Park City will also be considered. Maybe not with a Gondola. Maybe with underground trains as that technology expands as we see it in Las Vegas.</p> | 32.2.9D; 32.2.2N; 32.1.5A; 32.2.2H | |
| 28637 | Chandler, Scott | <p>I feel this is not just a skier issue. LCC and BCC are SLC tourist attractions.</p> <p>Maybe we do or don't want them to be tourist attractions. But that is what they are now.</p> <p>As such, many businesses benefit from them directly and indirectly. This is what tourist attractions do.</p> <p>Sometimes, many times in-fact, tourist attractions are good for an area and bad at the same time (think Orlando).</p> <p>I believe the issue is larger than if more buses or a Gondola is best for LCC. The issue is how much tourism is SLC wanting and willing to handle.</p> <p>Personally I think more buses sucks. A Gondola might be very attractive in a European sort of way.</p> | 32.2.9D; 32.2.2C; 32.1.5B | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>Now this is just dreaming: But if we really wanted to do up things right get the Boring company in here to tunnel from SLC to Park City with stops in both the LCC and the BCC.</p> | | |
| 36917 | Chandler, Tommy | <p>Hello - As a 25 year resident of Salt Lake City, and a year round visitor to Little Cottonwood Canyon, I'd like to voice my stern opposition to the gondola as a solution to the issues of traffic and safety in the canyon during the winter. My opinion is based on three key areas. First is that the gondola is fiscally irresponsible, and relies on taxpayer dollars to serve private interests. Second is that it is inherently inequitable - skiing is already a very elite sport and using the gondola would further widen the gap between being those who are able to access this activity, and those who cannot. Third is the impact on the natural landscape of the canyon. Little Cottonwood is a world class geographical location, and the visual and physical impact would forever change the canyon in a negative way. I favor solutions that limit alterations to the landscape, and would like to see efforts to manage the number of people using the canyon with smart, non-invasive, and equitable solutions.thank you for the hard work of solving this problem. Good luck!</p> | 32.2.9E; 32.2.7A; 32.1.2D | |
| 38077 | Chandler, Willy | <p>The number one goal of the Little Cottonwood Canyon EIS is to reduce the number of vehicles in the canyon in order to increase safety and reduce carbon emissions and other human impacts. Mobility hubs and enhanced bus service are the most cost effective solution with the greatest impact. This solution should be given at least five years of service, with time allowed for fine tuning, to determine efficacy. Tolling, paid parking at resorts, and other strategies must be implemented concurrently with enhanced bus service in order to truly incentivize the use of buses and carpooling.</p> <p>Details of bus service must be thoroughly studied to determine the most effective means of moving recreation users quickly and safely up and down the canyon. Dedicated canyon bus routes must be considered as they will best be able to adapt to rapidly changing demand, weather, and road conditions throughout the day. These buses should be electric. Bus routes that serve the greater metro area must be scheduled and routed to provide reliable, frequent transportation to and from mobility hubs.</p> <p>Because of the limited number of stops, a gondola does not adequately provide equitable access to various canyon uses as a genuine mode of public transportation. Furthermore, it cannot adapt to future unforeseen changes without significant investment. The high price tag does not equate with a highly effective public transportation solution and is a blight to the natural beauty of the canyon.</p> | 32.2.2I; 32.2.9E | A32.2.2I |
| 30341 | Chapman, Ashley | <p>I am against the gondola completely. It is a complete waste of public funds for something that would potentially benefit a very small portion of our population and also a rich/privileged portion of our population to simply make their time recreating better (completely non-essential). Not to mention this is only potentially benefits a FEW DAYS A YEAR of congested traffic in the canyon! It would be an eyesore for the entire canyon and disruptive to the wildlife. It won't increase access nor decrease traffic! It will ruin amazing areas of the canyon that are world-renown! (Bouldering and climbing areas!). (Why is skiing given precedence over other recreational activities?!). Winter weather and winds will cause it to be shut down, defeating the whole purpose. Let Snowbird/Alta figure out how they can accommodate more customers and make more money. Fine them if they're allowing people to park on the road or give out tickets! Snowbird should not be allowed to sell more tickets for the day then they have accommodating parking for! If they want to profit more, then why would public funds pay for this? If the government wants to help with the issue, then sure, increase buses or shuttles, but ultimately, Snowbird/Alta should be the ones paying for increased transportation as it directly benefits them financially.</p> <p>The Great Salt Lake is drying up, and the more that happens, then eventually we won't have the snow for good skiing anyways. Invest that money into solving our dried up Lake issues as that is something that affects everyone and is vital to all inhabitants. (Cuz without the lake, skiing isn't even an option!).</p> | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.2K; 32.2.7A; 32.2.2E | A32.1.2B; A32.2.2K |
| 35015 | Chapman, George | <p>1 The citizens of this State have a right to access for recreation in our Wasatch Canyons without restrictions of tolling. Tolling may be appropriate for ski resorts but anyone else shouldn't be limited by financial abilities. The problem is a couple of days a year, mainly due to avalanche control stopping traffic.</p> <p>2 Avalanche control will also stop the gondola. The appropriate and fiscally responsible action would be building the snow sheds (which UDOT estimated to be less than \$100 million first and see if that solves most of the problem. That can be paid for by the federal government Infrastructure Bill. Recommending the most expensive and decades long construction plan is questionable when the snow sheds can be built in less than 5 years.</p> <p>3 Taxpayers are not a bottomless barrel of money, whether State or federal. This project will significantly increase borrowing at the State and federal level. Again, that is fiscally irresponsible.</p> <p>4 When it becomes obvious that one of the most respected leaders of our State is going to financially benefit, his name will be mud. He deserves better.</p> <p>5 We have asked for years to have the legislature pay for weekend bus service to prove that it will be used. Until then, there is no proof that the "if we build it, they will come" theory will work whether it is bus or gondola.</p> <p>6 If the half billion dollar project, which could easily approach a billion, is not financially sustainable, Utah or any other taxpayers, should have protection against further encumbrance. Otherwise it would be like UTOPIA, against recommendations, used an interest rate swap that resulted in taxpayers paying \$50 million more a year on their project.</p> <p>These are my comments on the EIS. I am against any big LCC project until snow sheds are built first.</p> | 32.2.4A; 32.2.6.5K; 32.1.2C | |

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| | | George Chapman [REDACTED] | | |
| 35591 | chapman, george | <p>1 The citizens of this State have a right to access for recreation in our Wasatch Canyons without restrictions of tolling. Tolling may be appropriate for ski resorts but anyone else shouldn't be limited by financial abilities. The problem is a couple of days a year, mainly due to avalanche control stopping traffic.</p> <p>2 Avalanche control will also stop the gondola. The appropriate and fiscally responsible action would be building the snow sheds (which UDOT estimated to be less than \$100 million first and see if that solves most of the problem. That can be paid for by the federal government Infrastructure Bill. Recommending the most expensive and decades long construction plan is questionable when the snow sheds can be built in less than 5 years.</p> <p>3 Taxpayers are not a bottomless barrel of money, whether State or federal. This project will significantly increase borrowing at the State and federal level. Again, that is fiscally irresponsible.</p> <p>4 When it becomes obvious that one of the most respected leaders of our State is going to financially benefit, his name will be mud. He deserves better.</p> <p>5 We have asked for years to have the legislature pay for weekend bus service to prove that it will be used. Until then, there is no proof that the "if we build it, they will come" theory will work whether it is bus or gondola.</p> <p>6 If the half billion dollar project, which could easily approach a billion, is not financially sustainable, Utah or any other taxpayers, should have protection against further encumbrance. Otherwise it would be like UTOPIA, against recommendations, used an interest rate swap that resulted in taxpayers paying \$50 million more a year on their project.</p> <p>These are my comments on the EIS. I am against any big LCC project until snow sheds are built first. George Chapman 1186 S 1100 E SLC</p> | 32.1.2B; 32.2.9E | A32.1.2B |
| 28576 | Chapman, J | Good decision, fully support. | 32.2.9D | |
| 28848 | Chapman, Kristen | I don't understand why this project continues when the public does not wish for it. There are many, many, many more things I would prefer to see \$550M spent on. I would prefer that my tax dollars fund people, not things. I bet that would go awfully far to providing services for people with disabilities or education or assisting with our homeless population, funding substance issue programs. Instead, it seems we are lining the pockets of industry. They already have deep pockets. WWJD? Not this. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30338 | Chapman, Michael | This is an absolute waste of public funds. Tax payers do not want to pay for a gondola to benefit the RICH skiers that want an easier way to get to Snowbird and Alta. It's insane that this was even considered. It will just junk up our beautiful canyon and only provide benefit for a few days out of the entire year, and that's IF the snow is even good! | 32.2.9E; 32.1.2B | A32.1.2B |
| 31853 | Chapman, Nina | I am against the gondola project. It did not make financial sense because it is an extreme expense for not much return. But my biggest concern is for the environment of the canyon. This would destroy the pristine nature of the canyon. Use the money for projects that benefit far more people that this project and do a lot less damage to a beautiful environment. | 32.2.9E | |
| 26218 | Chapman, Polly | As a taxpayer and skier, I am opposed to the cost, long term ugliness, and probable inefficiency of the gondola. There's a finite limit to how many people can get up the mountain and keep it enjoyable for all. | 32.2.9E | |
| 28555 | Chapman, Thomas | This seems like an elitist, moneyed proposal that ignores all uses of the canyon but winter skiing. Do we even know how many people use the canyon for summer hiking, picnicking or rock climbing that would be left totally out of this? In addition, with so much needing to be done with transportation in Salt Lake County, this seems an indefensible expenditure of public funds. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 31258 | Chappell, Jessica | As a resident of Cottonwood Heights impacted by ski day traffic a few times a year, the gondola does not actually help solve the issues we have on Wasatch boulevard. This becomes a tax payer give away for the developer. It does not serve our community equally. It does not help for climbers, bikers and hikers which impact the canyon year round. | 32.2.9E; 32.1.2D | |
| 33000 | Charat, Ann | As a hiker, x/country skier and snowshoer, the gondola is of zero benefit to me. Why should my taxpayer dollars pay for something that benefits only the skiers at Alta and snowbird? Absolutely NO to the gondola! How about better bus service that will benefit everyone. NO TO THE GONDOLA! | 32.2.9E; 32.2.9A | |
| 34817 | Charboneau, Sara | I would like to comment against the gondola! The ski resorts should not be allowed to dictate what happens to the public land. This will effect so many cool things including wildlife, the backcountry and recreational use. Please don't put in the gondola! | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31364 | Chardack, Beth | I am opposed to the construction of the gondola. This is a project that benefits few during a small window of time, and with global warming and shortening of the ski season, who knows if this will even be needed by the time it is built. There are better, more cost effective, non-permanent ways to address the congestion problem for skiers. This money could be used for greater needs in our state. I am strongly opposed to this project. | 32.2.9E; 32.1.2B; 32.2.2E | A32.1.2B |
| 34447 | Chardack, Beth | I strongly oppose the Gondola B Alternative based on its price, its permanence, its use of public funds to support two private businesses, and its inflexibility. It seems clear that there are better uses of public monies, and that building in some flexibility into the option would be a smarter alternative (I.e., smart, electric buses). Thank you. | 32.2.9E; 32.1.2B; 32.2.9A | A32.1.2B |
| 30312 | Chardavoyne, JJ | I do not think that the gondola will solve the traffic issue or increase access to the canyon for marginalized communities. As a common visitor to the canyon it is clear that the destruction and visual/ environmental impacts of the gondola will likely be consequential for everyone who enjoys the canyon in ways other than resort skiing. I am a new resident to SLC and I am disappointed that tax dollars will be recklessly spent to improve a few folks experience while diminishing other's. Solutions such as tolls where the canyon meets the ski resort lots I think is a much better solution as well as increased bussing. | 32.2.9A | |
| 34429 | Charlebois, Shane | The biggest detail to keep in the fore front is respecting the locals who live around here. The fact that they pay taxes here and call this home puts them in a different category. Lumping locals with out of town visitors is not right. As far as the tolling options go: Tolling in Millcreek canyon did lead to an improvement of that canyon. That being said, implementing a "one fee for all" up little cottonwood canyon in NOT the way to go. Set a reasonable cost (similar to Millcreek cayan -\$50/annual) and have an option for an annual, and day passes for locals. Out of town people should have a reasonably higher rate, for obvious reasons (they can be checked by IDs). If people have seasons passes they should get a serious discounted pass for driving the canyon. If there is a toll it will clearly need separate lanes. the 'fast pass' lane for people with passes, and a normal toll lane for people purchasing them. The traffic clogging that will go on due to this tolling will be next level. That goes in to the question of where does that money from tolls go and how far down Wasatch blvd will you need to widen the road? The present scenario of cutting bus times and access up the canyons is a direct indication that that is not a reliable option. Please keep local access a reality. | 32.2.9N; 32.2.2Y; 32.2.4A | A32.2.9N |
| 32657 | Charles, Anne | I don't support construction of the gondola. It is inequity in that it will only go to a few ski resorts. This is public dollars going to a private resorts expenditures. Our county council is against it and most constituents in the county are against this. | 32.2.9E | |
| 30004 | Charnholm, Linnea | A gondola will forever change the landscape of Little Cottonwood. Forever is a long time. Can't UDOT explore other non-invasive options first before venturing into this poorly planned eyesore? | 32.2.2PP; 32.2.9E | |
| 33344 | Chasse, Cameron | Hi there. As an Alta resident, I see the issues with vehicles in the canyon whether it's winter or summer. I would like to see an alternating three lane traffic format with some sort of toll and increased bus service. The thought of making tax payers fund a gondola is insane to me. | 32.1.2B; 32.2.2D; 32.2.4A; 32.2.7A; 32.2.9A | A32.1.2B |
| 32592 | Chatelain, Jeff | It is ridiculous the amount of money that will cost the taxpayers private investors with no real cars other than to make snowbird more money... Canyon traffic is a few days avalanche danger can be prevented there are many other ways to direct and control traffic not with an obtrusive structure that will ruin the canyon in the environment forever... No local citizen is in favor at all for this monstrosity and the greed that goes along with it... We can deal with traffic we can't deal with a permanent structure that will ruin the canyon and surrounding neighborhoods | 32.2.9E | |
| 26441 | Chatelain, Shaun | While I definitely understand the need to address the traffic issues in LCC, I strongly feel a gondola is not the answer. I enjoy the canyon for many activities year round. In particular I fish little cottonwood creek and can't imagine gondola towers near or even in the creek. This would disrupt a priceless ecosystem and would be permanent damage. For something that would primarily be used only during the winter months, it's not worth destroying the beautiful aquatic home to so much life. Please reconsider and move away from the gondola. So much of the future depends on preservation, not more construction. Go Aggies!!! | 32.1.2B; 32.2.2PP; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 27361 | Chauca, Elizabeth | Please do not build the gondola, this is a big mistake that only considers money making for the resorts and not the actual health of the environment or water we need from the canyon. NO GONDOLA. | 32.2.9E | |
| 27309 | Chauner, Ed | Please save LCC. If the alpine countries in Europe can save their pristine canyons we can too. 1. Charge a heavy toll on 1-passenger vehicles. 3 or more per car should be free. 2. Increase mass transit. Triple the number of busses. If people know that a bus runs every 15 minutes all day, they will use them. I believe that using these 2 options will cut the vehicle traffic by at least 50%. I watched the change in Mill Creek when a toll started being charged. The number of cars were significantly reduced overnight! This system works. DO NOT EXPAND LANES ON WASATCH OR IN THE CANYON. REDUCE THE NUMBER OF CARS! Thanks for reading this. Ed | 32.2.4A; 32.2.9A; 32.2.9L; 32.2.9C | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29886 | Chavez, Adriana | The gondola should not be the option to help the canyons. Other less costly and impactful options have not even been explored such as more busses or a toll. These options should be more closely examined and tried before building a gondola that would forever impact the canyon and ecosystem. I do not want my taxes to go towards something that will only be benefiting two ski resorts | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 36825 | Chavez, Carolyn | Please do not move forward with the gondola. This is not the answer. There are so many more practical ways to handle the traffic of BCC, this gondola is impractical, expensive, and we don't want it! | 32.2.9E | |
| 28071 | Chavez, Carolyn | No gondola!! | 32.2.9E | |
| 33706 | Chavez, Chloe | Hello, I am Chloe Chavez and I am [REDACTED] who is very passionate about our mountains especially little cottonwood canyon and it's beautiful and unique rock climbing. Climbing in little cottonwood canyon is something that people travel the world for. If a gondola is put in the mountains it will destroy some of these irreplaceable climbs and obstruct views and hikes as well. These climbs that will be destroyed have existed for many many many years and can not be replaced. Please don't put a gondola up our canyon. People can carpool or take the bus and if a gondola hasn't existed then why would we need one now? I understand that it would be an easy solution for tourists but think about the local rock climbers that have been climbing little cottonwood for years and how that will affect them. I can speak on behalf of all climbers that there are better solutions then causing more traffic with construction, destroying our climbs and obstructing beautiful hikes and views. Please take my comment into consideration and read each and every comment with sincerity and understanding. If you have any questions or want to understand more from my perspective please reach me at [REDACTED] I mean this all peacefully -Chloe Chavez | 32.1.2B; 32.2.2PP; 32.2.2Y; 32.2.9A; 32.4B | A32.1.2B |
| 33704 | Chavez, Chloe | Hi my name is Chloe Chavez, I am [REDACTED] and I am very passionate about rock climbing little cottonwood canyon is known world wide for some of the greatest climbing and it is also home to my favorite climbs, hikes and beautiful views. If you put a gondola up the canyon our climbs will be destroyed. These climbs have been there for many many years and can not be replaced. Not only will our climbs be gone but also some of the best hikes too. If people can ride a gondola they can also carpool, take the bus or any other form of transit. A gondola is not necessary. If little cottonwood canyon has gone without a gondola for its entirety of existence then why would we need one now? Please take my perspective seriously and listen to what my fellow climbers have to say. We really truly mean what we say and it means a whole lot to us, we love our climbing and will never be able to get these climbs back again. Please don't take away our climbing. If you have any questions while reading this or want more perspective then please reach me at [REDACTED], I mean all of this peacefully, thank you -Chloe Chavez | 32.1.2B; 32.2.2PP; 32.2.2Y; 32.2.9A; 32.4B | A32.1.2B |
| 37421 | Chavira, Barbara | I'm against a gondola in the canyon, the canyon is too small to consider a gondola which will only obstruct views and further encroach upon the limited natural environment. If the ability to even begin constructing the gondola is not in the near future, consider other options which can alleviate pressure in the canyons in the present and less costly than the gondola. I've taken buses up Big Cottonwood during ski season and it is a pleasant ride and a community building experience. Looking at less invasive ways to elevate traffic in Little Cottonwood will only benefit other canyons which are also currently traffic compromised. Thank you! | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 34492 | Chavira, Rudy | 1st of all, udot trying to push their proposal by adds showing filthy bushes is embarrassing, my wife and I have taken busses skiing and have never seen them littered like that, this gondola idea, is only going to limit people with money to get up canyon, and then charging 40.00 a car is ridiculous. I am totally opposed to the gondola it will impact the canyon, and ruin the rock climbing community. | 32.2.9E | |
| 36750 | Cheatwood, Aaron | Go ahead w/ the gondola. They are not that ugly and I think it could be a really cool solution | 32.2.9D | |
| 31160 | Checketts, Jim | I don't believe that UDOT has been listening to the public - the ones paying for the project. This gondola is touted as such a wonderful option, which it is - but it does not solve the problem, except for some of the skiers heading to the resort? It leaves the original problems of traffic and parking, which still need to be addressed. Please do the right thing and solve the problem responsibly! It's what we pay you to do! Thanks for your time. | 32.2.9E | |
| 27831 | Cheever, Jonathan | I'm okay with my tax money alleviating traffic. I am strongly against my tax money directly helping for profit, private companies get more money. The gondola is a joke. It is not a solution. | 32.2.9E | |
| 33062 | Chen, David | My name is Dr. David Chen and I strongly oppose the creation of an LLC gondola. I am a voter within SLC and UT, and I use LLC for hiking, bicycling, and rock climbing. I strongly believe that our remaining natural places should remain undeveloped. I have serious concerns that powerful corporations are exercising political power that opposes popular opinion. I support other options such as tolling and increased bus services in LCC. I would like to thank UDOT for representing the people of SLC and UT. | 32.2.9E; 32.1.2F; 32.2.9A | A32.1.2F |
| 30444 | Chen, Debra | There are many ways to improve transit without destroying the beautiful nature that is in LCC - please consider access alternatives to the gondola! | 32.2.9E; 32.2.2PP | |
| 31722 | Chen, Jonathan | I am firmly against building the Gondola due to the cost vs gains of building the Gondola. I believe that it is far more cost efficient to build more buses and better parking at the base of the mountain than to build a Gondola system that would only help with traffic on weekends only. | 32.2.9E; 32.2.9A | |
| 30458 | Chen, Katie | My partner and I traveled to Snowbird in January 2022 and we were amazed by Utah's topography and natural views. We decided to move to Utah in May to be closer to all the outdoor activities we enjoy doing. We do not want to see a gondola go up. Since moving to Utah, we've seen endless construction going on. There are other ways to economically develop this state, but we are constantly seeing local areas destroyed by greed- build massive homes, destroy the natural landscape and build apartment buildings right off the highway. There truly seems to be a lack of planning by developers, just an urgency to get as many homes up. We are | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | against the gondola. Not only will it add noise pollution, the project will destroy an area that people go to retreat. There is too much going on and people find peace in nature. Do not take that away. | | |
| 35540 | Chen, Yu-Jan | <p>I live at the intersection of [REDACTED]. I can see that most of the traffic starts on Saturday morning and mostly on the powder day. With all the options including gondola, buses will not help with the congestion at the top. The Lift lines will stay the same no matter what options.</p> <p>We should significantly provide subsidize funding to push people to come up on the weekday or after 1PM on the weekend.</p> <p>We always go on on Saturday or Sunday afternoon after 1PM and the uphill traffic is good but downhill traffic is the same.</p> <p>If we do this for Little Cottonwood, are we going to do the same for Big Cottonwood in the near future.</p> <p>If we are going to do it, should we consider both canyons. Maybe a Gondola in between Little and Big Cottonwood and then split at the top: One for SnowBird/Alta and one for Solititue/Brighton.</p> <p>Regards, Yu-Jan Terry Chen</p> | 32.7A; 32.2.2K | A32.2.2K |
| 25821 | Cheney, Jackson | I can't believe that this is actually something that is even being considered. Everyone I know doesn't want this to happen, yet it's still being played off as the preferred method because you're all probably being paid off by the resorts. It will be an absolute eyesore and cause much more harm than anything else. As a biologist, I can't imagine what it's going to do to the surrounding area. To say I'm upset (along with so many others) would be an understatement. | 32.2.9E | |
| 37706 | Cheng, Li-Chun | I'm a new resident of Cottonwood Heights and since I moved here I have actually never experienced traffic issue in Little Cottonwood Canyon. The carpooling policy and paid parking reservation system at Alta/Snowbird had dramatically improved traffic issue. I hate to waste tax money on an issue that can be addressed by a simpler method. Besides the gondola is going to destroy several world class rock climbing areas. Once it's built it's going to change the landscape forever. | 32.2.2K; 32.1.2B; 32.1.2D | A32.2.2K; A32.1.2B |
| 33278 | Chengrian, Elizabeth | I don't feel that the general public's best interest was taken into account. This is evident by the fact that the proposed solution only accesses the ski resorts. It leaves out solutions and damages hiking trails and climbing areas among other things. There are better, more environmentally and publicly friendly options. | 32.2.9N; 32.2.2PP | A32.2.9N |
| 28581 | Cherry, James | To spend this kind of money, in this way, is an absolute irasponsoble use of public funds. | 32.29D | |
| 30231 | Chesley, Madison | PLEASE, NO GONDOLA!!! There are other solutions and this is NOT where I want state resources to be placed. | 32.2.2PP; 32.2.7A; 32.2.9E | |
| 31686 | Chessin, Mati | Frankly, I think building the world's longest gondola for Little Cottonwood Canyon is a dumb idea. This winter, UTA has canceled the 953 bus route which will force more people into single-occupancy vehicles, likely make the traffic in the canyon the worst we've ever seen. If instead of putting all this time and energy (and a ridiculous amount of money) into a gondola, those resources could go to hiring more bus drivers, making a real impact immediately. By the time the gondola gets built (if it ever does), the winters might be too warm and short to even justify its existence. | 32.2.9E; 32.2.9A; 32.2.2E | |
| 35196 | Cheung, Lucy | <p>The gondola provides no additional service during the summer months. The ski season is typically only 3 to 4 months - why choose such a destructive, interruptive option?</p> <p>With current green house gas emissions, there is estimated to be significantly less snow in Utah in the next 30 years. That will decrease ski traffic significantly. Is the gondola really a sustainable option? To spend billions of dollars and destroy the natural beauty of little cottonwood canyon?</p> <p>When climbing in Little Cottonwood, there is this incredible sense of being connected to nature. I feel like I am deeply immersed in the trees, with the babbling creek nearby. I don't want people hovering by in gondola cars and disrupting my climbing experience.</p> <p>The School Room is such a CLASSIC climb in little cottonwood - it will be forever ruined with the gondola obstructing the beautiful views of little cottonwood.</p> <p>Please consider alternative and less destructive options that would have no impact on the climbing community. We only have once chance to do it right - nature is fragile. Please hear the stake holders.</p> | 32.1.2C; 32.2.2E; 32.2.9A; 32.4B; 32.4A | |
| 32194 | Chevalier, Rowan | As someone who has lived near, and recreated in Little Cottonwood Canyon, I am absolutely opposed to the idea of a gondola. The destruction to the habitat, historic climbing areas, as well as the unsightliness of a large gondola operation goes against the wishes of so many who live and recreate in the area. There are alternatives! The gondola is short-sighted, and destructive, and trades the wants if many for the monetary interest of two ski resorts. It is unconscionable. NO GONDOLA! | 32.2.9E | |
| 33261 | Chiarenza, Monica | Thank you so much for your concern for the traffic in Little Cottonwood canyon. As a user of Little Cottonwood canyon I oppose the Gondola project . I prefer to enjoy nature as it is intended. Adding wires and towers will take away from the natural beauty of our canyon. There are other ways to decrease traffic that should be explored first . Please do not build a gondola. Thank you . | 32.2.9E | |

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| 31833 | Chies, Vitor | The gondola is unwarranted and not wanted. I strongly urge UDOT to imagine what could be done with half a billion dollars if redirected towards less intrusive efforts. It is pretty disappointing to think UDOT is so ready and willing to spend that amount of public funds on a massive project, but is struggling to keep the bussing running. The comments about challenges hiring enough drivers for this winter is an simple economics problem. Increase drivers wages and you will have a much larger pool of operators to choose from. I truly believe wages of over \$30+/hr are justified for a wintertime bus operator. Expanding the fleet and paying a fair wage to our operators is the least we can do. This alone would reduce traffic issues in the canyons and at the same time take centuries to meet the same cost as building the Gondola. Please consider a more progressive approach and do not seriously consider a Gondola until all other option have been absolutely exhausted. Kindly, V | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 34528 | Chilcutt, Sienna | Hi there and thanks for reading. My name is Sienna. I grew up in South Jordan and have been skiing Alta since I was 4 years old. I've seen the increased activity in LCC over the past 10 or so years (since I was 13) and have wondered what would happen to our canyon with this increased activity. When I heard about the gondola plan, I was devastated. I understand the increased traffic in the canyon. I've sat through it hundreds of times. The gondola is not the answer. There is only so much room for skiers up canyon. The size of the resorts will not grow despite increased skier traffic up canyon, which the gondola would enable. Alternative solutions need to be achieved, for example, parking reservations at both Snowbird and Alta decreased canyon traffic substantially in the last two seasons. A toll booth would be a better solution than the gondola, with the idea that canyon employees and/ or season pass holders would pay less than people purchasing day passes or with multi-resort passes. Or, even better, the canyon police could receive increased funding to be able to sit at the bottom of the canyon and enforce the 4 wheel drive requirement. Additionally, the officer could plan for storm afternoons by enforcing the traffic law in the morning even though the road is clear. How often to we allow 2 wheel drive vehicles with horrible tires up the canyon in the morning, only to have a 3 hour delay in the afternoon because the storm moves in and that 2 wheel drive vehicle is being towed out of the snow bank? Pretty often. I got the UDOT approved vehicle sticker last season. How many times was it checked? Zero. The gondola isn't the answer. It's a sure way to ruin the vibe of Alta and Snowbird. How am I supposed to ski fast eat a** if there's a gondola in my way. | 32.2.2K; 32.2.9E; 32.2.2Y; 32.2.2M | A32.2.2K |
| 26287 | Child, Adam | Not acceptable to use taxpayer dollars for funding and only include two stops at Alta and Snowbird. The proposal should consider additional stops to make the canyon more accessible to everyone not just resort skiers. | 32.2.7A; 32.1.2D | |
| 33071 | Child, Colby | Before a project like a gondola is ever considered, I would like to see UDOT give less invasive options an honest try to see if they work. Please give enhanced bussing, increased park and ride parking, tolling, and other strategies a real chance. | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 33999 | Child, Nicole | No no no Try tolls We will fight this until the end UDOT | 32.2.4A; 32.2.9E; 32.2.9N | A32.2.9N |
| 26820 | Childers, Joan | As a resident of Cottonwood Heights and a frequent user of Little Cottonwood Canyon, in all seasons: I strongly oppose the UDOT plan to move forward on the gondola. Putting all costs aside, the environmental impact on the canyon would be horrendous. It would be forever scarred. Let's manage attendance, larger park and ride lots and move forward on more frequent and electric buses. Buses WILL be utilized when it is the only option. The gondola may be initially" fun and exciting"- but it is not the solution. Protect the canyons, they are what makes Salt Lake City unique and oh so special. | 32.2.9E; 32.2.2K; 32.2.9A; 32.2.6.3F | A32.2.2K |
| 30005 | Chillington, Edward | That is the most ridiculous proposal you could have come up with. Where will people park to access the gondolas? The view along the entire length of the canyon will be ruined. Try limiting traffic instead, and implement some shuttle buses like Zion NP. | 32.2.2K; 32.2.2B | A32.2.2K |
| 28875 | Chilson, Crystal | This is a money grab that hurts our watershed area. And only profits the ski resorts. Using the tax payers money. Pay for more bus infrastructure instead. | 32.2.9A | |
| 25870 | Chilton, Nick | This makes absolutely no sense! It is very hard for me to believe that a majority of comments were in favor for this, there has to be some requirement for a third-party review for the sake of transparency on a publicly funded project. People will lose complete faith in UDOT if there isn't more transparency. | 32.2.9N | A32.2.9N |
| 29605 | Chiodo, Tim | I don't believe the taxpayers of Utah should be paying for a private industry to make more profit. If they want the gondola, alta and snowbird can pay for it. | 32.2.7A; 32.2.9E | |
| 33840 | Chipman, Cicely | I'm not interested in the gondola. There are low-cost solutions that will reduce canyon traffic congestion that can be implemented this ski season. These alternative solutions have been effective around the nation, including:- parking reservations,- priority parking for carpooling,- reduced fare UTA ski buses all season long,- regulated hitchhiking at the designated pick up/drop off spots,- digital signs at the base of the canyons indicating number of parking spaces available.While the Gondola would only serve Little Cottonwood Canyon, these solutions can address congestion in both Big & Little Cottonwood Canyons.Thank you! | 32.1.1A; 32.2.2K; 32.2.2Y; 32.2.9E | A32.1.1A; A32.2.2K |
| 33823 | Chipman, Jacob | While having a stop at white pine for the gondola or a switch to rail would be preferable to me I still support the implementation of the gondola and hope it mirrors the videos that were put in place | 32.2.9D | |
| 29412 | Chipman, Scot | The tax payers have spoken, a majority of us want improved/widened roads and expanded bus service. Widen the road to three total lanes, use two lanes for uphill travel between 1am and noon, two lanes for downhill travel between 1pm and midnight. Make the second land a bus/carpool/toll lane and run it just like you do on I-15. Install a few snow sheds for the most prone avalanche paths. This is what a majority of us tax payers and long time users want. | 32.1.2B; 32.2.1P; 32.2.2P; 32.2.2D; 32.2.9A; 32.2.9N; 32.7A | A32.1.2B; A32.2.9N |
| 26581 | Chipman, Stephen | I believe that a gondola system is an extremely costly and landscape destroying solution that would mainly benefit skiers and the ski industry. We do need to find creative congestion reducing ways to transport ALL users of our canyons, not just ski traffic. There should be increased parking and shuttle buses every fifteen minutes, possibly with dedicated express buses to the resorts, thus reducing parking congestion at the resorts and trailheads. But the gondola is not the way to go. I strongly oppose. | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2QQ; 32.2.2PP; 32.6A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |

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| 27357 | Chipman, Teri | This seems like an all or nothing decision. Let's have buses and a toll road which would be way less expensive. Stop corporate welfare! How about we invest the \$550 million instead in education, raise the WPU for the kids. The proposed bid amount always ends up doubling (New prison and SLC airport both more than double the initial projected cost) imagine what quality of education the UT kids could have if we invested 1 billion more into Utah's K-12 education budget! Or let's save the Great Salt Lake, otherwise there will not be snow for the resorts down the road. Just say no to the gondola, please! | 32.1.2B; 32.2.2E; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 36188 | Chiritescu, Codin | Please don't spend our hard earned tax dollars on a proposed solution that will have a detrimental affect on our beautiful canyon. The proposed gondola solution will not help congestion, it will not improve the lives of tax paying Utahns, nor will it provide a more convenient solution to canyon access. It's a complete waste of our hard earned tax \$'s. | 32.2.9E; 32.1.2F; 32.2.7A | A32.1.2F |
| 30891 | Chisari, Andrea | NO Gondola!! | 32.2.9E | |
| 32199 | Chisari, Andrea | NO gondola! | 32.2.9E | |
| 30056 | Chittoria, Namita | Gandola - reduce pollution. Will there be seats in Gandola? It would be hard to stand during the whole ride up. | 32.2.6.5C; 32.2.9D | |
| 32509 | Choi, Heather | This seems like an extravagant spend for a problem with better and equally effective shorter term solutions like electric shuttles. While I understand and appreciate the desire to be proactive and to keep car back ups to a minimum, it still seems like a colossal waste of money, not to even MENTION the potential negative and irreversible effects this construction can have on the environment. How devastating is it to hear about a skier dying in avalanche... do we really need more stories like that each year?? | 32.2.9A; 32.2.6.3F | |
| 36135 | Chowen, Alex | I do not support the gondola. There are intermediate (and reversible) solutions we should try first, such as tolling and bussing. These options are more flexible, can be expanded or eliminated as needed, would be less destructive on the environment and cheaper in overall cost. The gondola does not support the various day use or hiking sites in the canyon and would be a permanent blight on the scenery of the landscape. Please do not go forward with the gondola. | 32.2.9E; 32.2.9R; 32.1.2F; 32.2.6.5G | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2F |
| 27084 | Christensen, Anneliese | The fact that they could care less about the environment and what they'll be destroying is beyond me. The whole point of it is to reduce congestion in the canyon, however you'll still be able to drive up? I don't fully understand what exactly they think this will do? When they start this project, the amount of pollution that will happen? But they want to reduce air pollution? Not only this but the fact that it'll take 37 minutes to get up there but 15-20 minutes driving, much rather just walk or drive up the canyon. | 32.2.4A; 32.2.9I | |
| 35078 | Christensen, Aspen | I do NOT support the Gondola plan for Little Cottonwood Canyon. The Gondola plan will have a massive negative effect on my enjoyment of the canyon visually. I spend my time in the canyon trying to escape the hustle and bustle of the city and an enormous gondola will negatively effect my user experience in the canyon. Additionally given the plan laid out by the EIS the traffic issues which occur on a few days of the year will not be solved by the plan. People are unlikely to be motivated to incur additional cost and inconvenience to take the gondola if the road remains open. I suggest a reservation system paired with bus transportation would do a better job at solving the traffic issues. | 32.2.9E; 32.4B; 32.1.4D; 32.2.4A; 32.2.2K | A32.2.2K |
| 36436 | Christensen, Ben | Please reconsider your decision on transportation alternatives for little cottonwood canyon. In addition to the alternate routes, consider stops at popular trailheads. Finally, if the gondola is in fact the final decision, and it only stops at two private institutions (snowbird and Alta) it should be 100% funded by those institutions, for obvious capitalistic monopolistic reasons. | 32.1.2D; 32.2.7A | |
| 27007 | Christensen, Brad | I think that this is definitely the best way to proceed. Little impact to the environment with clean energy. | 32.2.9D | |
| 29034 | Christensen, Charles | As a lifetime resident of Salt Lake City, I absolutely OPPOSE the installation of a gondola up little cottonwood canyon! This is an egregious misappropriation of taxpayer funds that would only serve to benefit some of the wealthiest corporations and individuals while causing irreparable damage to the natural landscape that millions of us have always enjoyed. I would support closing the canyon to personal vehicles during the busiest weekends and holidays and put in place an expanded multi-point busing option with very short departing and arrival times from each location. This would disburse parking throughout the valley, cut pollution (especially electric busses), alleviate traffic, and put money into public transportation. | 32.2.9E; 32.2.2L; 32.2.2I | A32.2.2I |
| 31047 | Christensen, Chris | I am not for GONDOLA B, I want an improved bus system that benefits all users of the the canyon and not just the ski resort cooperations during a few months of the year. I refuse to pay 600M in taxes for a project that wont be done until 2030. I do not want the unsightly views and the visual impact it will have. Please listen to our desires and give what we have been asking for. I do not think this is worth the money just to alleviate traffic for only 50 days a year. Is a gondola not just a sky bus? Why hate the bus so much? | 32.2.9E; 32.2.9A; 32.1.2C | |
| 34651 | Christensen, Dallis | No doubt we need a good solution for transportation up our canyons. A Gondola isn't good solution. It's a giant bottleneck and will ultimately be a waist of public money. DO NOT BUILD A GONDOLA It is not a solution | 32.2.9E; 32.1.4A | |
| 32912 | Christensen, Danielle | I am against the gondola and feel it would negatively impact the natural beauty of the canyon. There are other, less invasive, strategies to address traffic and impact concerns. | 32.2.9E | |
| 31193 | Christensen, David | I am opposed to the Little Cottonwood Canyon gondola. With inflation at nearly 10%per year and a multi-year construction time frame, it will inevitably cost much more than the \$550 million budget. I enjoy skiing at Snowbird and Alta as well as mountain biking and camping, hiking, and picnicing in the canyon. I feel that the majority of times that I go up the canyon traffic is reasonable. The worst times are usually snow days when traffic on a gondola would be nearly as bad as it is in a vehicle. We should look at multiple lower cost alternatives to the congestion and pollution problems including more park and ride lots near the mouth of the canyon, | 32.2.9E; 32.2.7F; 32.1.4D | A32.2.7F; A32.2.7C |

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| | | more frequent bus service including newer low emission busses, and widening the road for a dedicated bus lane, and tolls limited to heavy traffic days like winter snow days. | | |
| 34768 | Christensen, Dennis | Really concerned with the approach taken to jump ahead a spend \$500B + without giving other options a try. Why would we jump into funding programs for the ski resorts? This eliminates thought on providing options for the many other canyon users? Would like to see the committee test out the bus option, and also the toll option (time based?) before jumping in to subsidize the ski resorts. | 32.2.9E; 32.29R; 32.2.4A | A32.29R; A32.1.2H; A32.2.6S |
| 35522 | Christensen, Douglas | I live in Sandy. I support the bus alternative. I do not support the gondola. I do not believe that taxing Sandy residents for a ForProfit endeavored such as the gondola is fair or ethical. | 32.2.9E; 32.2.9A; 32.2.7A | |
| 26268 | Christensen, Eric | We all know you're going to go with the less popular gondola option. I just wanted to be another voice in the sea of people dissenting. Can we just focus on buses, encourage carpooling, and maybe just accept that there will always be bad traffic days? Gondola sucks, listen to the people. | 32.2.9E; 32.2.4A; 32.2.9N; 32.2.9A; 32.2.2Y; 32.1.2B | A32.2.9N; A32.1.2B |
| 30385 | Christensen, Hailee | I have grown up at the base of the canyon and have lived here all my life. A gondola is not a good idea for a myriad of reasons: I have worked in education in the state and have noticed how much lack of financial support there is in that regard. I feel money for a gondola, which is not essential, could be used towards education. It will also hinder the environment of the canyon, including wildlife and those who retreat to the canyon for recreational activities. As for issues of congestion, it is only significant congestion a few days a year. Alta has implemented paid parking for weekends and holidays and from my experience as a seasoned skier there last year, the paid parking worked just great. Also, after talking with many of my neighbors, they are opposed to the gondola. Hope you will consider the peoples' voices and use the money in a more efficient way. | 32.2.9E; 32.1.2B; 32.2.2K | A32.1.2B; A32.2.2K |
| 32000 | Christensen, Jake | I support the gondola as the best long term solution | 32.2.9D | |
| 34649 | Christensen, Jeffrey | I'm a resident of Salt Lake City. This tram project is a terrible idea. I have data from snowbird and Alta that indicates on a busy day there are more than 8500 skiers and snowboarders going up and down the canyon in a single day. The team can only transport 1000 people per hour. It would take 8.5 hours to transport all those guests up the canyon and 8.5 hours to transfer all those guests down the canyon. If all of those guests try to leave at 4:00am you would not get home until 1:30am. This is a terribly inefficient form of transportation. Please do not waste my taxpayer money to build such an atrocity! | 32.2.9E; 32.2.6.5D | |
| 25915 | Christensen, Jenny | I oppose the proposition to make tax payers pay for this gondola. It's too expensive and completely ignores more ethical and reasonable options. Prioritizing only the ski season is dangerous and short sighted. Please revisit other options for addressing the congestion of the canyon during the winter months. | 32.2.9E; 32.2.9PP; 32.1.2B | A32.1.2B |
| 35582 | Christensen, Joe | The gondola proposal at face value seems like a permanent eye soar in the canyon for a 3 month problem...ski season. UTA has hundreds of what I call "ghose buses" running around the valley each day that could be used during ski season to solution for the traffic congestion. It takes both vehicles not equipped for winter conditions AND drivers who are not skilled to drive in these conditions off the road and allows them to safely make their way to and from the resorts without risk. Cars that do belong up the canyon should be required to have a reservation day/time and not allowed up without it. A gondola will scar the landscape, be costly to operate and maintain, and it/when the next round of pandemic occurs, it will be shut down and not used. People will then simply clog the canyon in their cars. A reservation system seems most appropriate. Don't have a reservation? Take the bus. | 32.2.2K; 32.2.2M; 32.2.9A; 32.2.9E; 32.1.2B; 32.1.2F; 32.2.4A | A32.2.2K; A32.1.2B; A32.1.2F |
| 33512 | Christensen, Jon | The gondola subsidizes few while penalizing many. It is not a equitable solution. It will forever be an eyesore in a beautiful canyon. | 32.1.2B; 32.2.9E; 32.5A | A32.1.2B |
| 29076 | Christensen, Justin | We absolutely don't need this and I don't want my taxes being wasted on a project I will never be able to use. The wealthy do not need anymore hand outs or things to help them. | 32.2.9G | |
| 30552 | Christensen, Kaerli | I am very displeased with the gondola plan in Little Cottonwood Canyon, primarily because of the irreversible visual and environmental impacts on the canyon and watershed waterflow. I believe an upgraded bus system, particularly one that involves electric buses would be a fantastic way to preserve our beautiful canyon for generations to come. | 32.2.9A; 32.2.6.3F; 32.2.9E | |
| 36466 | Christensen, Kate | No one wants the gondola. This is all an example of greed. Who benefits from the gondola? Not the tax payers. The gondola will NOT solve any of the problems with canyon use and it is the most expensive "solution." I can't believe the corruption in our government! I wanted to believe that at least on the local level democracy was still alive and well but it isn't. We don't want your [REDACTED] gondola. UDOT please make a different choice, please think of future citizens and don't obstruct the beauty of the canyon all for a "tourist activity." We don't want more tourists in the canyon. We want the canyon to be accessible to everyone. No one wants to pay \$50-100 to use the gondola. We want more bus routes (how about electric buses?). Any solution would be better than the gondola. I really wish there were people of conscience in leadership right now. Please don't overlook what the majority wants because it doesn't work for the few people who will benefit from the gondola. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.6.3F | |
| 31045 | Christensen, Leeya | I am not for GONDOLA B, I want an improved bus system that benefits all users of the the canyon and not just the ski resort cooperations during a few months of the year. I refuse to pay 600M in taxes for a project that wont be done until 2030. The visual impact of this will be undoable and ruin the LCC for future generations. Please listen to our desires and give what we have been asking for. | 32.2.9E; 32.2.9A; 32.1.2C | |
| 30062 | Christensen, Lucy | The gondola appears to be the best alternative to the traffic, congestion and pollution in the canyon. I would ride it even though I don't ski. It appears to be the least destructive option. | 32.2.9D | |

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| 37098 | Christensen, Mandi | STOP THE GONDOLA! Why on earth would this go through when the grand majority of valley citizens DO NOT WANT IT! Something seems off about this? What have the ski resorts been doing to enable this?!? It makes no sense!!! | 32.2.9E | |
| 31704 | Christensen, Mandi | A Gondola is NOT THE ANSWER! It floors me and makes me wonder what is going on that it's still even being considered since 80% of the population DO NOT APPROVE OR WANT IT!!!! | 32.2.9E | |
| 31701 | Christensen, Mandi | This gondola is NOT the solution!!! I am not sure why on God's earth it's even being considered when 80% of citizens DO NOT AGREE WITH IT!!! | 32.2.9E | |
| 37343 | Christensen, Mandi | STOP THE DESTRUCTION OF THE ENVIRONMENT! STOP THE GONDOLA!!!! The only entity it benefits are the ski resorts! | 32.2.9E; 32.1.2D | |
| 37167 | Christensen, Mandi | STOP THE GONDOLA!!!!!!!! | 32.2.9E | |
| 33473 | CHRISTENSEN, MANDI | STOP THE GONDOLA!!!! | 32.2.9E | |
| 33475 | Christensen, Mandi | STOP THE GONDOLA! | 32.2.9E | |
| 35846 | Christensen, Mariah | This is a solution for a problem that doesn't truly exist: I am an avid skier (season passholder), climber, and biker and use Little Cottonwood Canyon all the time. There are approximately 3 (or maybe if we're lucky and it's a good snow year 5 or 6) days a year where the traffic is actually impossibly backed up. Otherwise it is fine. Resorts on their own have implemented new parking policies that combat the parking issue, and this ridiculously expensive gondola will do nothing but mar the canyon and line the resorts' pockets with out-of-town money while making Utah that much more difficult for actual Utahans to enjoy. I have used the gondolas in Europe extensively, and they are nothing like this. A single, gargantuan gondola going all the way up the canyon will irrevocably damage this canyon--unlike in Switzerland and other countries with many passable peaks near each other where gondolas can run up the face of a mountain, this gondola would effectively ruin Little Cottonwood Canyon and its beauty, not to mention punishing those who use the canyon for all manner of activities beyond skiing (of which there are many). Huge waste and irreversible loss to the entire state of Utah. | 32.1.2B; 32.1.2F; 32.2.9E; 32.2.2K; 32.1.2D | A32.1.2B; A32.1.2F; A32.2.2K |
| 30503 | Christensen, Mark | Please, please, please listen to the people who live here and recreate most in LCC. No gondola. It will destroy the natural beauty of the canyon and is clearly being built to help get masses of people up to resorts that are already over crowded and is just putting money into the pockets of the resorts. Let's utilize less drastic measures to mitigate canyon crowding! | 32.2.9E | |
| 28036 | Christensen, Mark | Prioritizing and improving UTA bus service in the canyon will need a far better option that benefits more of the public. A gondola system won't help people visiting the rest of the canyon besides ski resorts and will be an unnecessary development. | 32.2.9A | |
| 29144 | Christensen, Mathew | Spending half a million dollars on a project that benefits a small, privileged sector of the population is not only irresponsible use of taxpayer money, it's immoral, when so many mid to low-income people need resources in schools, food, housing, and public transit. I can barely get to SLCC in under 2 hours from where I live, 4 miles away. And I have to commute everyday. It's not fair that I have to walk in polluted air when I can't find a bus that runs less than once an hour. Then I hear how a gondola will be built for a wealthy-persons sport, to get people just a few miles up a canyon for a few months of the year. It absolutely makes no sense, and is very discouraging to know that's where my communities priorities lie. Please reallocate those funds to expanding public transit in the valley to reduce pollution and help people with things they NEED to do (get to work, school, groceries) not what people want to do for a couple times per year. Just a fraction of the population ski's, but everyone needs to get around their community. It's absolutely vital to improve necessary transit. A gondola that tears up a relatively pristine canyon for affluent groups that have to commute to their expensive sport is. It essential. After public transit is expanded and school have teachers than go ahead with a gondola. Please reconsider! | 32.1.2B; 32.2.9E | A32.1.2B |
| 37675 | Christensen, Mike | The LCC EIS lacks any vision that would substantially advance the goals of improving transportation, economic viability, environmental sustainability, and recreation stewardship in Little Cottonwood Canyon. The underlying assumption of the statement is that models project that traffic volumes will significantly increase by 2050. Since widening the highway in Little Cottonwood Canyon to accommodate the increase is not feasible, the EIS is seeking transit alternatives solely to handle the projected increase. The prime directive of the EIS is to ensure the free flow of traffic and not advance the aforementioned goals. As such, the means under consideration to address that end will not produce a transportation solution that fosters the vision that is needed for the Wasatch Canyons. In summary, I feel that the LCC EIS is antithetical to those goals. | 32.1.2B; 32.1.2F | A32.1.2B; A32.1.2F |
| 35121 | Christensen, Mike | I am very much against the gondola plan in the canyon. | 32.2.9E | |
| 36606 | Christensen, Paul | I don't think the gondola would be environmentally responsible for the area. I also think that the local population is not wanting the gondola. The people who want a gondola are out of state residents who want to cut lines while on vacation, forcing locals to go without in the process. There are other option to consider. There is something about being in a car or bud with friends on the ride up the canyon that I have very fond memories of. I believe that slapping a gondola bandaid on this issue is not just an issue oversight but a seen as disingenuousness toward the people who live in and around the mouth of the canyon and to the lower class of people who have such tremendous passion for nature and skiing/snowboarding. This has been an issue for decades and has yet to see real change from where I'm seeing things. Thanks for your time. Paul. | 32.2.9E | |
| 29710 | Christensen, Rachel | The Little Cottonwood Canyon gondola is not something that the majority of Utahns want. And the cons seem to vastly outweigh the pros. How will this help traffic congestion during the extensive construction period? Where are all the cars going to park that are bringing the riders up to the mouth of the canyon? How much will a gondola ticket cost? Would it be included in a lift ticket or separate? Why are taxpayer dollars paying for a additional and unnecessary barrier to the mountain. If | 32.2.9E; 32.2.4A; 32.2.7A; 32.2.9N | A32.2.9N |

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| | | the ski resorts feel so strongly that a 2-stop, 8-mile gondola needs to be put it they should be paying the half-billion dollars themselves. This is a horrific play at limiting citizens access to the canyons and to nature. | | |
| 31789 | CHRISTENSEN, SAM | Let's start with all of the proposed items EXCEPT for the gondola. Then see where we are at. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 26883 | Christensen, Sam | No gondola please. | 32.2.9E | |
| 31712 | Christensen, Stan | <ol style="list-style-type: none"> 1. The scope of the EIS did not include the surrounding canyons or the impacts on 940S which makes no sense due to the need to plan regionally rather than canyon by canyon. 2. The cost: Cost of alternatives (in addition to road) were not considered, and the total cost for some reason has stayed static despite a huge increase in construction costs and other inflationary costs. 3. Electric buses were not considered. 4. Maintenance costs were not considered as they relate to environmental impacts. 5. Earthquake risk not addressed adequately. 6. Issues related to the superfund site glossed over. 7. The fact that future skier days are projected to go down over the next 20 years by multiple sources including US Ski Association not considered. 8. Environmental impacts of phased approach not considered and compared with gondola option. 9. Environmental impact of gondola on other recreation uses not addressed. 10. Capital and operational cost of satellite parking not addressed or considered in terms of environmental impact. 11. Watershed impacts not addressed adequately. I spoke with the Forest Service about this and they did almost no analysis. | 32.1.1A; 32.2.7F; 32.2.6.3F; 32.2.7E; 32.2.2X; 32.1.4I; 32.29R; 32.4B; 32.12A | A32.1.1A; A32.2.7F; A32.2.7C; A32.2.7E; A32.29R; A32.1.2H; A32.2.6S; A32.12A |
| 27921 | Christensen, Taggert | the gondola is not a good. https://www.google.com/search?kgmid=/m/026n0&hl=en-US&q=word_osrp%7Ccoverview%7C%7Cmeow&kgs=82f0bf29500b9996&shndl=0&source=sh/x/kp/osrp/1&entrypoint=sh/x/kp/osrp | 32.2.9E | |
| 32361 | Christensen, Vera | I am against a gondola up Little Cottonwood Canyon. I feel that if a gondola is installed it should be paid for by the ski resorts and not the taxpayers. I think UTA should extend the buses but instead they just reduced service. UTA has never provided adequate service to Big and Little Cottonwood Canyons. Also I found the ads on TV for the gondolas since it was a misrepresentation. The ski buses do not look like the bus they were showing. Apparently they had never been on a ski bus. | 32.2.9E; 32.2.7A; 32.2.9A | |
| 36918 | Christensen, Wendy | I oppose the construction of the gondola in Little Cottonwood canyon. It benefits Alta and Snowbird, but doesn't address how to improve general impact on the canyon. I don't want my tax money spent on this project. If there is that much money available to build a gondola - why can't the legislature pay our teachers more, and improve our education system in this state? | 32.2.9E; 32.1.2D | |
| 31598 | Christensen, Wyatt | Rather than make it exclusive to those who can most afford it, please consider implementing a lottery system. It's fair and equitable if non transferrable. If not used, the list opens up to the next people. Have a stand by list for \$20-30 with fees going to preserve the canyon. My 2 cents | 32.2.4A | |
| 34304 | Christenson, Bert | Yes for the gondola! I'm 90 yrs old, and its getting to hard to hike the Mts much and I stopped skiing several years ago, and I would rather not drive up and down the canyon anymore, but I would defiantly ride the gondola many times for the sight seeing alone! | 32.2.9D | |
| 28940 | Christenson, Brad | Yes! to the gondola. It is the best option by far. Small footprint, clean, safe and beautiful views. Many tourist dollars, as it alone will be sought out activity to enjoy. | 32.2.9D | |
| 36684 | Christenson, Bryan | As a taxpayer and advocate for the canyons, I am NOT in favor of the gondola project. I realize something must be done, and believe other options like: additional buses and/or lanes, mandatory buses for peak times (like Zions), or toll gates are more practical and moneywise. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 37161 | Christenson, Crissie | The Gondola project to address the traffic issues in Little cottonwood is not going to solve the issue any better than Trax did for the salt lake valley. The gondola is not convenient and only services the resorts. It is meant to make ski resort more accessible not the canyon recreation areas. You need to create wider roads with bike lanes and better recreation parking to create a better canyon experience. | 32.2.9E; 32.1.2D | |
| 37482 | Christenson, Mike | I feel like all alternative options to the gondola have not been thoroughly reviewed. The gondola is only serving the needs of 5he ski resorts and the community as a whole. I encourage you to review ALL other options. There are more fiscally and environmental friendly options aside from the gondola. This decision should be put in the hands of the public through a vote and not driven by the money of the resorts. | 32.1.2D; 32.2.9N; 32.29R | A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 33296 | Christenson, Sarah | I completely object and feel uncomfortable with putting up a gondola. I have not heard one person say that they want this and I think it is completely unnecessary. It only damages our little cottonwood with no benefit. Put that money into something else that's actually useful! | 32.1.2B; 32.2.9E; 32.6A | A32.1.2B |
| 36781 | Christenson, Tom | I favor the gondola for Little Cottonwood Canyon. It would be great summer spring, summer and fall tourist attraction and well as a winter transport for skiers to Alta and Snowbird. A wider road would do more damage to the canyon and as the population grows in the future there will be more pressure on the canyons. More buses will only further contest the canyons. The gondola will offer more access to see the beauty of the canyon, especially the handicapped. | 32.2.9D | |
| 37810 | Christensrn, Jill | Do not want the gondola. The cost is to high and only benefits a small part of the population of the valley. UDOT has cancelled badly needed bus routes but wants to waste money on this project Tax payers should not have to subsidize this costly transportation for two ski resorts. | 32.2.9E; 32.2.7A | |

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| 26853 | Christiansen, Adison | please reconsider the decision on the gondola. there are less invasive ways to promote public transportation. don't ruin the beauty of the canyon forever. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26056 | Christiansen, Daryl | Before building, please research and consider the gondola system in La Paz, Bolivia. Each gondola line has multiple stops and and still integrates a high-speed system that works extremely well. Multiple stops should be included on the Little Cottonwood line and La Paz proves that it won't reduce efficiency or increase time. Please implement multiple stops. The people of Utah want this!!!! | 32.2.6.5G; 32.2.6.5F | |
| 28556 | Christiansen, David | A couple advantages with the gondola over mote lanes of travel. The fewer cars going up, the less pollution. This goes from noise, exhaust fumes, and trash thrown out windows. Another pollutant is that engines leak fluid, such as radiator, gas, oil, and transmission fluid. The fewer leaks means less of this in the river. The other advantage is in the winter, when there is an avelanch covering the road, there is a secondary exit available. People think the cars ih the air will spoil the view. Wider roads do that as well. You can go up most canyons and see scars where the hillside was taken away for a road. To widen the roads more, in some places, you will find a number of other atreas where this will happen. | 32.2.9D | |
| 30375 | Christiansen, Dawson | What a shame. Ruing world class climbing and views for profit. | 32.2.9E | |
| 35170 | Christiansen, Robyn | Dear Planning Commission, Having worked at Alta for almost 50 years and in my continued travels up LCC to ski and hike, I would like to share some observations. The greatest pollution in this canyon (the source of our water) is the the motor vehicle with its noxious emissions and dripping oil etc not to mention the substances sprayed on the road to keep it passable in winter months. Therefore I do see a gondola as a viable far less polluting source of transportation in LCC. However the many negatives certainly need to be addressed. 1. Access: Suitable facilities both top and bottom for equipment storage, changing areas and food and beverage options need to be in the plan, as well as traffic flow and parking considerations. 2. Cost: Skiing is already prohibitively expensive for many people. How will that be structured? Utah resident pricing? Tourist rate? 3. Visual Impact: This seems to be the biggest problem for the people who live within sight of a proposed line. 4. Serving only Alta and Snowbird: This is seen as public money being used for two private enterprises. 5. Snow: Viability of the ski areas would be the least of our worries in the eventuality that we no longer receive adequate snowfall. My opinions do not necessarily oppose a gondola, however it is not going to solve the immediate problem of car numbers in the canyon. 1. Electric frequent buses that have better routing is a priority. 2. Tolling that is used year round by buying either an annual or day pass. These could be set up like an EZ pass as is used already on other toll ways. The cost of such passes being spread over summer and winter users would keep the cost down. cf. Millcreek. You may have observed the number of cars in LCC during Oktoberfest. Bumper to bumper just like a powder day. This would be better than trying to charge hikers or skiers at the various trailheads. I certainly do not know whether any numbers have been run to this end. I believe reducing cars in the canyon is everyone's goal. Our individualistic society will only be weaned from their cars if a convenient alternative is available. Respectfully, Robyn Christiansen. | 32.2.2E; 32.1.2D; 32.1.2F; 32.2.6.3F; 32.2.4A | A32.1.2F |
| 32738 | Christine Bennett, Robert | Absolutely against. It seems like a great way to use an exorbitant amount of taxpayer dollars to underwrite UDOT and the ski industry. Just say no! | 32.2.9E; 32.1.2B | A32.1.2B |
| 25768 | Christner, Danika | The gondola is going to ruin so many boulders that are used by climbers every day. | 32.4B; 32.6D | |
| 35945 | Christoph, Oscar | Public lands shouldn't be defiled for private interests. Disgraceful | 32.2.9E | |
| 25797 | Christopher, Trina | I LOVE the gondola idea!!! Buses are part of the congestion and a gondola is more fun!!! | 32.2.9D | |
| 35854 | Christopherson, Gwen | I am baffled that the gondola was identified as the best solution to the traffic problem in Little Cottonwood. I'm baffled that it would even be considered at such a gaudy cost when there are so many better uses of that money in the Salt Lake Valley, like water conservation efforts, in the face of a shrinking Great Salt Lake that could leave all of northern Utah uninhabitable. If you care about the environmental impact of this project, consider the materials needed to build the gondola. Where are they coming from? What amount of fossil fuels was used in their extraction, processing and transportation? Whose Indigenous tribal land was stolen and exploited in that process? A far more reasonable solution would be to increase busing services to and in the canyon during peak seasons and limit car access. Zion's National Park is a prime success story, having implemented a similar system. This dissolves the need for any major construction in the canyon or at the base | 32.2.9E; 32.1.2F; 32.2.2B | A32.1.2F |

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| | | of the canyon which would disturb wildlife and further alter the unceded ancestral homeland of Ute, Piute, Goshute, and Shoshone peoples. Increasing access to public transportation throughout the valley is clearly the most equitable solution to this problem. Not only does it reduce parking and traffic issues, but it gives Salt Lake valley residents without cars much needed access to the outdoors. This could be a chance to make a profound impact on public health and make a statement about our relationship to land. Please prioritize the well-being and the health of Utahns and the folks who have been the most marginalized and restricted from the beautiful nature that our canyons have to offer. | | |
| 26904 | Christopherson, Nain | As a Salt Lake City taxpayer and skier, I'm horrified at the proposal that \$550 million in government funds should go toward an invasive gondola to private ski resorts-particularly when that money is needed so urgently to address the health of the Great Salt Lake, the shrinking of which could soon render local snowfall insufficient to sustain those resorts in any case. Who will be left to run the lifts when we've all fled the state in search of arsenic-free air?? Please, please, take a step back and consider the ways in which this plan will benefit the very rich, out of state few skiers and snowboarders at the expense of our local people's and landscape's well-being, and take this opportunity to develop a more responsible alternative. | 32.1.2B; 32.2.2E; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 29998 | Chrupalo, Tori | Please do not put a gondola up little cottonwood canyon. Do not rush this decision, if you don't like the options right now, give it more time, think through the ramifications. It is better to take time to decide than to rush to an irreversible damaging option. | 32.2.2PP; 32.2.9E; 32.2.9N | A32.2.9N |
| 35226 | Chrysler, Andrew | The gondola decision is rushed and incorrect. This is a taxpayer give away to large industry and private interests. It ignores local opinion, and is likely to be detrimental to classic Wasatch pursuits such as backcountry skiing at mid-canyon trailheads. | 32.2.9N; 32.2.9E | A32.2.9N |
| 29521 | Church, Andy | The gondola is NOT the answer to LCC traffic issues. A combination of reduced traffic and increased bus service as well as road improvements is better than a gondola that the public is obviously against. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |
| 35283 | Church, David | What has become abundantly clear to me from the responses to the first round of public comment is that UDOT is not willing to consider the public's disdain for marring the beauty of Little Cottonwood Canyon with a gondola that will forever change the landscape only to serve two ski areas for a fraction of the year. Responses to the comments were clear, UDOT doesn't favor the other alternatives because they don't fully address peak demand on the busiest weekends during ski season to just two resorts. Let's be reasonable, does it make sense to burden our beloved canyon with such imposing infrastructure to serve what boils down to a handful of days per year? Does it make sense that all that money, investment, and obtrusiveness just sit idly by in the summer and fall months, with no thought of how to improve service to the canyon in the non-peak months, and to provide equitable access to the canyon? As taxpayers, our money should be going to infrastructure and services that equitably improve access to the canyons at all times of the year, and to all portions of the canyon, not just to solely benefit two profitable ski areas. I firmly believe UDOT needs to take a step back and look at this problem with a wider lens of the entire Big and Little Cottonwood Canyon system. I think if anything, last year proved that small adjustments can make a big difference in overall demand and delays in the canyon. As Alta started requiring parking permits on the weekends, traffic in Little Cottonwood Canyon became much more manageable and easier to navigate, meanwhile, the shift away from Little Cottonwood Canyon made for more demand and delays in Big Cottonwood Canyon. I firmly believe if UDOT imposed a tolling system on both canyons, and provided access to good alternatives like bussing from an expanded transportation hub, we would see decreased vehicle demand on the canyons. The bottom line is this: even if the gondola looks the best on paper for the requirements - the people don't want it, and we want UDOT to support alternatives even if they come up a little short of the requirement. | 32.2.9E; 32.1.2C; 32.1.1A; 32.2.9A | A32.1.1A |
| 25552 | Church, Jimmy | Stupid. You guys are idiots | 32.29D | |
| 25556 | Church, Lane | I am against this! Why on earth are tax payer dollars being used for something that people will have to pay to use and the money to operate it will benefit only a few select groups and businesses? At the end of the day it's not UTAH VOTERS that benefit from it. It's the resorts who benefit from it and a SELECT group of people who benefit. Second to that, let alone COMMON SENSE says people will still drive up the canyon even if a fancy gondola is there. It will still be congested, and the problem will still then exist except only to be complicated by this gondola project. An additional point of view is that snow packs are being recorded less and less year over year, and now concern exists that seasons will be shorter with less snow on the slopes. Facts are facts with regard to that. This project will ultimately look NO DIFFERENT than the HUGE waste of tax dollars spent on pumping station for the Great Salt Lake that's about to be a dust bowl. SO AGAIN, WHY WASTE MONEY ON THIS WHEN THERE ARE SO MANY OTHER LARGER TRAFFIC ISSUES IN OUR STATE????? FOR REAL! UDOT is being extremely short-sighted on this, and it's a gross abuse of taxpayer money and is as unconstitutional. It's really at the end of the day no different than what was proposed for Utah Lake which was also ruled unconstitutional. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.4A; 32.2.7A; 32.2.2E; 32.2.9N; 32.6A | A32.1.2B; A32.2.9N |
| 37416 | Church, Tony | I would like to submit my comment against building a gondola up Little Cottonwood Canyon. I believe the permanent visual scarring of the canyon makes the gondola an unthinkable choice. I would propose as an alternative radically increased bussing combined with no private automobile traffic (with the exception of canyon residents). A cog rail would be my second choice. | 32.2.9E; 32.1.2F; 32.2.9A; 32.2.2B | A32.1.2F |
| 31313 | Churchill, Margot | No gondola - not ever!! LCC is a precious area that needs to stay preserved for future generations. | 32.2.9E; 32.1.2F | A32.1.2F |
| 26607 | Chytraus, Carter | Don't do it!! | 32.29D | |
| 29222 | Cianelli, Michael | Yay gondola! Best choice | 32.2.9D | |
| 33765 | cieslewicz, joseph | After reviewing the material provided to the public concerning the building of the gondola, I am strong against its construction. | 32.2.9E | |
| 35412 | Cinbis, Can | I live in Utah, vote in Utah and a recreational user of LCC. It is a beautiful place that gives me joy to visit throughout the year as a hiker and a skier. I oppose the gondola option which is very expensive solution that will dilute the beauty of the canyon and will have limited use. I believe resources can be used to resolve other more critical issues Utah faces. I also believe there are cheaper, alternative solutions to the issues such as increased public transportain option using buses maybe | 32.2.9E; 32.1.2D; 32.1.2F; 32.1.2B; | A32.1.2F; A32.1.2B; A32.2.2K |

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| | | smaller, cheaper, and more frequent minivan shuttles. Tolling or limiting access to the private cars will also help during increased demand days. If the road is closed for a few days during the season due to avalanche, so be it. It is not worth spending billions to gain a few days back. Return on investment is not reassuring. | 32.2.9A; 32.2.2Y; 32.2.2K | |
| 31013 | Cincotta, Dylan | <p>Opposition against the gondola!!!</p> <p>There are numerous reasons why myself and the vast majority of locals are strongly opposed to the gondola.</p> <ol style="list-style-type: none"> 1. Destruction of the natural beauty of Little Cottonwood. 2. Does not provide access to trailheads for backcountry skiing. 3. Local taxpayers are paying for a transport system that directly benefits two privately owned ski resorts - they should pay for it exclusively since those are the only destinations. 4. Gondola only will run in winter. This is an extremely expensive solution to a problem that only occurs several weekends of the year. It does nothing to help summer time transportation. 5. Risk of the destruction of famous bouldering and climbing locations. 6. Inefficient transportation - gondola can only carry ~ 1000 people per hour. This option still requires patrons to drive to bus station, then take a bus, then take a gondola. All these transitions followed by a slow moving gondola (resorts have 10K patrons daily) makes no sense for this level of expense. Myself and many locals will not utilize this option. 7. This gondola will be used as propaganda "come ride the longest gondola in the world!" which will only result in further crowding of our canyons. | 32.2.9E; 32.2.7A; 32.2.6.5D; 32.20C | A32.20C |
| 37677 | Cinea, Shelby | The future of the Great Salt Lake is in jeopardy, and is so much more important than supporting two resorts that cater to a few. All of our lives, and the surrounding ecosystem, are on the line if the Great Salt Lake is ignored. It is an immensely important area for migrating birds, among other benefits. Gondolas do not need to be built with taxpayer dollars. You can find a donor, or donors, for such frivolous spending. Invest in what matters. | 32.2.7A | |
| 32359 | Ciriello, Carlo | <p>Hi!</p> <p>I am writing to object to the plan for a gondola up LCC. It will be an irreversible blight on the canyon and a massive waste of money - delivering people to private resorts - when there are better solutions.</p> <p>Furthermore, there won't be enough parking at the base of the canyon to support users of the gondola should it actually materialize. There's just so much wrong with the plan.</p> <p>How about dedicating a bus lane? Better restrictions on 4x4 and snow tires entering the canyon?</p> <p>Without a doubt, the most egalitarian solution would be to add dedicated bus lanes with regular service up and down the canyon - with the costs partially offset by the private resorts who want patronage.</p> <p>Thanks for understanding.</p> <p>NO on the gondola.</p> | 32.2.9E; 32.2.9A; 32.2.2M; 32.2.9B; 32.2.7A | |
| 36007 | Cisney, Kevin | <p>This is extremely short sighted. Sure, the ski industry will benefit financially, for a few years. Until we no longer get snow in the winter (we've been breaking record high temps every year for like a decade now, at an accelerating rate). Then the snow will disappear and we'll be stuck with the bill.</p> <p>The answer is very clearly buses. Not a gondola. No bailout for the dying ski industry! They can ride buses like the rest of us.</p> | 32.2.2E; 32.2.9A; 32.2.9E | |
| 29980 | Citizen, Anonymous | I have concerns that you have employed a 6 figure IT supervisor that is wasting the taxpayer provided salary. I'd guess there are many more like this person on your payroll and recouping their inefficient wasted taxpayer money would pay for the gondola. Please share this comment! | 32.29D | |
| 25816 | Citizen, Concerned | Has this project considered that Salt Lake City is on the verge of an environmental disaster, and if the Great Salt Lake dries up, there will be no more snow to ski on? Why spend millions on reducing traffic instead of addressing the real crisis? What happens when all the snow is gone and the city is a toxic wasteland? | 32.2.2E | |
| 30296 | Ciullo, Mark | I have not been personally for or against the gondola... however, I do get the sense that the public doesn't generally support it, but big business does. I also have problems with paying for the gondola with state or local funds, ESPECIALLY since it seems the public doesn't want it. I feel gov't has no right to spend tax dollars against the will of the people. I would like this gondola to NOT go through until some new financing and options can be put in front of the public for a vote. Listen to the people - let this be voted on. | 32.2.9N | A32.2.9N |
| 36870 | Civello, Tony | Do not build the gondola. This is a total boondoggle, wouldn't solve the problem, would create new problems, costs tons of taxpayer money to benefit private companies, would harm the climbing and natural beauty of lcc, etc. There are tons of reasons to not do this. Do not ruin little cottonwood canyon by building the gondola. Expand bus services. The problem will solve itself. If it gets too bad then people will stop skiing there. | 32.2.9E; 32.1.2D | |
| 29531 | Claffey, Scott | No way am I paying for a gondola. Half a billion. NO! There are 365 days in a year. Big powder days are drying up and there really aren't that many of them out of those 365 days. Remember the Great Salt Lake pump? How's that going? Snowbird and Alta can do a reservation system. Charge \$100 to park. Or skiers can take a bus. | 32.1.2B; 32.2.2E; 32.2.2K; 32.2.2QQ; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |

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| 32120 | Claffey, Scott | Don't you dare force me to pay taxes for this boondoggle of an idea for a gondola. Traffic up Little Cottonwood Canyon doesn't even affect us most of the year. Carpool. Charge for parking. Limit the number of skiers, etc. | 32.2.9E; 32.2.2K; 32.2.2Y; 32.1.2B | A32.2.2K; A32.1.2B |
| 30919 | Claffey, Scott | When you love something to death, it's sadder than you can imagine. I refuse to pay for this. Snowbird and Alta can pay for this and I'd still be against it. Less is more in this case. | 32.2.9E | |
| 27871 | Claflin, Michael | I understand the desire for a gondola but it simply doesn't make sense. Before turning to a gondola to solve all. Our problems there needs to be incremental changes implemented before we irreversibly alter the canyon with a financially irresponsible project that only benefits corporations and not the public. The Gondola only would serve the community 4 months out of the year which simply does not justify the cost. | 32.2.9E; 32.2.9R; 32.1.2B | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |
| 37848 | Clare Shepherd, Anna | I am very opposed to the gondola. It just benefits the ski resorts and not all us other users of the canyon. It also encourages more usage of the g e canyon-- especially by those using the ski resorts. There are other remedies much better. | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |
| 35373 | CLARIDGE, EDDIE | With the announcement of a REDUCTION of bus service to LCC & lack of funding for the phase in plan & gondola this effort seems like a waste of money, not to mention an exercise in futility! | 32.2.9E | |
| 27649 | Clark, Aidan | I think that the gondola is a good decision | 32.2.9D | |
| 28300 | Clark, Carolyn | <p>Gondola Comment 2022 0809</p> <p>UDOT has chosen Alternative B Gondola as your preferred transportation alternative. I urge you to reconsider this choice.</p> <p>Reasons to Gondola is a bad choice:</p> <ol style="list-style-type: none"> 1. The Gondola would be prohibitively expensive. It is imprudent to waste so much money on an unnecessary solution, especially when the future of the ski industry is in question, due to climate change. 2. The Gondola is ugly. Why ruin the beauty of our scenic Wasatch Mountains? This is way more infrastructure than needed in our cute little mountain range. This unaesthetic view will detract from the very beauty that draws us to the mountains. 3. The Gondola wouldn't really solve the transportation problem. Cars and buses will still be required. <ol style="list-style-type: none"> a. It only serves one of the Canyons. b. It doesn't serve stops that are in-between the main gondola stops. 4. The Gondola wouldn't allow flexibility in case of changing conditions. 5. The Gondola is a rich-people's toy. It wouldn't help improve equal access to folks of all income levels in the canyons. <p>Reasons why bus service remains the better choice:</p> <ol style="list-style-type: none"> 1. Cost-benefit ratio!!! Buses provide much greater value to us all, in return for amount of money that would need to be spent. 2. Buses would leave less visual impact. (TV ads are misleading when they show gondolas, snow & mtns, with NO ROADS. Because there would still need to be roads, cars, and buses, even if gondolas were to be built.) 3. Buses can serve both canyons. They can stop at alternative locations. They can originate in various locations across the SL Valley, to reduce the need for huge parking areas near the mouth of the canyons. 4. Buses are flexible to meet increased or reduced demand, or changing weather, or changing location needs. In case of another pandemic, buses can be set up to allow just one person per seat, etc. 5. Buses are more affordable for all. <p>Proof that buses can work:</p> <ol style="list-style-type: none"> 1. Car traffic has already decreased due to parking reservation systems, without decreasing access for skiers. 2. Programs such as Backcountry Alliance shuttles have already been very successful. 3. Tolling is a popular choice, but hasn't even been tried yet. <p>As a long-time resident of Salt Lake City, a lover of the Wasatch, and a local taxpayer, I protest the way that the Gondola alternative would waste my hard-earned taxpayer money. Please reconsider your poorly thought-out "solution". It is a bad solution, indeed.</p> <p>Let's go with buses!</p> | 32.2.9E; 32.2.9A; 32.1.1A; 32.2.2I; 32.2.9R; 32.2.2PP; 32.2.9N; 32.2.2E; 32.7C; 32.1.2D; 32.2.6.5A; 32.5A; 32.2.6E; 32.2.7E | A32.1.1A; A32.2.2I; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N; A32.2.7E |
| 26634 | Clark, Charlie | please do not allow this to happen LCC is utilized for more than just skiing! | 32.1.2B; 32.1.2D | A32.1.2B |
| 30831 | Clark, Colin | I fully support the now selected preferred alternative of a tram. It will be a great addition to the tourist scene in Utah. It will pull up tourists into the canyon during the summer as well as the winter. Many people will visit just to ride the tram and see the canyon, even if they do not ski. Furthermore, as a skier, it is always a hassle trying to figure out how to get up the canyon, meet bus schedules, figure out parking, get up the canyon when it snows, etc. Having a fully reliable form of transportation that does not add road traffic, is quiet, and is reliable will be a great and ongoing addition to Utah's ski scene. | 32.2.9D | |

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| 34860 | Clark, Collin | After researching this gondola project more it seems that the overall cost and environmental impact far outweigh the possible benefits associated with its construction. I would much rather taxpayer dollars be used to improve the bus service up the canyon instead of building a gondola. | 32.2.9E; 32.2.9A | |
| 27207 | Clark, Daniel | UDOT asked us for our comments prior, and still want the most expensive option. They didn't listen to the majority voice, nor did they choose the option that is the least expensive, or least intensive on the canyon. WE DO NOT WANT A GONDOLA. WE DO NOT WANT TO PAY FOR THE GONDOLA. NO GONDOLA UP Little Cottonwood Canyon Please!!! | 32.2.9E | |
| 27627 | Clark, Daniel | Please no gondola. | 32.2.9E | |
| 36960 | Clark, Douglas | I am a former Managing Director of Business Growth in the Utah Governor's Office of Economic Development under Jon Huntsman Jr. In that role I spent extensive time working to raise the quality of the built environment in the state of Utah. I also worked to coordinate transportation, transit and economic development strategies, something that had never been done before in the state. This project flies in the face of good quality planning. There are far too many risks associated with this project. Register my opposition. Considerations: 1. Cost. I have seen projects like this in the past. Not once have I seen them come in at budget or under budget. I will support this project only if UDOT officials agree to foot the cost of any cost overruns personally. Personally. As in selling their homes to cover cost overruns. 2. Public safety. What happens when an avalanche takes out one or two of the towers? Or otherwise disables the system? How will rescue equipment get people out of the gondolas many feet in the air on the road to access those gondola towers is blocked by an avalanche? This is just one scenario regarding inherent dangers in the canyon. 3. Aesthetics. Why take one of the most beautiful canyons in the western United States and spoil it with towers and gondola cars? 4. Who should pay? Why are taxpayers being asked to provide one more example of corporate welfare? This gondola disproportionately benefits ski resorts. They should pay. | 32.2.9E; 32.2.6.5K; 32.2.7A | |
| 29243 | Clark, Dwight | While the gondola is an attractive solution for some, it really only benefits the skiers in the community (of which I am one). Is it reasonable to take public funds contributed by all Utah taxpayers to aid the few? Why not try the electric bus alternative which can be tailored to the demand in the canyon, unlike the gondola. It also contributes very minimally to any environmental concerns and has the advantage of improving air quality in the canyon. I don't think widening the road is a solution as having lived in California for years, they discovered the traffic always increases to fill whatever new lanes are created. A fleet of electric buses would make quite a difference in both big and little cottonwood canyons with much less expenditure. And it can be tailored to demand as well as provide access to other activities than just the ski resorts. | 32.2.6.3F | |
| 32152 | Clark, Georgia | Please listen to the people. We do not want a gondola. We want electric buses that run more frequently & pick up from more locations. I see where you are going to have less busses this ski season, that is horrible, & unacceptable.. What ever you need to do, get more not less busses this season. | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 28239 | Clark, Georgia | Do not want or think the gondola is a viable solution for transportation in the canyon. Better bus service with electric buses is a much better solution. | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 26491 | Clark, James | I believe a gondola is a terrible idea. Minimal changes have to be made. UDOT and I'm sure private companies can handle the overblown seasonal transportation issue which I believe is non-existent. Something bright and shiny is what makes others' income increase. It's all about the money. We already have the infrastructure in place to solve getting skiers up the hill. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 30390 | Clark, James | We have to do something. The gondola, with a life expectancy of 30 years or so is the best option I have seen. I drive, I use the ski bus, maybe all of the above, but the gondola certainly has a place here. | 32.2.9E; 32.2.9A | |
| 30337 | Clark, Kipp | Please make the gondola option a reality. environmentally, and economically the best choice. Years ago, the public voted down putting in light rail. UTA did anyway. Turns out that was one of the smartest things that they've ever done. Same thing here, in order to preserve access to the mountains for our increasing population, we need to have People movers to get folks up there without polluting and creating parking lot nightmares. Please, please put in the gondola. | 32.2.9D | |
| 26225 | Clark, Larry | I am opposed to tax dollars being spent in the amounts mentioned for a transit system that is being built to financially reward ski resorts. The majority of taxpayers in Utah do not and will not use this system, whether it be Gondola, Buses or improved road structure and primarily for a limited season for those that go there to ski. We have issues in Davis County where we have horrible traffic congestion 12 months of the year and the necessary projects to correct this is often not even in the loop. So - Let the ski resorts purchase property at the mouth of the canyon, build a parking facility (whether it be a lot or parking terrace), they can provide buses or they can contract with UTA to provide buses and charge riders. Limit the number of personal vehicles allowed and levy a toll either on per vehicle or per person. | 32.2.9G; 32.1.2B; 32.2.7A; 32.2.2K; 32.2.2Y | A32.1.2B; A32.2.2K |

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| | | This will help offset the maintenance of the road. Those individuals that reside in the Canyons area could be provided with 2 free vehicle passes allowing year-round access at no charge. Again - I am opposed to using my tax dollars to benefit a commercial entity that I will never patronize and the majority of Utahns will not patronize. | | |
| 34415 | Clark, Matthew | The costs of this project are far too high for the number of residents it would benefit. If initial cost estimates are 500 Million then we can expect the final cost to be north of a billion dollars for something that serves the ski industry. Meanwhile there a countless miles of bad roads around Salt Lake County. You should be limiting vehicle traffic and using electric powered buses instead of this undertaking. If Alta and Snowbird want it, and they admit they are the destination for 87% of the traffic, then they should foot the bill, not the taxpayers of Utah. Thanks for considering my comment. | 32.2.7F; 32.1.2B; 32.2.2K; 32.2.6.3F; 32.2.7A | A32.2.7F; A32.2.7C; A32.1.2B; A32.2.2K |
| 29157 | Clark, Michael | It's not worth the environmental or recreational impact | 32.2.9E | |
| 29966 | Clark, Michelle | The EIS has clearly shown that the gondola will not reduce auto travel, just INCREASE THE NUMBER OF PATRONS SHUTTLED DIRECTLY TO RESORTS. I have lived here my whole life; I currently live at the base of the canyon. Buses are the answer and our community has repeatedly shouted this as evidenced by popular opinion. Please don't let the potential profits of the rich/former legislators ruin what we love. Put buses in which have stops along the whole canyon; don't force us (I am a single mom) to pay for gondolas which only benefit the already wealthy resorts as well as destroy the areas we enjoy. You can be sure I won't bother taking my kiddos to Tanner flats anymore if there's a gondola going over it. Please choose the right-- choose buses! | 32.2.9A; 32.2.6.3C; 32.20C | A32.2.6.3C; A32.20C |
| 36142 | Clark, Rachel | Please find a solution that isn't going to destroy the canyon and will give everyone, not just the rich, access to it. | 32.1.2D; 32.1.2F; 32.2.9E | A32.1.2F |
| 30758 | Clark, Robert | I own a home in Cottonwood Heights. I am a lifetime skier in Little Cottonwood Canyon. The gondola is the best solution to the problem. It will be better for everything in the canyon. Any other alternative would do irreparable damage. The gondola will be clean, quiet, and bring that ski resort area to world class status. The next thing you should do is dramatically reduce the amount of cars that are allowed in the canyon. Simply don't allow people with less than three or more of the car for me than going up there and charge for every car. | 32.2.9D | |
| 33080 | Clark, Sara | Hello The gondola is not a great option for LCC. The gondola is being paid for by tax player dollars, however it will only be used to service the ski resorts DURING ski season. This makes it primarily for private use, however taxpayers are paying for it. That is wrong. Additionally, the gondola is going to ruin the beauty of the canyon, and destroy prinkic access to hiking trails and climbing routes. Please consider other options and don't rush this decision. The local community is against the gondola. Please listen to the taxpayers and locals. | 32.2.9E | |
| 37887 | Clark, Savannah | I believe that the gondola does not serve enough people to be a viable reason to build a permeant structure in one of the most beautiful canyons in the Wasatch mountains. The gondola does not serve enough of the people who access LCC year round. It serves a very small subset of people within a sport that only happens 1/3 of the year. I am a snowboarder. I deal with the traffic that takes over the canyons during certain times of year. It is undoubtedly annoying but if you want to live in a place with unparalleled access to mountain terrain that is booming in population then you have to know what your up against. You need to make plans to carpool and take the ski bus. The ski bus should run every 15 minutes. This would make transit up the canyon via ski buses that can become increasingly electric and reduce emissions in the future more efficient and easy. Tax payer dollars are what is proposed to pay for the gondola, well I don't want my tax money paying for that. The gondola serves a private company not public land or the people who love the Wasatch mountains. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 26410 | Clark, Sheri | I am not a skier so I don't think this is a good solution for everyone involved with the project and why should I have to pay for it if I don't use it! | 32.2.9E | |
| 33013 | Clark, Snelson | There are so many easily employed alternatives that the resorts could implement and pay for such as using the area they purchased at the proposed base for a staging area for buses, car pools van pools. Discounts for full cars . They could vary the start times, offer incentives for people to come at off peak times. Charge a premium for those times when traffic is the worst, like London does for downtown traffic. The traffic is only a problem at peak times a few weeks a year, that does not warrant a solution that benefits two resorts and costs the taxpayers a billion dollars before it is done. Please reconsider, the gondola is not the solution to to the problem. | 32.2.2K; 32.2.9E | A32.2.2K |
| 28049 | Clarke, Cam | I would prefer this over a parleys or Provo canyon highway. As long as driving a car up the canyon is allowed before 7am. | 32.2.9D; 32.1.5B | |
| 28331 | Clarke, Jeffrey | I know that there is plenty of controversy. But I fully support the gondola b proposal | 32.2.9D | |
| 28521 | Clarke, Kevin | This is a terrible solution to an over exaggerated problem. Please do not build a gondola. A toll on the road would be a better solution. It would insecticide people to take the bus And generate revenue. The gondola would only be used a few months of the year. It won't generate any benefite for residents since the cost is so high. There is only limited space on the slopes, building a gondola doesn't make any more room on the mountain. It wouldn't increase tourism. Why should tax payers foot the bill. | 32.2.9E; 32.2.2Y; 32.20C; 32.1.2B; 32.2.7A | A32.20C; A32.1.2B |
| 32135 | Clarke, Mary | I am very much a supporter of the gondola b project. It is very complex in scope and outlook, but it gives alternatives that offer a new dimension and direction in canyon accessibility | 32.2.9D | |
| 37761 | Clarke, Stephen | I do not want a Gondola . This is crazy. the extra time to travel in a Gondola is not feasable. The cost in time and TAX DOLLARS is too high. Busses and a wider road is better and will save tax dollars. UDOT just likes to TAX AND SPEND, Tax and Spend . NO | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34067 | CLATWORTHY, JOHN | <p>This gondola is another grift. In other states it would launch investigations. It's another boondoggle looking for a bunch of suckers to fund it and line the right pockets. Who funded the construction of the Vivint Arena, a public bond initiative?! Nope Larry did because it greatly profited his business. It was him investing in his business.</p> <p>Should every Utahn pay for public transportation to two ski resorts?! Of course not. UTA provides inadequate service to the east bench and this scandola will require plenty of support from UTA to be effective, and that will add an additional layer of public transportation, adding complexity and probably an hour to the journey each way, not to mention the price of riding the Scamdola. This is just more corporate welfare. I will go to great lengths to avoid ever using it, if this grift goes through, and I hope that it doesn't.</p> <p>The town of Alta is opposed to it for good reasons, and so am I. Alta ski lifts has instituted a parking reservation system that has helped, and limiting parking before 8:00 am should help too. If Snowbird would follow suit, traffic problems would be reduced further, making the gondola more unnecessary. The slopes are overcrowded and the liftlines are already too long to have a quality experience skiing in the LCC on too many days. Don't make it worse.</p> | 32.1.1A; 32.1.2B; 32.2.2K; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.1A; A32.1.2B; A32.2.2K; A32.2.9N |
| 38147 | Clauson, Howard | The proposed gondola for Little Cottonwood Canyon is the only proposal that "checks all of the boxes". The proposed bus service still relies on rubber tires contacting the road surface and as such is subject to slipping and sliding on snowy and/or icy roads. This slipping and sliding imperils passengers on the bus as well as other automobiles. Buses have the ability to block traffic in the event of an accident. Avalanches would block buses, completely shutting down transportation up and down the canyon as they now do. The gondola is impervious to these issues, is safer and more reliable than buses, and would not leave resort guests and workers stranded in the canyon in the event of road closure. Thank you. | 32.2.9D | |
| 26200 | Clauss, Zach | The gondola does not increase canyon capacity and will only end up being a tax-payer funded luxury for those that can afford it. If a gondola were to happen, making it free to the tax payers is the only fair way to make it. Although, increased busing, snowbanks, and widening the road will drastically increase the capacity of the canyon. Additionally, to even get to the gondola, traffic is still going to have to get to the mouth of the canyon, it is not decreasing the traffic that sprawls for miles at all. | 32.2.4A; 32.2.6.5E; 32.2.7A; 32.2.9A; 32.2.9Q; 32.7B; 32.7C | A32.2.6.5E |
| 27083 | Clawson, Macay | I see no point to the gondola. The roads will still be open and all it does is waste taxpayer dollars and destroy homes for wildlife. As a climber, little cottonwood is one of my favorite places to go in the fall, and building this will block access to most of the crags up the canyon. If they go through with the project, it will make the canyon so much less enjoyable. Its such a pretty canyon, and the gondola will ruin all of that. The construction will also put more emissions in the air. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B; 32.13A | A32.1.2B; A32.13A |
| 30145 | Clawson, Matthew | <p>As a resident of Sandy I'm truly disappointed that UDOT has decided to recommend building a gondola in my community's back yard. This gondola not only destroys the natural beauty of the area, but represents a massive financial commitment that will benefit only a small percentage of Utahns. For myself and many other Utahns a >\$2000 season pass and \$150-250 daypass is an untenable expense, why is the state bankrolling 2 resorts who are making more money than ever?</p> <p>Additionally, the gondal will be a target for ecoterrorist groups. If this sounds improbable, I encourage you to examine a single gondola in Squamish, British Columbia, for which the cable has been cut several times.</p> <p>I am very disappointed by the decision from UDOT, not only as it defies logic, but it also defies the wants, needs, and best interests of the citizens of Utah. It is as if UDOT has selective hearing and can only hear the input of companies lining their pockets and is dead to the countless citizen's who have spoken out against this proposal.</p> | 32.2.9E; 32.2.6.5W; 32.2.9N | A32.2.9N |
| 30803 | Clawson, Matthew | The fact that the Utah DOT has continuously ignored the wants and needs of the salt lake and Utah county community in favor of pandering to the wealthy resorts of little cottonwood has left me utterly shocked and disappointed. This gondola will not only be a stain on our beautiful canyons, it will also represent a large target for ecoterrorist groups. Similar to what was seen in British Columbia | 32.2.9E | |
| 33233 | clawson, robert | Please don't do it ! It's not worth it . | 32.2.9G | |
| 35597 | Clayton, Adam | I'd recommend an assessment of the frequency of breakdowns of similar tram/gondola systems at least nationally. When these systems fail, it results in backups in the canyon on two fronts and potentially leaves people stranded up the canyon and unable to return home. Seems like a better solution would be a lottery style permitting system during period of peak traffic up the canyon. With exceptions provided for people with paid reservations at a resort hotel. | 32.2.2K; 32.2.6.5K | A32.2.2K |
| 27759 | Clayton, Anne | I am opposed to the gondola. It will completely change the view of the canyon. It mostly benefits two private companies (Alta and snowbird) at huge cost to us taxpayers. | 32.2.9E | |
| 35044 | Clayton, Brent | Bad idea, I don't want my tax dollars subsidizing ski resorts. | 32.2.9G | |
| 37754 | Clayton, Curtis | I feel the better option is a privately operated tandem bus system (not UTA) paid for by the ski resorts and part of the expensive ski ticket price as the only time I ever feel there is a problem is during ski season at opening and closing time. I believe building an eyesore up the canyon for the problem during a very short (and shortening more each year) ski season is a waste of public funds and resources. Public funds going towards recreation while the ski resorts pad their pockets more and more raising prices but not being required to offer better transportation solutions as the benefactor of the public lands they lease and profit from is backwards. | 32.2.9E; 32.2.7A | |
| 25903 | Clayton, Lucas | I am very supportive of the gondola system being built in Little Cottonwood Canyon. I would like to see a stop available at Tanner's Flat in the summer in addition to the planned stops. This would further ease traffic and reduce pollution in the canyon and is easily accomplished as there is already a turning station at that location in the proposal. Thanks! | 32.2.9D; 32.2.6.5G; 32.2.6.5F | |
| 36409 | Clayton, Paul | I live in east Sandy just south of Bell Canyon. I oppose the gondola. The visual of giant metal towers all the way up the canyon is sad to contemplate. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33847 | Clayton, Thomas | As someone who does many activities in Little Cottonwood canyon, I am opposed to the gondola. It would ruin a world class tourist attraction rock climbing. People come here for more than just skiing. It will hurt tourism with the decreased climbing access not to mention ruin the quality of life for the local climbing community. It will forever ruin the experience of being away because every time you hike, climb, or trail run in the canyon that will be all you see. | 32.2.9E; 32.4B | |
| 33394 | Cleary, Zachary | Many backgrounds and activities use Little Cottonwood Canyon. The gondola only considers one of its users: skiers. If UDOT wanted to consider all of their citizens in equity, they would consider using enhanced bus options or a cog railway. Maybe the gondola will save the UDOT money in a few decades, but the visual, physical, and the experiential impact will be longer lasting and essentially irreversible. Since the heaviest, most crowded use is for a short time period in the winter, why implement a solution that negatively effects the rest of the year? Widening the road is less of an impact that a massive gondola. Buses can transport just as many people in a shorter amount of time. In the summertime, bus transport can cease and the road will be less congested to the non-winter users. Or bus availability can be mitigated in the summertime and stops can be included along the way to decrease overall traffic. The gondola is not the right option among the proposed plans. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9B; 32.2.9E; 32.2.9F | A32.1.2B |
| 36758 | Clegg, Earl | The Clegg family, consisting of 10 resident adult voters of Salt Lake County, adamantly opposes the expansion and construction in any form that alters in anyway the physical structure of the landscape of Little Cottonwood canyon. That so many should pay for the pleasure of so few is an issue best decided by individual vote of the residents of Salt Lake County. Unlike construction in the valley, there will be no new natural landscapes created in the future. We are limited to those we currently have. If we can limit attendance to national parks we can manage but, limit traffic in the canyons and still maintain equal and balanced access regardless of residential or visitor needs. Have we not learned anything from the disaster created in the destruction of the Great Salt Lake echo system? | 32.2.9E; 32.2.9N | A32.2.9N |
| 34482 | clegg, Lindsey | Simple no gondola. | 32.2.9E | |
| 26139 | Clemens, Jason | Please don't disturb the ecosystem or remove boulder access | 32.4A; 32.4B; 32.6D; 32.13A | A32.13A |
| 33382 | Clement, Jaime | I am opposed to the gondola. There are other ways to solve problems without adversely affecting the beautiful canyon and spending so much money. Let's take the time and effort to solve these traffic problems in a far less intrusive way. | 32.2.2PP; 32.2.9E | |
| 35206 | Clement, Susan | <p>I agree with the thoughts and stance of WBA. I'm an avid backcountry user in LCC/BCC and other surrounding areas of the wasatch and Utah. I do not think a gondola is the answe and believer there are better wash that will protect our environment and watershed while making the canyons more accessible to all users at all times of year</p> <p>OCTOBER 17, 2022 WASATCH BACKCOUNTRY ALLIANCE'S LCC EIS COMMENT</p> <p>The Wasatch Backcountry Alliance (WBA) is a local SLC nonprofit representing the interests of thousands of backcountry - and resort - users both locally and nationally as they pertain to the preservation of the famous non-resort terrain in the Tri-Canyon area. We have paid very close attention to the LCC EIS transportation process, and this is our formal comment.</p> <p>WBA agrees with UDOT that a preferred solution will represent a summary of key concerns expressed within the public comments that were received and processed: EQUITABLE PUBLIC ACCESS to dispersed recreation, OVERCROWDING, VISUAL IMPACTS, WATER QUALITY IMPACTS, AND YEAR-ROUND ACCESS for a majority of visitors. The proposed solution does not address these aspects - below is a list of issues that we see with UDOT choosing Gondola Alternative B as its preferred alternative:</p> <p>Dispersed Use - UDOT claims to have "Consideration of all canyon users, not just resort visitors," but by only having resort terminals and not operating year-round it's clear that this is disingenuous at best. It is well known that the White Pine trailhead is wildly popular year-round, with cars parking up and down the highway for up to a mile in either direction at all times of the year. This not only forces people to be far from their intended destination, it also creates a significant safety hazard along the state highway. The argument that UDOT uses for not stopping at White Pine is that there will be less traffic on the highway due to the gondola, thereby enabling White Pine users to drive to the lot is a red herring. WBA does not think that vehicle traffic will be abated enough (if at all) by the gondola to justify this conclusion. Backcountry users - like resort patrons - want to be able to use public transit in lieu of their own vehicles to access the canyon, but that is not possible under the current proposal.</p> <p>Economic Benefit - The EIS states: "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts.," WBA does not feel that enriching two private entities is UDOT's mission or responsibility and that applying taxpayer dollars to that end is a reckless use of public funds. Meanwhile, it should be noted that the latest Snowsports Industries of America participation numbers (2021-22) show a nearly 6% decrease in resort skiers and a 96% increase in backcountry skiers. Furthermore, data from the National Ski Area Association likewise indicates that participation in resort skiing has remained essentially flat for the last 30 years. More broadly accessible, dispersed activities such as backcountry skiing, snowboard touring, nordic skiing and snowshoeing on the other hand are among the fastest growing segments of the snowsports industry. And yet these increasingly popular activities, which should be made accessible to a majority of visitors to LCC, are fundamentally ignored by this proposal.</p> <p>Expense - The initial cost proposed by UDOT for the gondola was \$550M. This was pre-inflationary times, so even in the last year that figure will have risen to \$600M, if not significantly higher (which WBA suspects to be the case). Even if the cost has only increased by \$50M, that means that every single person in Utah is "paying," \$200 each to have what is effectively the most expensive chairlift in history installed for the benefit of two businesses (and auxiliary businesses). Any benefit associated with the proposed gondola will likely never be realized by the many Utahns who don't ski and/or live in other areas of the state, despite them</p> | 32.2.9E; 32.2.6.5G; 32.2.6.2.4A; 32.1.4I; 32.2.7F; 32.2.4A; 32.2.9A; 32.2.9R; 32.2.6.5N; 32.2.9N; 32.2.2K; 32.1.1A; 32.2.6.5H; 32.4B | A32.2.7F; A32.2.7C; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N; A32.2.2K; A32.1.1A |

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| | | <p>paying for it.</p> <p>Gondola Fees - Along with the rising costs of construction and UDOT's admission that funds may not be available, the prospect of high costs for people to ride the gondola exists. There has been little discussion from UDOT or the ski resorts regarding fees for riding the gondola. It seems logical that high or even exorbitant fees to ride the gondola will drive ridership down.</p> <p>Seasonality - As currently proposed, the gondola will only run from December through April. This is despite the fact that traffic in LCC between June and October is effectively at the same level as the winter, with Snowbird actually parking more cars for their Oktoberfest celebration than they do on winter powder days. Relegating the gondola to winter use only confirms that this is NOT a public transit option and is instead a wholly-taxpayer-funded chairlift to benefit two private ski areas.</p> <p>Other Solutions - UDOT says "it may take years to secure federal, state and/or private funding for full implementation of Gondola B," but it also may NOT take years, so clearly the gondola is the priority. And if UDOT is trying to simultaneously raise at least \$600M for the gondola AND fund the alternative solutions, the money is in danger of not being available for ANY solution. And by making it clear that the gondola is the preferred solution, UDOT is effectively being incentivized to make the alternate solutions NOT work. Therefore, we strongly suggest that UDOT acknowledge up front that the large tab for the gondola is unrealistic and focus its efforts on simpler, more easily attained transit solutions using existing infrastructure: tolling for all canyon users to disincentivize SOV's, enhanced bus lanes, enhanced bus service (already being cut for the 22-23 season), alternating uphill/downhill flex lanes, etc. This would require UDOT working more closely with UTA, which appears to not be the case.</p> <p>Phasing/Safety/Construction - The physical and operational elements of a gondola alternative render it useless unless the entire system is constructed. Recognizing UDOT typically does not develop a funding plan until the EIS is finalized - and that this project is so controversial - the EIS should be more specific on the intentions of UDOT in phasing specific elements of the selected alternative. As per Executive Summary, page S-25, Section S.11, there are no safety or operational benefits to construct part of the gondola. This section on phasing deserves additional clarity in order to adequately and transparently inform the decision. Delays on full funding of any length of time would render this entire NEPA process unreliable, and would require restarting the process anew.</p> <p>Risk/Flexibility - UDOT's consideration of a gondola as a transportation solution is highly innovative - and risky. While they may be confident in all of the analysis that went into evaluating its chance of success in meeting the Purpose and Need, there is little discussion in the DEIS for how a gondola system would be modified physically or operationally if that becomes necessary, or who would be in charge of making those determinations, and on what basis, and for what cost, and what the direct, indirect and cumulative impacts of those changes would be. This creates an inadequate basis for a decision to select the gondola alternative.</p> <p>Controversial - By anyone's assessment, this project has been "polarizing," in the community. A recent survey showed that 80% of respondents did not favor the gondola. The DEIS uses a softer characterization of "strong interest.," It is irresponsible to suggest it is anything other than controversial; for example, the mayors and councils of two of the biggest stakeholders - SLC and SLCO - have taken strong positions against the preferred alternative, instead saying that common sense solutions that use existing infrastructure and more buses should be pursued. All of the largest and most engaged environmental and dispersed recreational groups have said the same thing.</p> <p>Parking Reservations/Tolling - Alta Ski Lifts parking fees this past winter and the effects on LCC traffic were a clear example of the impact that paid parking and tolling in the canyons could have on traffic reduction. This week UDOT again introduced the concept of tolling, but the complexity of the suggested program is confusing at best. Please consider simpler and more universal tolling at lower rates to generate better results.</p> <p>Big Cottonwood Canyon - UDOT has inexplicably chosen to ignore BCC's traffic situation despite a changing business environment that has made BCC just as popular as LCC and with similar traffic problems. Social trends indicate that user growth in the Tri-Canyon area will continue to demand solutions that are integrated across the entire area, and the pressures to connect the canyons and extend the gondola could result in a segmented expansion of those transportation systems - which is inconsistent with NEPA. A BCC/LCC connection is unacceptable to WBA and many other stakeholders who want to preserve the unique qualities of each canyon and avoid the prospect of lifts criss-crossing the ridgetops.</p> <p>Verification - UDOT has not provided examples or proof that adding a gondola will actually reduce traffic in LCC. With continued full vehicle access on the state highway it is just as likely that visitors will continue to drive their vehicles up the canyon for maximum efficiency as some will take the gondola. There is a lack of acknowledgement by UDOT that "powder fever," and the overarching enthusiasm for skiing/riding tends to have the psychological effect of users demanding maximum transit efficiency, which the gondola does not represent.</p> <p>Avalanche Mitigation - The use of howitzers to control avalanches is projected to continue into the future. The gondola will not run while avalanche control work is happening and once anti-personnel shells are launched over the gondola, it must be cleared before it can start up again. In fact, there may be even more downtime than simply opening the road when - as is most common - the avalanches do not reach the road. UDOT does not state how long it will take to unload cars, inspect cables and towers, and reload cars during routine avalanche control which is something we must know before accepting the findings of the EIS.</p> <p>Effects on climbing - While WBA primarily represents the interests of wintertime non-motorized use, many WBA members are also climbers. We are deeply concerned about the effect the construction and operation of the gondola will have on the world class climbing in LCC. Climbing has a long history in the canyon, is</p> | | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>a very popular activity, and it's representative group Salt Lake City Climbers Alliance has a long history of engaging with the state and the LDS church to protect and enhance the LCC climbing areas, yet the EIS effectively ignored the impact on climbing in its Preferred Solution.</p> <p>Viewshed - While we acknowledge that the top of LCC harbors a small town and two ski resorts and related businesses, the heart of LCC is wild terrain that includes clearly visible tracts of designated wilderness. The effect of 200-foot tall towers and 35-person gondola cars will be an eyesore that a majority of constituents, to whom such infrastructure will be visible whether they are driving, hiking, climbing, or skiing, will find offensive. Gondola infrastructure will be visible to anyone skiing, hiking, or otherwise recreating in the south or north facing terrain of LCC, as well as simply doing a leisurely drive up the canyon. There are clearly better, more logical common sense solutions that can be put in place that do not create such an eyesore in this unique environment.</p> <p>Thank you for your efforts on this process and for your consideration of this comment.</p> <p>Sincerely,</p> <p>The Board of Directors of Wasatch Backcountry Alliance</p> <p>(Photo courtesy of Howie Garber Photography)</p> <p>POST NAVIGATION Previous UDOT Identifies Preferred Alternative for LCC EIS</p> <p>STAY INFORMED Subscribe to our newsletter and help protect the Central Wasatch.</p> <p>SUBSCRIBE ABOUT About Sponsors The Uptrack Trail Counting Resources Contact Us LATEST Blog News Events TAKE ACTION Get Involved Shuttle Donate</p> <p>-©2022 Site by Brad Hogan</p> | | |
| 37127 | Clemente, Paula | Gondola will solve a problem for the 3 months that the skii season last, but it will destroy lot of land and recreation for the remiaining 9 months. There has to be other solutions than destroying our beautiful canyons.Not to the gondola!!! | 32.2.9E; 32.1.2D | |
| 25696 | Clements, Hanna | I am strongly against the proposed gondola installation in LCC. The recreational and environmental impact far outweigh any solutions a gondola might result in. A more conservative, environmentally considerate solution should be put forward. | 32.2.9E; 32.2.2PP; 32.2.9N; 32.2.2PP; 32.4B | A32.2.9N |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25514 | Clements, Ian | The installation of a gondola while maybe environmentally friendly, will ruin the visual beauty of the Little Cottonwood Canyon. | 32.2.9E | |
| 34691 | Clerkman, Jeremy | PLEASE don't put the permanent eye sore that would be the gondola in LCC for the rest of time... I favor ANY alternative over the gondola. | 32.2.9E | |
| 28520 | Clevenger, Andrew | First off, I used to be pro-gondola. However, my views have changed partially due to the shady land management around La Caille. Also, I have yet to see any evidence that the gondola would be utilized outside of a diminishing number of powder days, maybe 10-15 days from last year, and that's generous. So once the gondola is completed, we will all have an eight-mile road to nowhere that won't get used because I can drive up twice as fast in my car. If you're going to do this, and from the looks of things it's going to happen, it needs to be done properly. That means you need to work hard to strike a balance between traffic on the road and traffic at the gondola. There needs to be some solution through tolling or carpooling. And you need to incentivize gondola transit, otherwise, no one will use it outside of those aforementioned 10-15 days. I love to ski Alta and Snowbird. However, the resorts need to be picking up the tab to help get people to their mountains. Utah taxpayers will be funding this operation, and they have to get something in return. | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.7A; 32.1.2B; 32.2.2E; 32.2.2Y; 32.2.2PP | A32.1.2B |
| 37370 | Clifford, Kathryn | As a skier I am opposed to a solution that is an environmental nightmare, doesn't really solve traffic, and is using taxpayers for something not that many people actually have access to. I'll pay more for my pass, pay a toll, or get a reservation if I have to. This gondola is a messy answer to a problem that is actually pretty limited to a few weeks of the year. | 32.2.9E; 32.2.7A; 32.1.2B; 32.2.2K; 32.2.4A | A32.1.2B; A32.2.2K |
| 36867 | Clifford, Kristen | The gondola does not solve the root of the problem. Satellite shuttle stops/park n rides based geographically is a much more effective method to move people from all over the valley up the canyons. We love the mountains for its wilderness and the gondola is a serious and negative impact that will forever change the vistas of our canyons and enables poor transportation behavior. No to the gondola. | 32.2.9E | |
| 32303 | Clifford, Sabrina | I think a gondola is a great long-term solution that would be as beneficial to the canyon as the Trax system has been to Salt Lake County. | 32.2.9D | |
| 31288 | Clifford, Trent | I advocate to protect our canyons by not putting in a gondola and pushing to find a better and more sustainable solution to this problem | 32.2.9E | |
| 30365 | Climaco, John | I have been recreating in mountain environments around the world for the past 45 years. I have seen solutions to mountain travel and transport in regions where these issues have been contemplated and solved for over a century, including several countries in the Alps, Norway, New Zealand and South America and the Himalayas. To my knowledge no public or private actor has ever concluded, as Utah has, that a massive multi-mile, multi-tower, multi-car gondola is the right way to go. From this I conclude that either the LCC situation is so unique that nothing like it has ever been faced before anywhere else in the mountain world, or that this is the wrong solution. Given the breath of situations faced by transportation agencies and private actors in the mountain regions for the last century, I think it's the latter, not the former. This gondola is going to be a technical mess, will destroy the beautiful aesthetics of the canyon and most of all simply will not serve anyone except the owners of the two resorts. It will be a colossal waste of money and resources and will create more problems than it could ever solve. Even if more costly, at least a railway or snow sheds, both PROVEN solutions, will be just that: a solution. The gondola is ultimately nothing more than an eyesore and a boondoggle for the resorts, at the expense of the citizens of and visitors to this amazing place. Thank you. | 32.2.9E | |
| 32843 | Clinard, Sam | I'm strongly against building the gondola for the following reasons and others. 1) Less invasive alternatives haven't been tried. This year buses will be reduced making the problem worse. 2) it will ruin the views in slc, destroy bouldering important for climbers. 3) it only serves two resorts and the expense of other users 4) does nothing for bcc traffic. 5) it's unfair to tax payers It seems that most people who live here don't want a gondola. Please consider the harm to udots integrity if you ignore all these people. The people who stand to make money on this will push it through. Hopefully someone with a spine may stand up for locals majority opinion. | 32.2.9N; 32.2.9E; 32.2.9R | A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 37010 | Cline, Chelsea | Let we the people vote on this matter. No taxation without representation! | 32.2.9N | A32.2.9N |
| 31732 | Cline, Kyle | I'm not taxes to support a gondola unless snowbird/Alta agree to shoulder 1/2 of the installation and operating costs, as they will benefit most from its operation. | 32.2.7A | |
| 33030 | Close, Devin | I do not agree that the gondola is the solution. The private ski resorts need to bear more of the burden including limiting the number of passes sold. If the local taxpayers will be funding the project, the project should benefit local taxpayers, not out of state lkon pass holders | 32.2.9E; 32.1.2D | |
| 34932 | Closser, Shane | Against it | 32.2.9E | |
| 35501 | Closser, Stacey | Hi, This comment is to voice a concern I have about the gondola. Specifically, security measures that are being taken. As a woman, riding in an elevator for two minutes with strangers can be fraught. I can't imagine riding in a gondola with a stranger for a full hour with no way to exit. Couple that with the fact that it is boarding in a public place vs. a resort that only lets those with ski passes aboard (which inevitably limits ridership). What rules and regulations are in place to safeguard riders (esp. kids/women)? Also, I understand that the gondola may not be operational all year round, it'd be nice to not have dangling gondola cars in the canyon during those times. Is there a way to store them at the loading stations when not in use? Thank you | 32.2.6.5W; 32.2.6F | |
| 38787 | Cloud, Jarrett | Dear Utah Department of Transportation, I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2I; 32.10A | A32.1.2B; A32.2.6.3C; A32.2.2I |

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| | | enjoying Little Cottonwood Canyon throughout the winter and spring seasons. The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low- income communities. They will have less access to the gondola station and less access to Little Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low- income residents live. Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening. Thank you for your consideration. Sincerely, Jarrett Cloud [REDACTED] | | |
| 37142 | Cloward, Ammon | the gondola will be detrimental for the canyon and the people of Utah for so many reasons. It is going to make a construction zone of our watershed, which creates possibilities for contamination, affecting every Utahn and visitor who wants clean water to drink. The gondola will damage many of our recreational areas, including climbing areas, hiking and biking trails and precious nature that many come to enjoy. The gondola itself will not alleviate traffic in the canyon, its goal is just to shovel more people into an already over crowded canyon. A much more effective and environmentally friendly idea would be buses with mobility hubs, paid parking on busy days at resorts, and tolling for canyon driving. I really hope that the fate of the canyon can lie in the hands of the people who actually care about and recreate in the canyon and not "Gondola Works" and those who invest. | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.9A; 32.2.2I | A32.1.2B; A32.2.2I |
| 35723 | Cloward, Elizabeth | the gondola will be detrimental for the canyon and the people of Utah for many reasons. Starting with the canyon, it will make a construction zone of our watershed, allowing possibilities for contamination, affecting every Utahn and visitor who wants clean water to drink. The gondola will damage many of our recreational areas, including climbing areas, hiking and biking trails and precious nature that many come to enjoy. The actual gondola will not alleviate traffic in the canyon, its goal is just to shovel more people into an already over crowded canyon. The gondola would only service the ski resorts, so it is impractical for anyone who recreates anywhere other than the resorts. It is funded by taxpayer dollars, but no one wants it. More effective solutions would be electric buses with mobility hubs, paid parking on busy days at resorts, and tolling for canyon driving. I really hope that the fate of the canyon can lie in the hands of the people who actually care about and recreate in the canyon and not "Gondola Works," and those who invest. Our natural beauty should not be put at risk for a tourist attraction that won't help locals at all. | 32.2.9E; 32.1.2F; 32.1.2D; 32.1.2B; 32.2.7A | A32.1.2F; A32.1.2B |
| 26529 | Cloward, Julia | So basically. It's primarily funded by tax payer dollars, but gondola works and the two resorts are the only people that profit. It claims to make the canyon more accessible but it 1. Will cost dramatically more than the bus system, 2. Will take dramatically longer to get up the canyon, 3 only stops at the resorts. It is incredibly invasive and will scar the canyon forever. Countless climbing areas will be destroyed, our watershed will be put at risk due to construction. The parking lot for the gondola is past where the line usually is on weekends so it wouldn't help alleviate traffic in that respect. | 32.2.9E; 32.2.7A; 32.2.7E; 32.2.0C; 32.4B; 32.12A; 32.2.6.5E | A32.2.7E; A32.2.0C; A32.12A; A32.2.6.5E |
| 35791 | Cloward, Kim | Don't ruin our canyon for the benefit of the ski resorts. The cost to build and the ride is prohibitive for most. Gondola will not keep cars from driving to hikes, camping, picnics. This is a ridiculous option when they haven't even tried tolling for use or annual passes for usage. Just don't ruin our canyon view. I look up LCC from my front door...beautiful as is!! | 32.2.9E; 32.1.2D32.1.2F; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 26554 | Cloward, Kim | As a property owner in Sandy, I am vehemently opposed to the gondola project. We purchased our house 20 years ago because of the clear view looking up LCC. The construction, astronomical costs, and impact on the natural environment will be disastrous. Please, keep researching for a better option. | 32.2.2PP; 32.2.9E | |
| 30930 | Clowarrrd, Julia | The gondola is a really terrible option for the canyon. It will not help alleviate traffic, it is not good for our watershed and environment that we cherish and recreate in. Better options include: tolling, parking reservations, no two wheel drive vehicles AT ALL in the winter, electric buses, increased bussing, NOT DECREASED BUSSING! Please don't destroy our canyon | 32.2.2Y; 32.2.2M; 32.2.2K; 32.2.9A; 32.2.6.3F | A32.2.2K |
| 29166 | Cluff, Susan | I do not favor the Gondola for Little Cottonwood Canyon. I do not feel the taxpayers should bear the brunt of this cost to build the Gondola for an elite few. If the resorts want this, they should be willing to put up some money for it instead of causing a tax hike for all of the residents who live in the area. I do not ski and there are many people in the area who do not ski, why should we be burdened with the cost for this gondola. Expand the bus system, have people car pool, there are other ways to beat the clog up the canyon besides adding a billion dollar gondola that only a few elite and people from out of state will use. We do not want the tax burden! | 32.2.9E; 32.2.7A; 32.2.9A | |
| 26238 | Clutton, Joel | The gondola isn't going to fix major traffic issues. There are more effective and responsible options such as increasing the bussing and limiting personal vehicle usage up the canyon. | 32.2.2Y; 32.2.9A; 32.2.2PP; 32.2.4A | |
| 30745 | Co, Philip | As a taxpayer, I'm outraged by this proposal to gift well over half a billion dollars to two private businesses. In addition, the proposal to build gondolas would permanently scar the visual appeal of the canyon. The financial and visual costs are much too high. | 32.2.9E | |
| 36359 | Coates, Joseph | A nearly 1 billion dollar gondola is bad for Salt Lake, let's use common sense solutions to address canyon congestion. There are solutions without widening the road, but it appears to me that special interest groups are being heard over the will of the people. There are other areas in the Salt Lake Valley that have bigger | 32.2.9E., | |

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| | | problems that exist all year. A gondola will desecrate Little Cottonwood Canyon. The gondola is the wrong choice for Little Cottonwood Canyon and an unfair deal for Utah taxpayers. | | |
| 36180 | Coates, Shannon | The community does not want the gondola! There are other lower-cost solutions that will reduce canyon traffic congestion including parking reservations, priority parking for carpooling, reduced fare UTA ski buses all season long, digital signs at the base of the canyons indicating number of parking spaces available, building multi-tiered parking at bottom of canyons and riding buses up the canyons (like is done at Zions National Park). The Gondola would only serve Little Cottonwood Canyon but these other solutions can address congestion in both Big & Little Cottonwood Canyons! No to the Gondola! | 32.2.9E; 32.2.2K; 32.2.9A; 32.2.2B | A32.2.2K |
| 32404 | Cobb, Matthew | I oppose the Little Cottonwood Canyon gondola proposal. | 32.2.9E | |
| 35892 | Coburn, James | The gondola is a rushed and complex project in which the EIA doesn't cover the full extent of harm that the Gondola represents. Nor does any of these decisions seem to show the full benefits of other options. This is a money grab for a developer in pure form and this project shouldn't go through without more transparency and diligence. No to the gondola | 32.2.9E | |
| 38040 | Cochlin, Brianna | I believe that the gondola is an invasive solution to a problem that should be attempted to be solved by other means first. Options such as electric busses, tolls, and restricting single occupancy cars during peak hours should be integrated first to lower traffic before building a structure that will forever alter the landscape. Many climbing areas will be negatively impacted by this project. | 32.2.9E; 32.2.6.3F; 32.2.4A | |
| 37881 | Cockayne, Barbara | I am not in favor of the gondola proposal. It will ruin the mountain sites, and be so expensive, millions of dollars. Thank you for letting us share our views. | 32.2.9E | |
| 34588 | Cocorinis, Dimitri | I am AGAINST the Gondola. Costing \$550,000,000. to a \$1,000,000,000 is too expensive to help two ski resorts. We can control the traffic with a better bus system and better roads. If the resorts want the Gondola you should be required that they pay their pro rata share of canyon cars usage. They wouldn't want it them. As backcountry skier i could not get off along the way... Duh ! Fix the canyon for everyone. I don't understand why you would consider putting a Gondola through a world class climbing area. Bad on you. The on going maintenance for the tram towers spells destruction to the flora and fauna of the canyon. Look at what goes on around the Snowbird tram towers... ugly stuff. No Gondola is the way to improve the beauty of Little Cottonwood Canyon. | 32.2.9E; 32.2.9B; 32.2.7A; 32.4B | |
| 37692 | Coda, Elliott | Impractical, taxing on the environment/wildlife, costly, and time inefficient. "Short Term" solutions should not take >5 years to build. | 32.2.9E | |
| 26551 | Coe, Libby | no gondola!! a bus lane / tolls / literally anything else would be better. this is environmentally the worst option and nobody wants it. | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9B; 32.2.9E | A32.1.2B |
| 27095 | Coffelt, Allison | To the committee: I implore you to reconsider the backing of the gondola in Little Cottonwood Canyon. In terms of data, I wonder: are you pulling bus ridership data that includes the rates of riders during the 2019-2020, 2020-2021 winter seasons? We must consider the impact COVID likely had on that data--many folks were uncomfortable riding and opted for cars. The data from those years should not be the basis for bus ridership moving forward. Moreover, I saw in the plan that one of the points made was that UTA did not have the funds to expand bus routes. There should be more communication on why this is--and why the funds that would be going toward a gondola could not support additional UTA buses in that canyon. After all, there are no current funds to support a gondola either, based on my understanding. Respectfully, Allison Coffelt | 32.2.9E; 32.2.6C | |
| 30401 | Coffelt, Allison | I am strongly opposed to the gondola in any form--including a phased introduction. We need to allocate resources to increase the frequency of buses up and down the canyon road and further disincentivize car use--in particular, single-person car use. This disincentive could come in the form of fees for vehicles (similar to Mill Creek Canyon), with higher fees for single-occupant vehicles. We must exhaust every other possible solution before we even return to the gondola idea. | 32.2.9A; 32.2.9E | |
| 34607 | Coffer, Brice | We should not be using a sizable amount of tax payer money for service solely to private companies, not to mention ruining the view of the canyon. | 32.2.9E | |
| 36951 | Coffin, Lisa | I am against a gondola in Little Cottonwood canyon. | 32.2.9E | |
| 36955 | Coffin, Tristram | I don't want a gondola in Little Cottonwood canyon. | 32.2.9E | |
| 35110 | cohen, jonathan | I stand strongly against the constuction of the gondola. The visual and ecological impact on the canyon will be irreversible. Not only will the gondola primarily serve the private businesses at the top of the canyon (ski resorts) but it does not consider the needs of all other users of the canyon. Backcountry users, skiers, climbers hikers and others will not benefit from the gondola service and will likely create larger access issues for most of the incredible places between the top and bottom of the gondola. The road expansion has equally destructive side effects and so many beautiful and important places will be perminantly destroyed to do so. Trail heads and historically significant climbing will be destroyed if the road expansion is constructed. | 32.2.9E; 32.2.2PP | |

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| | | I urge the people to take a look at other more effective options that do not have such destructive and small serving impacts. | | |
| 28916 | Cohen, Ronna | No to the gondola. The current project cost will underestimate the final cost. The project benefits very few in the state. For profit stakeholders will benefit. The solutions offered seem to lack creative thinking. | 32.2.7F; 32.2.9E; 32.2.2PP | A32.2.7F; A32.2.7C |
| 26798 | Colbrie, Tyler | A gondola is great...for two ski resorts. What about anyone else who wants to use the canyons? No traffic will be alleviated, nothing will be done to future-proof canyon access beyond allowing skiers/riders access to Snowbird and Alta. The ski and ride season is getting short and shorter every year, thus the main gondola use season will as well. What evidence is there that this is a sound economic, environmental, and community-benefitting decision? Someone can reply with 'but we'll have to see what happens,' even though we have all kinds of projections for climate change damage. The gondola will not solve problems for the canyons it is intending to address, but instead provide great financial opportunity for a few builders and the resorts. These same people could benefit alongside the entire community of other proposed solutions are instead implemented - nobody loses out, and everybody wins something. | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.9N; 32.6A | A32.1.2B; A32.2.9N |
| 37358 | Colby, Jen | I am writing to comment on the Little Cottonwood Canyon EIS for transportation. In the past, I worked for the Content Analysis team and reviewed and analyzed NEPA comment as my work. I understand the process and the technical reviews versus general public comment. I worked for a ski lodge and also ran a small business in Little Cottonwood Canyon for most of a decade and lived in the canyon, too. I am quite aware of the issues, constraints, and values inherent in this astounding natural area so close to a major population center and international airport. Regarding the EIS, the preferred alternative of a gondola is so flawed it seems as though it can only have been selected due to political and corporate pressure and an incomplete, biased, arbitrary and capricious analysis. As such it fail to meet NEPA standards. Even if such an expensive boondoggle were constructed, without robust and greatly increased transit and a strong demand management element, the gondola will fail to meet its intended goals and purpose. The congestion will be effectively as bad while those who decide to use the gondola will also face wait times - just not in the line of cars at the top of LCC. However, the traffic congestion will simply be displaced to valley streets and roads. The modeling for traffic must be completely flawed and needs to be evaluated by an unbiased, external expert team. Moreover, the amount of base parking that will be needed will have unacceptable environmental impacts, much less the tower and structural components directly. The only rational, conservative, and cost effective alternative puts the responsibility where it belongs on the commercial ski resorts and entities that drive demand, and reduces environmental impact (I would have hated to code that sentence lol). A demand management alternative must include -market rate parking fees for every private vehicle entering LCC; -tolling during high season; -limiting season and daily resort pass sales; -variable and time dependent ski lift ticket pricing to match demand; -other relevant evidence-based options for demand management. The impacts of climate change are not adequately analyzed, given the high end estimates are unfortunately already coming true at a much accelerated and frankly terrifying pace. The ski season will likely shorten substantially with 2-3 decades, lessening any need further. There is essentially no summer need for all of this - at most congestion is 120-150 days in the year, driven entirely by the commercial ski business. It is also congestion experienced and caused by those responsible for it, so it is atrocious to ask general taxpayers to foot the bill for a gondola for the highest income residents and visitors - about the only people who can afford to resort ski anymore. As an avid skier, I object to the public subsidies - including permit fees and all the other support from the public sector and woefully underfunded USFS - to this highly environmentally impactful industry. Only mining has more environmental impact. I endorse and incorporate by reference the Wasatch Backcountry Alliance's comments. The gondola boondoggle cannot meet the demand, has enormous visual impacts, and cannot pass any serious cost-benefit economic impact - except to line the pockets of the contractors who would build it. This alternative must be reversed and rejected. Given the massive backlog of maintenance real needs in a comprehensive, complete, regional, low carbon transportation network and future, the apparent willingness of UDOT to ask for jaw-dropping sums of funding for this project is unacceptable and unprofessional. We desperately need a new vision for a livable future that includes sustainable management of the Cottonwood canyons. Please eliminate the gondola boondoggle from consideration and focus on real, cost-effective transportation solutions for LCC. | 32.2.9E; 32.2.2K; 32.2.4A; 32.2.2E; 32.1.2B; 32.2.7A; 32.2.7E | A32.2.2K; A32.1.2B; A32.2.7E |
| 28111 | Cole, Alexander | Although, I do not live in SLC, I frequently visit to ski the cottonwood canyons, as well as climb, skitour, etc. You could say that I am part of the problem, being a tourist. That being said, I am whole heartedly AGAINST the building of a gondola up LCC. I do not believe it will limit traffic, as people will still choose to drive rather than ride a busy gondola. Additionally, the lack of stops besides the ski area means that anyone who chooses to use the canyon for other recreation will still have to drive. In the summers, this will be even more prevalent. UDOT should rethink their plans for the Gondola, and choose not to build. | 32.2.9E | |
| 37390 | Cole, Bernadette | I am opposed to the taxpayer funding of this project. I live in Washington County and do not want to be taxed to pay for this. It is being paraded as a mass transit solution but in reality is a tourist option. The national approach of public funds supporting private sports arenas has bothered me for some time. This seems along those same lines. I don't support this project. | 32.2.7A; 32.2.9E | |

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| 30631 | Cole, Daniel | Most people are NOT going to take the gondola unless the cost is wrapped into their ski pass. The apparent cost of driving is cheaper, so most people will continue drive. Last season people continued to drive up the mountain, even when told all parking lots were full. We need bus lanes or at least force traffic to yield to busses. Busses should never get stuck in traffic! No one is going to take the bus if it is already packed or they have to wait more than 15 minutes. There needs to be more parking at the base of the mountain. I do not support a toll; the alternatives should be made better. If taking the bus was the best option, more people would. | 32.2.9B; 32.2.2QQ | |
| 38633 | Cole, Daren | Please see attached document for submission. Thank you for your consideration, Daren <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9D | |
| 36018 | Cole, Emma | There are better solutions to the problem than a permanent structure that will forever change the landscape and environment of the Wasatch Valley. Explore these deeper. | 32.1.2F; 32.2.9E; 32.2.2PP | A32.1.2F |
| 33916 | Cole, Harold | I just can't understand how if the needs of most people in northern Utah were listed by seriousness and the benefit from half a billion dollars examined that a limited interest sport would outweigh homelessness, gun violence, medical/dental care of the uninsured and special needs of our new immigrants. That inappropriate use of dollars makes no sense. Even saving money for the time when Utah will pay a greater portion of the medicaid costs now being paid with federal funds would be more appropriate. Harold Cole, MD | 32.1.2B | A32.1.2B |
| 28434 | Cole, Martin | build the gondola now, get it done. it's the only option and best environmentally | 32.2.9D | |
| 32684 | Cole, Stacey | I oppose UDOT decision to place a \$550 million dollar gondola up Little Cottonwood Canyon. This would be paid for by taxes and only benefit La Calle, Alta and Snowbird. | 32.2.9E | |
| 33106 | Cole, Taggart | I want to see more ride share, public transportation and pay for parking options Not a massive waste of money gondola | 32.2.9E; 32.2.9A | |
| 35457 | Coleman, Cathi | No gondola. Let resorts and skiers pay for extra buses. High fees for private vehicles. UDOT doesn't care what we think. Someone is going to make a lot of \$\$\$ | 32.2.9E; 32.2.2Y | |
| 29105 | Coleman, Christine | I love the gondola idea. It will save time for people going into the canyon and also be better for our changing climate. | 32.2.9D | |
| 29317 | Coleman, Heather | I agree the gondola is the best choice, however it needs to be designed to provide access to climbing, biking and hiking areas for summer use also. Therefore there needs to be terminals to allow this. Not worth the money if it is for just winter use. There also needs to be major restrictions on personal car use!! Everyone needs to take the gondola & / or bus, no special privilege's for those who think they are to good for public transportation. I also don't like the idea of standing on a bus with 50 other people, but I do it to go skiing and lessen my impact on the environment. Big Cottonwood also needs a gondola system. If a main terminal that served both canyons was was built at the gravel pit, that is large enough for the terminal and parking for both canyons with bus service from other parts of the valley bringing passengers to the main terminal. | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2B; 32.2.6.5F; 32.2.6.5G | A32.1.1A; A32.1.2B |
| 27662 | Coleman, Isabella | While the gondola is a good idea, the fact that more parking will be added is concerning, as that land would be better left alone. The enhanced busing option seems much more environmentally friendly, especially since people are more likely to use a bus (easy transportation) than the gondola (could be a source of fear). Busing is such a great way to get around, and it's easier to make stops if there's an emergency or whatnot. If there was still a certain fee for cars to go up the canyon, that, too, would be a viable along with the buses themselves. | 32.2.9E; 32.2.9A; 32.2.9B; 32.2.4A | |
| 34737 | Coleman, Jan | There are low-cost solutions that will reduce canyon traffic congestion that can be implemented this ski season. These alternative solutions have been effective around the nation, including: - parking reservations, - priority parking for carpooling, - reduced fare UTA ski buses all season long, - regulated hitchhiking at the designated pick up/drop off spots, - digital signs at the base of the canyons indicating number of parking spaces available. While the Gondola would only serve Little Cottonwood Canyon, these solutions can address congestion in both Big & Little Cottonwood Canyons! | 32.2.9A; 32.2.6.3C; 32.2.2K; 32.2.9E; 31.1.1A | A32.2.6.3C; A32.2.2K |
| 31159 | Coleman, Jeremy | The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution. Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah). | 32.2.9N; 32.10A; 32.2.6.5E; 32.1.2C; 32.2.0B; 32.2.4A; 32.2.2I | A32.2.9N; A32.2.6.5E; A32.2.2I |

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| | | <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | | |
| 31157 | Coleman, Jodi | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. | 32.2.9N; 32.10A; 32.2.6.5E; 32.1.2C; 32.20B; 32.2.4A; 32.2.2I | A32.2.9N; A32.2.6.5E; A32.2.2I |

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| | | 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. I urge you to take action and use your voice to speak out against this development. Thank you! | | |
| 35087 | Coleman, Lewis | We are against the gondola due to the environmental impact and cost involved. | 32.2.9E | |
| 36493 | Coleman, Richard | Most of my concerns about the two final alternatives selected by UDOT, which I expressed in an email during the draft EIS comment period, have been addressed. And mostly ignored or rejected. However, the phased implementation elements of Gondola Plan B - that would precede the construction of the gondola, are good ideas. Beyond those, the gondola itself brings little value to Utah citizens at enormous expense. The gondola itself should never be erected. | 32.29R; 32.2.9E | A32.29R; A32.1.2H; A32.2.6S |
| 31210 | Coleman, Rosane | Rather than putting in the gondola or widening the road, encourage more frequent use of electric buses and toll roads. Widening the road or Gondola creates a loss of iconic boulder problems that are renowned worldwide, as well as hiking trail heads that will either be lost or moved. We need to preserve our canyons, please do not destroy the beauty of Little Cottonwood Canyon by erecting an unsightly gondola. Or destroying iconic rock formations that are part of climbing's history by widening the road. | 32.2.9A; 32.2.6.3F; 32.2.9E | |
| 26475 | Colemere, Aaren | Please, please do not go forward with the proposed gondola plan. I love little cottonwoods canyon and have spent countless afternoons skiing and climbing up the canyon. As a Utah citizen, please listen to me and the countless others who are begging you all to find another alternative that doesn't ruin our beautiful and unique landscape. | 32.2.2PP; 32.2.9E | |
| 32060 | Colemere, Carol | I am totally on board with this decision. | 32.2.9D | |
| 30031 | Colemere, Matthew | I believe that the Enhanced Bus Service Alternative is the way to go for Little Cottonwood Canyon. It's a more scalable solution and doesn't destroy the beauty of this canyon. I believe the people in Utah want the solution with the least impact, which means I believe the gondola is a big mistake. | 32.2.9A; 32.2.9E | |
| 33451 | Colemere, Matthew | Please do not go through with this gondola. It will destroy the beauty of the canyon, ruin access that we've had for years, and benefit the rich while hurting the poor. Please, please, please keep LCC gondola free. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.5A | A32.1.2B |
| 36295 | Coles, Diane | No gondola. Charge skiers for a bus pass when buying a parking ticket unless they have 4 people for a carpool, which would give them a free parking pass. | 32.2.9E | |
| 26170 | Coles-ritchie, Marc | Buses are a far cheaper and less damaging option. And they can benefit summer visitors to canyon by stopping at picnic areas, trailheads and campgrounds. If buses were given priority on busy days in canyon people would ride them. People just want to get up fast to ski powder in those busy days. | 32.2.9A; 32.2.6.3B; 32.2.6.3F | |
| 31615 | Colette, Hadlock | I believe that the gondola should be in operation year round, not just for ski season. Hiker/backpackers, picnickers, concertgoers, bicyclists would be using it all the other 3 seasons & it would alleviate crowds on the roads making the road safer for those left that didn't use the gondola. Safer for joggers, bicyclists, motorcyclists. In the event of rock & snow slide closures the gondola can alleviate backups & stranded incidents. | 32.2.6.5F; 32.2.6.5G | |
| 34395 | Coley, Kitty | The gondola does nothing to limit the number of vehicles allowed up the canyon so it does nothing for controlling the congestion. It does nothing to preserve the value of the Wasatch Mountains, nor the fragile watershed, environment and wildlife we all care about. | 32.2.9E; 32.2.4A | |
| 31604 | Coley, Phyllis | The gondola is an expensive subsidy for the ski resorts, it will ruin the beauty of the canyon. having busses use the existing road and limiting cars would be the cheapest and most environmentally sound solution | 32.2.9E; 32.2.2Y | |
| 35247 | Coley, Vincent | This costly gondola endeavor will cost Utah Taxpayers a large sum of money and will only support a tenth of one percent of the states population, the ski industry along with shorter winter ski seasons will become obsolete in 30 years. I have skied Alta for the last 55 years and Do Not support this Gondola! a fleet of smaller Busses running on Natural gas is a viable alternative solution. | 32.2.9E; 32.2.9A | |
| 29919 | Colgren, Lynn | I'm adding my recommendation to no gondola. If you make busses arrive and depart more frequently and put ski racks on the outside of the busses I would enjoy the ride much more. People can't hold on to all their gear and kids on the bus. Especially if there is standing room only. The gondola is a bad idea. If you charge people to drive, they will pay anyway. How will people get out to hike? | 32.1.2B; 32.2.3A; 32.2.9A; 32.2.9E | A32.1.2B |
| 30872 | Colgren, Lynn | The announcement that ski bus schedules are being reduced and eliminated seems like a sinister ploy to defeat the many who love riding the bus as a way to show that we care about reducing traffic in LCC. Riding the bus is never convenient for many reasons but, we will do it. The alternative is that grotesque gondola, a bigger more damaging eyesore. | 32.2.9E | |
| 25685 | Colledge, Tanner | As a lifelong resident and multigenerational Utahn, I do not support the Gondola. This move comes off as a money grab for the developers and ski resorts, funded by taxpayers. Continuing with this project will only further widen the distrust between corrupt government officials and the public. This proposal demonstrates that irregardless of public opinion, our limited public lands are always for sale to the highest bidder. | 32.2.9E; 32.2.7A; 32.2.2PP; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 35657 | Collett, Brandon | As an avid snowboarder in both Canyons for the last 15 years, I beg you not to build the Gondola. The traffic is definitely a huge problem but there are many options to try: tolls, more buses, carpooling. Our watershed and the canyon is too precious for this disaster of a gondola. The fact is, it is too expensive and will not help much. The irreversible damage caused would be tragic and an eye sore. Us skiers want to participate in other alternatives but the Gondola is not the answer. | 32.2.9E; 32.1.2F; 32.2.2Y; 32.2.9A | A32.1.2F |
| 37313 | Collett, Julie | I feel like spending this amount of taxpayer money for a gondola that benefits a small percentage of our population and 2 businesses is unwarranted. There are other options that are less money that should be utilized before we build something so permanent and expensive. There are not many days that the canyon is backed up with traffic, making people pay to park for skiing and limiting access would solve this issue. | 32.2.9E; 32.1.2D; 32.1.2B; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |

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| | | Has anyone thought of the amount of noise that a gondola would make as it reverbrates between the narrow canyon walls? I have been in a couple towns with open space surrounding their gondolas and the noise can be heard from miles away. In our small canyon with close rock walls the noise would be unbearable to both wildlife and humans. The noise would ruin thd peaceful mountain experience and spill out of the canyon to nearby neighborhoods. Also, the construction and path of the gondola would ruin world class rock climbing routes that attract people here from all over the world. Why should the special interests of one group destroy the ability of another group to enjoy the same space? I disagree with the need of an expensive and permanent eyesore when we can start small and work at it till a solution that meets everyone's needs can be found without destroying the canyon. | | |
| 30014 | Colley, Lisa | Hello, My name is Lisa Colley. I am 18 years old and I want to say that I hate the gondola. I climb in the canyon all the time, I have friends that climb there. All our awesome climbing lines will be affected. Even more disturbing is the ugly sight this will have when you are driving up the canyon. A place that is so close to me in my heart, this canyon, is being lost before my eyes to money craving individuals who want this for their own benefit. What is even more alarming is the time they have been considering this without even mentioning it to the public. Truly a backroom deal. I love that canyon. So. many. people. love. that. canyon. And anyone that has touched grass and appreciated it's nature knows the cost the gondola will have. In the world we live in today, there is so little nature left that is untouched. Truly depressing to know that a beautiful place I know is falling victim to the brutality of mankind. Im not even being overdramatic, this is the result of humans. Our world is dying because of US. THINK ABOUT THAT. THINK. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 29783 | Colley, Rebecca | I oppose the gondola for many reasons. The tax increase that will be required of the citizens - a majority of whom do not utilize these facilities to the tune of well over \$500M is unreasonable given the ROI. Construction of the gondola would destroy both open space and wildlife habitat in one of Utah's most beautiful areas. It seems as if this is a pretense to develop the city's unique urban wilderness. The extensive building process would have adverse consequences with closures to picnickers, hikers, horse riders and other canyon users. There are more pressing issues to be addressed right now with our tax dollars than to hire study groups, analysts, and then spend the big bucks we all work so hard to provide to the State and hope and pray for fiscal responsibility. Ultimately, the gondola would NOT be transportation, it would be a ride - and that should not be borne by the citizens of this great state. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E; 32.4B; 32.13A | A32.1.2B; A32.13A |
| 36592 | Collier, Chris | Thank you for allowing me to comment publicly on such an important matter. I can understand the frustration of hordes of cars on the side of the roads and the parking lot mayhem in both the Cottonwood Canyons. Over the years, I have been a season pass holder 7 times at Snowbird, 5 at Brighton, 2 at Solitude, a Big Cottonwood Season Pass, a Mountain Collective pass and a Canyons Season Pass. I dearly love these canyons. I love the beauty. I love the sense of adventure. The thrill of being alive. I too have been stuck in the red snake and been turned around by police. I get it. While the hope is to remove some of the cars off the road from what I can tell is that this will create induced demand resulting in more people at the base of the chair lifts (ideal for the resorts). I hope any solution would take cars off the road but I feel that is unrealistic. Tragically I don't see a gondola as fixing the problem and worry about the aesthetics. I love trains and think electric, cog railway would be preferable but not sold on that either. I wasn't a fan of the SkiLink proposal several years ago. I hope my mind will change and better solutions are presented, analysis paralysis is real, something needs to happen and I don't know what that is. Perhaps the only solution is the worst option - do nothing and save the money for capital expenses and damages caused by our collective utilization of the greatest recreational resource in the country. | 32.2.9G | |
| 36595 | Collier, Chris | Thank you for allowing me to comment publicly on such an important matter. I can understand the frustration of hordes of cars on the side of the roads and the parking lot mayhem in both the Cottonwood Canyons. Over the years, I have been a season pass holder 7 times at Snowbird, 5 at Brighton, 2 at Solitude, a Big Cottonwood Season Pass, a Mountain Collective pass and a Canyons Season Pass. I dearly love these canyons. I love the beauty. I love the sense of adventure. The thrill of being alive. I too have been stuck in the red snake and been turned around by police. I get it. While the hope is to remove some of the cars off the road from what I can tell is that this will create induced demand resulting in more people at the base of the chair lifts (ideal for the resorts). I hope any solution would take cars off the road but I feel that is unrealistic. Tragically I don't see a gondola as fixing the problem and worry about the aesthetics. I love trains and think electric, cog railway would be preferable but not sold on that either. I wasn't a fan of the SkiLink proposal several years ago. I hope my mind will change and better solutions are presented, analysis paralysis is real, something needs to happen and I don't know what that is. Perhaps the only solution is the worst option - do nothing and save the money for capital expenses and damages caused by our collective utilization of the greatest recreational resource in the country. | 32.2.9G | |
| 36566 | Collier, Chris | Thank you for allowing me to comment publicly on such an important matter. I can understand the frustration of hordes of cars on the side of the roads and the parking lot mayhem in both the Cottonwood Canyons. Over the years, I have been a season pass holder 7 times at Snowbird, 5 at Brighton, 2 at Solitude, a Big Cottonwood Season Pass, a Mountain Collective pass and a Canyons Season Pass. I dearly love these canyons. I love the beauty. I love the sense of adventure. The thrill of being alive. I too have been stuck in the red snake and been turned around by police. I get it. While the hope is to remove some of the cars off the road from what I can tell is that this will create induced demand resulting in more people at the base of the chair lifts (ideal for the resorts). I hope any solution would take cars off the road but I feel that is unrealistic. Tragically I don't see a gondola as fixing the problem and worry about the aesthetics. I love trains and think electric, cog railway would be preferable but not sold on that either. I wasn't a fan of the SkiLink proposal several years ago. I hope to change my mind in the future, seeing better proposals or actions. Perhaps, now, the only solution is the worst option - do nothing and save the money for capital expenses and damages caused by our collective utilization of the greatest recreational resource in the country. | 32.2.9G | |
| 31098 | Collingwood, Abigail | Building the gondola is an irreparable mistake that would forever alter the beauty of our canyon. Increasing the bus service would be the better approach as it preserves the beauty of the canyon and reduces traffic to the canyon base. | 32.2.9A | |
| 28066 | Collins, Caden | Stop destroying the environment!! There are much better ways to achieve cleaner air that don't involve ruining some other part of our environment! | 32.2.9E | |
| 33366 | Collins, Greg | God is watching ! Don't mess up the Canyon | 32.29D | |

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| 30842 | Collins, Megan | I am in favor of the gondola, however there are aspects that need to be worked out. It needs to run year around. Also I think that there needs to be a shuttle from Snowbird to White Pine. Until the funding happens, I think that reservations at both ski resorts for parking is a great way to manage the traffic (it doesn't need to be paid), busses are great, but people don't have the public transportation mentality. Also the bus drivers need to be trained to drive in the winter. Half the time those slide off the road and that causes traffic jams. I think the buses should also run year around. Summer is a popular time in the canyon. Maybe even stop at White Pine. I am not in favor of a toll. There are a lot of employees that work up that canyon and it is already to find employees for those environments, this won't help. | 32.2.9D; 32.2.6.5E; 32.2.2KKK; 32.2.2K; 32.2.6.3C | A32.2.6.5E; A32.2.2K; A32.2.6.3C |
| 28526 | Collins, Scott | I do not want several stinky buses up and down the canyons. Gondola is a no brainer! | 32.2.9D | |
| 28527 | Collins, Susan | NO Gondola. I do not ski and do not want tax dollars funding and benefiting a private entity like two ski resorts. It is only needed a couple times a year for big snow dumps. At this rate our snowfalls have been less and less. Don't need this eyesore in my backyard. Hoping my opinion counts. | 32.2.9E; 32.2.7A; 32.1.2B; 32.2.2E; 32.2.9N | A32.1.2B; A32.2.9N |
| 26791 | Collins, Zinnia | Hello. As someone who utilizes LCC multiple times a week I want to ensure you know I don't support the gondola proposal. Nobody I know does for that matter. It utilizes public tax dollars and ultimately only benefits private organizations. It offers no remedy for backcountry skiers, climbers, or hikers (all of whom will shoulder the financial burden for this decision). This doesn't even touch in the impact a gondola will have on the wildlife of little cottonwood or the impacts to the ecosystems. Lastly, LCC is known as one of the most picturesque canyons in Utah, with people coming from all over just to take pictures. The beauty of this canyon will significantly decrease with a gondola going up it. Approving the gondola would show your taxpayers that you're more interested in private interests than actually solution oriented. The public does not want this. Please don't ruin this beautiful space | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E; 32.6A; 32.13A | A32.1.2B; A32.13A |
| 25657 | Collinson, Jim | As long time canyon forecaster and resident, I am glad to see this alternative chosen. I submitted strong comments in favor in the last go round. I like the modifications and adaptations, but think it is a mistake to only secure 1,500 stalls at the gravel pit, looking at future needs. Unless a structure is installed, think about 6,000 stalls. | 32.2.9D | |
| 34535 | Collinson, Jimmy | Hello, My name is Jimmy Collinson I've written comments every time to date. I've been a ski patrolman and snow safety worker in the LCC for 42 years. Definitely have some opinions. My last two that I hope you consider are these: 1) The gondola oughta come outta Summit Co. That's where the amenities are and the snow won't be in ? years. Hit the top of BCC on the way to LCC. 30 % of the bald tires and red snake originates in Summit Co. We oughta be spinning bull wheels not bald tires. 2) If we do go with the LCC for the gondola then we should be securing the room for 8,000 parking stalls for the future, not the paltry # now suggested. Thank you, Jimmy | 32.2.2N; 31.1.1A; 32.2.6.5J | |
| 32737 | Colman, Paula | NO to gondola before trying: (1) busing HUNDREDS of ski school kids/families at mouth of LCC on weekend mornings (cost borne by users/resorts); (2) "contraflow" LCC uphill only weekends from 7-9am (free); (3) make passing lanes uphill only from 7-9am; (4) more UTA bus service; (5) paid parking ONLY at both resorts (costs borne by users). | 32.2.9R; 32.2.9E; 32.2.2D; 32.2.9A; 32.2.2K | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K |
| 36327 | Colosimo, Sara | There is one clear advantage of the Gondola Alternative. It is in a completely separate physical space from the existing SR-210. Inevitably the road will be blocked by traffic flow, snow, boulders or vehicles. A gondola provides a separate right-of-way and thus greater public access and safety. As a former transportation engineer, I understand the necessity of the design year 2050 for planning. In reality the benefit of the project will be much longer. The study period is until 2050. It should be stressed that at some point the lower maintenance costs will outweigh the additional capital costs. In many European cities, tram cars over 100 years old are still in use. The snowbird tram was functional and heavily used for fifty years. The visual impact is noted as a negative in many public comments. Zermatt Switzerland is served by a system of gondolas which are functional and are generally not seen as a visual negative. The Swiss gondola images are used heavily in marketing the resort, as are the images of the Snowbird Tram. The Matterhorn in Switzerland is one of most stunning peaks in the world. Following is a link from the Official Zermatt instagram that shows how beautiful everything can work together. This photo was used by permission of my daughter, the dog's owner. https://www.instagram.com/p/CZWMR2KKf13/?igshid=NzNkNDdiOGI= I am in support of Gondola Alternative B. Sara Riley Colosimo, P.E. | 32.2.9D | |
| 27396 | Coltharp, Christie | I do NOT support the Gondola project. I do NOT want the canyon's beauty tainted by a huge eyesore! There ARE other ways to solve the transportation problems. This is NOT the right one! | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 34849 | Colton, Charlene | I am against the building the gondola. It will do more damage than good to the environment. It only caters to the ski resorts. It doesn't give access throughout the canyon for other canyon user: hikers, climbers, camping. Please consider other solutions before destroying popular hiking/climbing areas. | 32.2.9E | |
| 34911 | Colwell, Alice | As an avid skier and hiker I have experienced great times in both of the Cottonwood Canyons although primarily in LCC. The cost of skiing has continued to rise relentlessly especially with the advent of Paying for parking as well as for passes, equipment, clothing and other gear. When paid parking started at Solitude I took the bus only to discover that I had to pay 10-20.00 per day to store everything I brought with me for the day. I opted to use my car as a base of operations instead | 32.2.9E | |

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| | | which defeated the prime objective of reducing cars in the Canyon. Solutions for Canyon need to restrict constant increase in user costs. I am most definitely opposed to the Gondola as well as a daily cost of driving in the CAYONS. | | |
| 36244 | Comber, David | I have lived full time in SLC for the past 6 years. A key reason why I chose to move across the country to SLC was its close proximity to backcountry access, including LCC. The Gondola B option is the wrong solution for many reasons, including: Taxpayer dollars will be benefiting not the taxpayer, but rather two private ski areas. The number of cars visiting the ski areas will likely remain the same, while the total skier visits will boost resort revenue by 20%. A Deseret/Hinckley poll suggests that 80% of Utahns are opposed to the gondola. How about listening to local consensus, a consensus also reflected by our elected mayors? The gondola will not run during avalanche mitigation with the howitzers. At the very time when skiers most want to get back down LCC, the gondola is no help. The 2,500 spaces parking lot to service the gondola at the canyon base will create major congestion for the surrounding community. Lower cost alternatives have not been given a fair chance. It is reckless to invest just south of \$1B USD (the project won't stay within estimated 550M budget), while there are still unanswered questions. | 32.1.2D; 32.1.2B; 32.2.9R; 32.2.6.5E | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.5E |
| 36066 | Combs, Sach | I am writing in opposition to UDOT decision to implement the "Gondola Alternative B". Specifically I'm opposed to the Gondola portion of the plan, but in favor of the "Enhanced Bus" elements. I think the overall solution to the traffic issue is bus transportation, and at peak times, mandate the service for all but canyon employees and residents. Again, mandate the service! Making it easy to park, have a high frequency of service, and provide the necessary infrastructure at the resorts (lockers and changing areas). This will provide an immediate solution at a reasonable cost with long term flexibility. Road upgrades will be needed long term regardless of which transportation issue is selected and therefore, these ongoing upgrades can fold in the needs for the enhanced bus service. The gondola is too costly, will inevitably run over budget (even if started today), and has little to no flexibility. | 32.2.9E; 32.2.9A; 32.2.3A | |
| 29294 | Commagere, Gary | To spend 500m to 1b of taxpayer money for 2 private ski resorts s obscene. Use the funds on buses that can be utilized for other public transportation needs. Expand trax | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 29526 | Como, Nick | The gondola is a permanent solution that will only create more of the problems it is pitched to solve: traffic and congestion. There is not enough parking at La Caille. The trip time is too long. It will be rarely used on non-snow days (Vail themselves say there is no such thing as Chairlift tourism"). Meanwhile, expanded bus service, widening the road, allowing traffic to move uphill only in all lanes for a few morning hours and downhill only on all lanes int he afternoons would solve traffic problems with no viewshed impacts and no permanent structures. The beneficiaries are two private businesses. - if it is such a good idea have them apply to build this lift and pay to bring their customers up the canyon. | 32.1.2B; 32.2.2D; 32.2.2P; 32.2.7A; 32.2.9A; 32.6A; 32.7B; 32.7C | A32.1.2B |
| 27280 | Conaty, Joseph | I absolutely hate the gondola idea. It's galling that this white elephant will be paid by the public, while benefiting two private, for profit, enterprises There are far greater needs in Utah than delivering customer to ski resorts with questionable futures. | 32.2.9E; 32.2.7A | |
| 26224 | Concannon, Jackie | this gondola will benefit the ski resorts and they are lobbying hard for it yet they are not footing the bill. the enormous cost of building and maintaining the gondola will be the responsibility of tax payers. With a cost of over \$550 million, including about \$10 million in yearly maintenance funding, this doesn't benefit enough Utahns to have my support. Imagine the positive impact this amount of funding could have for affordable housing or housing for homeless individuals, for public education, and many other needs that would benefit taxpayers and our society UDOT SHOULD IMPROVE BUS SERVICE TO RUN MORE BUSES. residents would have a sticker on their car to drive the canyon but bus would be mandatory for everyone else. large parking lot still would be built at the bottom of the canyon as the bus depot. most utahns do not support this gondola yet UDOT has decided to build it anyway? why the lengthy comment process for citizens if UDOT wasn't going to listen to our voices anyway? | 32.2.9E; 32.2.7A; 32.1.2B; 32.2.9A; 32.2.9N; 32.2.2M; 32.2.2B | A32.1.2B; A32.2.9N |
| 28959 | Concepcion, Rudy | Utah has a bunch of other issues, such as homelessness, a severe housing shortage, a drying up salt lake which is dumping arsenic into the air and our lungs, and a severe water shortage. But sure, let's build a gondola for rich skiers to use instead! Seems legit to me. Yes I'm being sarcastic, this is ridiculous. Put my taxes to better use!! | 32.1.2B | A32.1.2B |
| 25298 | Conchabo, Emilio | Building the gondola and destroying little cottonwood canyon is a great disservice to the American people as a whole. For some extra revenue during peak ski season the gondola threatens to remove a beautiful area that once gone can never be recovered. | 32.2.9E | |
| 37474 | Conde, Elizabeth | I am a part time resident of Big Cottonwood Canyon, and strongly oppose the gondola. It seems like an astronomical price tag for something that would ruin the beauty canyon. From what I can tell, it is unclear how many people would even use the gondola, and at some point our canyons have capacity limits. Please do not bug business determine the future of our canyon. It is disappointing to me that it has gotten this far along in the process. I hope you vote down the gondola. | 32.2.9E; 32.1.2F; 32.1.2B | A32.1.2F; A32.1.2B |
| 38000 | Conde, Tim | It is far from obvious to me that this gondola plan has been thought through from a fiscal or environmental perspective. I believe that it would be irresponsible to build it without further data and support from these two perspectives. | 32.2.9E | |
| 29593 | Condie, Brittney | I don't want a gondola it will benefit companies but not everyday people. If they want a gondola they can fund it. However they are unsightly and not coat effective. Keep the buses and private car access. Buses don't cost as much and have done the job for many years. No gondola they are not wanted by tax payers. | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 30548 | Condie, Don | I believe that we are making political choices or being moved by poor information. This Gondola option is a very bad idea. It will be a limitation to individuals that can use our canyons. It also places a issue in emergency evacuations. If we are truly looking to not limit who can go up to the canyon, we should look at busing. The | 32.2.9E; 32.2.9A | |

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| | | cost is far less, and can be effectively and efficiently used. Gondola's would make it far more expensive for families to enjoy the beauty of our canyons. Plus the costs are ridiculous when compared to other options. I am looking to protect our canyons, but I am not looking to limit who can access them. | | |
| 37214 | Condie, Kyra | The gondola is an insult to the public of Salt Lake City, taking away a free and beautiful public resource to impact only the richest of the upper middle class, and really benefit the extremely wealthy ski resorts, that are functional only open a tiny portion of the year. It's not only a gross misuse of taxpayer funds but also perturbing a beautiful canyon that doesn't need to be perturbed. | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.2.7A | |
| 31840 | Cone, Rhea | <p>The gondola is NOT supported by the public. As a sixth generation Utahn, and user of Little Cottonwood Canyon, I am disappointed at the gondola's prioritization in Utah's LCC plan. The gondola only serves a segment of Utah's population and leaves permanent damage to the ecosystem, viewshed, and our precious water supply.</p> <p>Taxpayer funds should not be used to fund a project that only serves two private companies: Snowbird and Alta. The proposed gondola would not stop at the many trailheads or other areas that canyon users frequently recreate. The use of taxpayer money to further the revenue of the resorts is unethical.</p> <p>The environmental degradation caused by a proposed gondola is also unethical. As a habitat restoration professional, I have seen and see every day the long lasting effects of much less dramatic human caused degradation. Sensitive species like native fish and high alpine mammals reside in this island of habitat within the busy northern Wasatch.</p> <p>Busses should be expanded, and bus drivers should be fairly compensated for their work with higher wages and benefits to entice workers. Expanded parking is needed at the base of the canyon to allow the ease of use of these busses, that should run more frequently. Busses should be equipped to handle snowy roads to not put driers, riders, or others in danger.</p> <p>Tolling should be implemented. Most importantly, vehicles need to be inspected for their capabilities in snowy roads. Oftentimes, the traction law is not in effect when users go up the canyon on weekend mornings, and then heavy snows create a dangerous ride back down the canyon with many vehicles that cannot handle the conditions and put their drivers, other canyon users, and first responders at risk. The rules need to be changed about the traction law, to be put into effect more often or in anticipation of weather. And, tires need to ACTUALLY be inspected. Not once was my UDOT LCC sticker checked or looked at after I got it on my 4WD vehicle with snow tires.</p> <p>The gondola should NOT be built. It is not supported by Utahns or canyon users. Why jump to such an expensive and permanently scarring solution when others have yet to be implemented and tested? It is reckless and irresponsible to taxpayers and future generations.</p> | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.2M; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 31675 | Cone, Taylor | <p>This Tax will be levied on 100% of the people. It will only benefit skiers and those who pay more.</p> <p>A more economical solution would be a timed entry in addition to the buses.</p> <p>This is to solve a problem that affects 30% of the population on powder days on Saturday's.</p> <p>Please use our taxes on brighter lines on the freeways and other services which help all and not 2 private businesses, 30% of the population, and those who bought up the land for the parking lots. If it's so good for the ski resorts, have them pay for it.</p> <p>Please delay or reconsider the solution. It's not the right time.</p> | 32.2.9E; 32.2.7A; 32.1.2B; 32.7A | A32.1.2B |
| 25777 | Cones, Marisa | This is a joke. Privet citizen should not fund a solution for a ski resort. This negatively impacts the environment and our canyon. Increase bussing and use charge for entry up the canyon if you drive your self. We need that money to save the lake not line a privet company Gondeal works and snowbird. Why don't we use electric busses over a electric gondola. This is not a solution there is no parking in the canyon with this solution this ruins climbing back country skiing and hiking in the winter with the parking solution. This plan fee bought and paid for by snowbird. | 32.2.9A; 32.2.4A; 32.2.6.3F; 32.2.9N | A32.2.9N |
| 28099 | Conlon, Andrew | More development in our natural spaces is never the answer. Please do not build this gondola. One's experience taking a gondola over a bus is not going to be that different. | 32.2.9E | |
| 34354 | Conn, Matt | Our community does NOT support the gondola. No one does. This would ruin any trust or faith in UDOT | 32.2.9E | |
| 33036 | Conn, Matthew | I do not support the gondala. Please find a better option. Little cottonwood is salt lake counties greatest treasure and this will diminish it greatly. | 32.2.9E | |
| 33038 | Conn, Matthew | No Gondola! I am primarily an Alta skier and this is the wrong solution. | 32.2.9E | |
| 35698 | Connelly, Chris | I've spent the last 20 years recreating in little cottonwood canyon. The wasatch is shrinking as more and more people make Utah their home. I understand adjustments need to be made to accommodate the pressure the canyon gets from all the visitors every year in the winter. In order to preserve the natural beauty of the canyon, I believe it would be important to at least attempt some less permanent alternatives to solving this problem before something like a gondola is built. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 35961 | Conner, Allison | Please do not implement a toll. If too many cars are driving up the canyon, the ski resorts should handle a reservation system. It should be free to enjoy our public lands. It should be free to access our canyons. The road is paid for via tax dollars; extra fees are unfair and favor the wealthy. Access should be equal. | 32.2.4A; 32.2.2K; 32.2.9F | A32.2.2K |

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| | | I also prefer the cog train to the gondola option. Bus service is an okay option, but doesnt work for people who experience motion sickness nor those who want to either do a scenic drive or go hiking, snowshoeing, etc. | | |
| 28219 | Conner, Daniel | I've been climbing and ski touring in little cottonwood for 17 years now. I love the wasatch and all it has to offer. A gondola takes away from the wasatch mountains, and does not add any qualities to the canyon itself. This solution is destructive to views, Bouldering and climbing access, and is insanely expensive for taxes to cover, when it mainly benefits resorts and tourists. A trax line from the airport to the cottonwood resorts, using the existing roadways, with a stop every half mile, and an emergency lane for ambulances, makes more sense. Trains can be equipt with snow plows as well. Increased bus access and parking makes sense too. But a gondola seems superfluous. I can only imagine how long the lines will get, and what the emergencies will look like when the gondola breaks down, or goes on wind hold. Not a good or helpful or well rounded solution. | 32.2.9E; 32.2.7A; 32.2.2I | A32.2.2I |
| 35185 | Conner, Jim | How much is snowbird paying you?? Business interests ruling over the will of the people is everything wrong with this country. SHAME ON YOU!! NO GONDOLA!!! LISTEN TO YOUR CONSTITUENTS!!!! | 32.2.9E | |
| 32999 | Conner, Martina | I do NOT want the gondola going up in LCC. This is a waste of money that only benefits those companies who put the idea out there. The use of the gondonla will only benefit the ski resorts during the short ski season. There is no benefit anywhere else in this proposal. Now UTA is stating they won't have the same number of buses for this year's ski season. How amazing that it falls in line with the already made decision to build a gondola at the people's expense. We the people didn't even get to vote on this decision. We just get to be taxed on this decision. The Sandy City Mayor is also against this decision. She has tried to present alternate ideas which would benefit the business in our city, residents and would also provide the needed help for skiers. So sad that we will all be paying for something we all don't want. I have read very few people who support this already approved idea. Again, I say NO to the gondola. A concerned Sandy citizen who worries about the impact to our canyons environment and the creatures that live there. | 32.2.9E | |
| 33001 | Conner, Martina | Why are we committing to gondola of which you do not have the funding for yet. Also, why did the citizen of Utah not get to vote on this project. We all know that money is buying this project and only a few will benefit from it. Such a sad day for Utahans. | 32.2.9N | A32.2.9N |
| 37539 | Connolly, John | <p>I am re-sharing the WBA's comment in support of their position against the gondola. Thank you for your consideration.</p> <p>----</p> <p>The Wasatch Backcountry Alliance (WBA) is a local SLC nonprofit representing the interests of thousands of backcountry - and resort - users both locally and nationally as they pertain to the preservation of the famous non-resort terrain in the Tri-Canyon area. We have paid very close attention to the LCC EIS transportation process, and this is our formal comment.</p> <p>WBA agrees with UDOT that a preferred solution will represent a summary of key concerns expressed within the public comments that were received and processed: EQUITABLE PUBLIC ACCESS to dispersed recreation, OVERCROWDING, VISUAL IMPACTS, WATER QUALITY IMPACTS, AND YEAR-ROUND ACCESS for a majority of visitors. The proposed solution does not address these aspects - below is a list of issues that we see with UDOT choosing Gondola Alternative B as its preferred alternative:</p> <p>Dispersed Use - UDOT claims to have "Consideration of all canyon users, not just resort visitors" but by only having resort terminals and not operating year-round it's clear that this is disingenuous at best. It is well known that the White Pine trailhead is wildly popular year-round, with cars parking up and down the highway for up to a mile in either direction at all times of the year. This not only forces people to be far from their intended destination, it also creates a significant safety hazard along the state highway. The argument that UDOT uses for not stopping at White Pine is that there will be less traffic on the highway due to the gondola, thereby enabling White Pine users to drive to the lot is a red herring. WBA does not think that vehicle traffic will be abated enough (if at all) by the gondola to justify this conclusion. Backcountry users - like resort patrons - want to be able to use public transit in lieu of their own vehicles to access the canyon, but that is not possible under the current proposal.</p> <p>Economic Benefit - The EIS states: "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." WBA does not feel that enriching two private entities is UDOT's mission or responsibility and that applying taxpayer dollars to that end is a reckless use of public funds. Meanwhile, it should be noted that the latest Snowsports Industries of America participation numbers (2021-22) show a nearly 6% decrease in resort skiers and a 96% increase in backcountry skiers. Furthermore, data from the National Ski Area Association likewise indicates that participation in resort skiing has remained essentially flat for the last 30 years. More broadly accessible, dispersed activities such as backcountry skiing, snowboard touring, nordic skiing and snowshoeing on the other hand are among the fastest growing segments of the snowsports industry. And yet these increasingly popular activities, which should be made accessible to a majority of visitors to LCC, are fundamentally ignored by this proposal.</p> <p>Expense - The initial cost proposed by UDOT for the gondola was \$550M. This was pre-inflationary times, so even in the last year that figure will have risen to \$600M, if not significantly higher (which WBA suspects to be the case). Even if the cost has only increased by \$50M, that means that every single person in Utah is "paying" \$200 each to have what is effectvely the most expensive chairlift in history installed for the benefit of two businesses (and auxiliary businesses). Any benefit associated with the proposed gondola will likely never be realized by the many Utahns who don't ski and/or live in other areas of the state, despite them</p> | 32.2.9E; 32.2.6.5G; 32.2.6.2.4A; 32.1.4I; 32.2.7F; 32.2.4A; 32.2.9A; 32.2.9R; 32.2.6.5N; 32.2.9N; 32.2.2K; 32.1.1A; 32.2.6.5H; 32.4B | A32.2.7F; A32.2.7C; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N; A32.2.2K; A32.1.1A |

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| | | <p>paying for it.</p> <p>Gondola Fees - Along with the rising costs of construction and UDOT's admission that funds may not be available, the prospect of high costs for people to ride the gondola exists. There has been little discussion from UDOT or the ski resorts regarding fees for riding the gondola. It seems logical that high or even exorbitant fees to ride the gondola will drive ridership down.</p> <p>Seasonality - As currently proposed, the gondola will only run from December through April. This is despite the fact that traffic in LCC between June and October is effectively at the same level as the winter, with Snowbird actually parking more cars for their Oktoberfest celebration than they do on winter powder days. Relegating the gondola to winter use only confirms that this is NOT a public transit option and is instead a wholly-taxpayer-funded chairlift to benefit two private ski areas.</p> <p>Other Solutions - UDOT says "it may take years to secure federal, state and/or private funding for full implementation of Gondola B" but it also may NOT take years, so clearly the gondola is the priority. And if UDOT is trying to simultaneously raise at least \$600M for the gondola AND fund the alternative solutions, the money is in danger of not being available for ANY solution. And by making it clear that the gondola is the preferred solution, UDOT is effectively being incentivized to make the alternate solutions NOT work. Therefore, we strongly suggest that UDOT acknowledge up front that the large tab for the gondola is unrealistic and focus its efforts on simpler, more easily attained transit solutions using existing infrastructure: tolling for all canyon users to disincentivize SOV's, enhanced bus lanes, enhanced bus service (already being cut for the 22-23 season), alternating uphill/downhill flex lanes, etc. This would require UDOT working more closely with UTA, which appears to not be the case.</p> <p>Phasing/Safety/Construction - The physical and operational elements of a gondola alternative render it useless unless the entire system is constructed. Recognizing UDOT typically does not develop a funding plan until the EIS is finalized - and that this project is so controversial - the EIS should be more specific on the intentions of UDOT in phasing specific elements of the selected alternative. As per Executive Summary, page S-25, Section S.11, there are no safety or operational benefits to construct part of the gondola. This section on phasing deserves additional clarity in order to adequately and transparently inform the decision. Delays on full funding of any length of time would render this entire NEPA process unreliable, and would require restarting the process anew.</p> <p>Risk/Flexibility - UDOT's consideration of a gondola as a transportation solution is highly innovative - and risky. While they may be confident in all of the analysis that went into evaluating its chance of success in meeting the Purpose and Need, there is little discussion in the DEIS for how a gondola system would be modified physically or operationally if that becomes necessary, or who would be in charge of making those determinations, and on what basis, and for what cost, and what the direct, indirect and cumulative impacts of those changes would be. This creates an inadequate basis for a decision to select the gondola alternative.</p> <p>Controversial - By anyone's assessment, this project has been "polarizing" in the community. A recent survey showed that 80% of respondents did not favor the gondola. The DEIS uses a softer characterization of "strong interest." It is irresponsible to suggest it is anything other than controversial; for example, the mayors and councils of two of the biggest stakeholders - SLC and SLCO - have taken strong positions against the preferred alternative, instead saying that common sense solutions that use existing infrastructure and more buses should be pursued. All of the largest and most engaged environmental and dispersed recreational groups have said the same thing.</p> <p>Parking Reservations/Tolling - Alta Ski Lifts parking fees this past winter and the effects on LCC traffic were a clear example of the impact that paid parking and tolling in the canyons could have on traffic reduction. This week UDOT again introduced the concept of tolling, but the complexity of the suggested program is confusing at best. Please consider simpler and more universal tolling at lower rates to generate better results.</p> <p>Big Cottonwood Canyon - UDOT has inexplicably chosen to ignore BCC's traffic situation despite a changing business environment that has made BCC just as popular as LCC and with similar traffic problems. Social trends indicate that user growth in the Tri-Canyon area will continue to demand solutions that are integrated across the entire area, and the pressures to connect the canyons and extend the gondola could result in a segmented expansion of those transportation systems - which is inconsistent with NEPA. A BCC/LCC connection is unacceptable to WBA and many other stakeholders who want to preserve the unique qualities of each canyon and avoid the prospect of lifts criss-crossing the ridgetops.</p> <p>Verification - UDOT has not provided examples or proof that adding a gondola will actually reduce traffic in LCC. With continued full vehicle access on the state highway it is just as likely that visitors will continue to drive their vehicles up the canyon for maximum efficiency as some will take the gondola. There is a lack of acknowledgement by UDOT that "powder fever" and the overarching enthusiasm for skiing/riding tends to have the psychological effect of users demanding maximum transit efficiency, which the gondola does not represent.</p> <p>Avalanche Mitigation - The use of howitzers to control avalanches is projected to continue into the future. The gondola will not run while avalanche control work is happening and once anti-personnel shells are launched over the gondola, it must be cleared before it can start up again. In fact, there may be even more downtime than simply opening the road when - as is most common - the avalanches do not reach the road. UDOT does not state how long it will take to unload cars, inspect cables and towers, and reload cars during routine avalanche control which is something we must know before accepting the findings of the EIS.</p> <p>Effects on climbing - While WBA primarily represents the interests of wintertime non-motorized use, many WBA members are also climbers. We are deeply concerned about the effect the construction and operation of the gondola will have on the world class climbing in LCC. Climbing has a long history in the canyon, is</p> | | |

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| | | <p>a very popular activity, and it's representative group Salt Lake City Climbers Alliance has a long history of engaging with the state and the LDS church to protect and enhance the LCC climbing areas, yet the EIS effectively ignored the impact on climbing in its Preferred Solution.</p> <p>Viewshed - While we acknowledge that the top of LCC harbors a small town and two ski resorts and related businesses, the heart of LCC is wild terrain that includes clearly visible tracts of designated wilderness. The effect of 200-foot tall towers and 35-person gondola cars will be an eyesore that a majority of constituents, to whom such infrastructure will be visible whether they are driving, hiking, climbing, or skiing, will find offensive. Gondola infrastructure will be visible to anyone skiing, hiking, or otherwise recreating in the south or north facing terrain of LCC, as well as simply doing a leisurely drive up the canyon. There are clearly better, more logical common sense solutions that can be put in place that do not create such an eyesore in this unique environment.</p> <p>Thank you for your efforts on this process and for your consideration of this comment.</p> | | |
| 30943 | Connolly, Marjorie | <p>Dear Reviewer, I am opposed to alternate B. I do not want a gondola and the subsequent visual impacts in the canyon. I support an efficient bus system with ski lockers at the the resorts. Sincerely, Marjorie Connolly</p> | 32.2.9A; 32.2.3A | |
| 36243 | connolly, paige | here to support and fight for safety and for the beautiful mountains that we too often take for granted!! #youneverknowuntilyoutry | 32.29D | |
| 36850 | Connor, George | UDOT's going to do whatever it wants to, regardless of our input. | 32.29D | |
| 38014 | Conrad, Lynette | I am in favor of keeping the recreation and visual experience of the canyon. Implementing a gondola would distract from the natural beauty and environment of the canyon and bring even larger crowds to access the canyon. | 32.2.9E | |
| 28158 | Conran, Aria | <p>Hello,</p> <p>It's very saddening to see government ignore the opinions of their people. It's easy to see that many locals are upset about the Gondola I'm curious, would it be possible to publicly share the benefits of the on social media for the public to see? Personally, I do believe that the negative impact to the ecosystem of LLC is not worth anything the gondola could provide, however I have no idea why the gondola is being put in.</p> <p>Additionally, I'm very interested to hear more about the plans and what you plan to do to minimize disturbances to the local environment while continuing with the installation. I hope there's a lot of thought put into this as well as input from environmental science so that generations can enjoy the canyon for decades to come and we don't do too much harm.</p> <p>Thank you, Aria Conran</p> | 32.2.9E; 32.29G; 32.1.2B; 32.13A | A32.1.2B; A32.13A |
| 33376 | Conran, Tisa | I currently reside in Sandy, UT, and I can't think of anything worse than installing that absolute eyesore of a gondola in Little Cottonwood Canyon. Please do not destroy what little beautiful views we have left. There has to be a better alternative. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 35828 | Conrod, William | If the state of Utah were to appropriate a half billion taxpayer dollars for a gondola to convenience well off skiers, the state has a moral obligation to spend an equal amount on the homeless. A half billion of public funding for skiers, many of whom are non-residents, is not chump change. The argument can be made that skiers pay more tax than the poor, but I am talking about a basic moral obligation to help those less well off, besides the effect people living on the street or in parks have on society. What would Jesus say? | 32.2.7A; 32.1.2D | |
| 25389 | Conroy, Andrew | This is devastating for Salt Lake City. Those maps shows it traveling directly above many of the best boulders and public recreation areas in Little. I presume there will have to be destruction of some of those boulders as well. It is a selfish and financially-motivated move by UDOT and ski resort owners. Sad to see them destroy so many people's opportunity to enjoy a peaceful experience outside just to serve a small, elite, and financially privileged community for a minuscule portion of the year. The owners of those resorts have enough money. They do not need this to happen for any reason other than making more money for themselves and making access to resorts more convenient for upper-class people. Other options must be further explored before permanent desecration of the land takes place. | 32.4A; 32.4B; 32.6D; 32.1.2B; 32.2.2PP; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 38105 | Conroy, Jordan | <p>I am writing to strongly oppose the Utah Department of Transportation's (UDOT) Gondola Alternative B plan.</p> <p>The massive 200-foot gondola comes with an even more massive \$600 million price tag, paid for by Utah residents to benefit wealthy ski resorts. This proposed solution to congestion is nothing more than corporate welfare. The casualties of this bad decision will be the watershed and pristine environment of Little Cottonwood Canyon.</p> <p>There are many reasons I oppose the Gondola Alternative B project, specifically:</p> <p>1. The gondola is too expensive and Utah taxpayers are picking up the bill: UDOT is funding a \$600 million project that should be paid for by the private multi-million dollar corporations that stand to benefit from it. Only 2-3% of Utah residents ski Snowbird and Alta on weekends, but every Utah citizen will pay approximately \$175 just to build the gondola, not to mention the steep operating costs.</p> | 32.2.9E; 32.2.7A; 32.1.2D; 32.1.2F; 32.1.2B | A32.1.2F; A32.1.2B |

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| | | <p>For a family of four, that is \$700 for a method of transportation they will likely never use. This is corporate welfare and I don't believe these wealthy companies need Utah families to pay so they can profit.</p> <p>2. The gondola poses a tremendous risk to the environment and vital watershed in Little Cottonwood Canyon: With a proposed 19 towers up to 262 feet tall running through the canyon, the gondola will irreversibly change the landscape we all know and love. It will also risk contamination of the Little Cottonwood Canyon watershed, which is responsible for providing swaths of vital water in Salt Lake Valley.</p> <p>3. The gondola will not improve traffic congestion in Little Cottonwood Canyon: The Little Cottonwood EIS specifically states that UDOT does not anticipate traffic volumes will decrease with their proposed gondola alternative. As stated in EIS 8.4.3.2, "daily traffic volumes would be similar to the existing conditions in 2020." The proposed gondola fails to serve its intended purpose of reducing traffic congestion.</p> <p>I am not alone in my objections. Myself, along with 80% of Utahans oppose the building of a gondola in Little Cottonwood Canyon. I urge you to consider alternatives that are less costly and less damaging to the landscape.</p> <p>Signed, Jordan Conroy [REDACTED]</p> | | |
| 26999 | Consiglio, Nicholas | As a resident of midvale and little cottonwood canyon recreation user I am fully against the proposal to gondola proposal. Not only would it not solve traffic and road issues as it only serves to get more people up little cottonwood and does not address anything traffic or road related. It will ruin the views and natural beauty of the canyon and im am opposed to the project and opposed to funding it with my tax payer dollars | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 28197 | Constantine, John | <p>Is it a good idea? Yes. Cutting down on traffic going up the road during winter season is a good idea. cuts down on pollution, etc.</p> <p>However - as someone who doesn't Ski, or go up there on a frequent basis, why are tax payers flipping [footing] the bill for this? this benefits the skiers and ski resorts, and people who go hiking up there frequently, that seems like a small subset of the population. Are they going to flip [foot] most of the bill? it would seem to be logical from that standpoint.</p> | 32.1.4A; 32.2.7A | |
| 30326 | Contreras, Marvin | Spending taxpayer dollars on a gondola that will only serve ski resorts is a gross misuse of funds that could go toward more efficient public transportation. By investing in public transportation, we can better serve communities of color that do not have access to a car, and therefore do not have access to the outdoors. You can fund public transportation for years with the money it will take to build the gondola. Choosing to serve ski resorts instead of the non-car owning public is a wrong choice, and an ultimate betrayal of your constituents. Invest in public transport, not gondolas. | 32.2.9A | |
| 36503 | Conway, Dana | The gondola is not the answer - the damage to the canyon is irreversible and there are better options | 32.2.9E | |
| 32756 | Conway, Scott | <p>As an avid skier, climber, and hiker, I moved to SLC strictly for access to the Cottonwoods backcountry. It is well known that the current system is terrible for traffic management during ski season but putting in a gondola that will support only the Ski Resort and greatly affect the rest of the Cottonwood community is extremely selfish of the Ski industry.</p> <p>Please consider alternative solutions like promoting the bus system or designing a parking pass for locals with carpooling benefits. The Cottonwoods are one of the few truly great, classic pieces of the world. Do not put a scar on it.</p> | 32.2.9E; 32.2.9A | |
| 27232 | Coody, Troy | Find another option. The cost of a gondola, fiscally, environmentally, and as a whole to the canyon watershed is awful. | 32.2.9E | |
| 28337 | Cook, Aaron | Please no gondola!! This will RUIN the beauty of Little Cottonwood Canyon it and will never be the same. It is asinine that we would spend 1/2 billion of tax dollars to support two businesses Alta and Snowbird. What a bunch of corporate welfare out of our pockets! | 32.2.9E; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 25624 | Cook, Adam | <p>While gondola construction was not my preferred option for UDOT's Little Cottonwood project, I appreciate that a phased approach to its construction is being planned. At this point, my main hope is that UDOT will be willing to proactively implement tolling and expanded transit during the intervening period, and that UDOT will forestall planning for the gondola project should tolling and transit solutions yield substantial benefits at lower cost.</p> <p>I have to admit that I seriously question the wisdom of any solution based on increasing capacity when both Snowbird and Alta are already well-attended (and sometimes even overcrowded) with existing infrastructure. I hope that planners acknowledge the possibility that interim measures designed to consolidate existing transportation demand in Little Cottonwood will be much more cost effective than a gondola and consider making them permanent instead of building the gondola itself.</p> <p>Lastly, as a resident of Salt Lake City's west side and a frequent user of the UTA system, I give these comments partly out of a feeling of bitterness as this project's nine or ten-figure price tag will almost exclusively benefit the very wealthy demographic which uses Snowbird and Alta facilities. Considering the value which would be added by applying this investment to new TRAX lines, expanded bus service, or pedestrian safety improvements (in light of the mounting body count on UDOT roadways), it seems perverse that these funds might be used to subsidize wealthy resort skiers without a more pragmatic contingency in mind.</p> <p>Thank you for your time.</p> | 32.2.9R; 32.2.0C; 32.1.2B; 32.4A; 32.2.2Y | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.0C; A32.1.2B |
| 29659 | Cook, Christopher | The Gondola was a great choice. Thanks | 32.2.9D | |
| 27446 | Cook, David | Please please please just implement tolls, HOV passes, more park and ride options, car pooling options, and additional buses so that we can keep the canyon free of construction and permanent and expensive gondolas that will leave our canyons changed forever. | 32.2.9E; 32.2.9A | |

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| 26861 | Cook, David | NO GONDOLA! Busses, toll, restricted personal vehicles in winter, expanded bus service and parking only! | 32.2.2Y; 32.2.2K; 32.2.2L; 32.2.4A; 32.2.9A; 32.2.9E | A32.2.2K |
| 35833 | Cook, Jennifer | NO GONDOLA! Why are Utah taxpayers footing the \$550 million bill for a problem *two private businesses* created and for a solution that will ONLY benefit those two businesses? If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws. Parking reservations have worked throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon. 80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll. Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski and many other elected officials agree. If the gondola is built, your ski day will consist of parking off-site (or paying a premium for one of the limited parking spots near the base), taking a bus to the base station then riding the gondola 31 minutes to Snowbird or 37 minutes to Alta. And then doing it all in reverse order at the end of the day. NO THANK YOU! Students for the Wasatch pointed out if the gondola is implemented, the number of cars visiting resorts will remain the same while skier visits will increase by 20%, per UDOT's EIS. How many days per winter are you in a complete standstill in Little Cottonwood Canyon? No doubt the red snake is real. But real enough for an expensive, permanent gondola? Plus, the gondola will NOT run when howitzers are active during avalanche mitigation in the lower canyon from Lisa Falls to Monte Cristo. And I can't think of an argument for the gondola to be operating for the other eight months of the year??!! | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2Y; 32.2.2K; 32.2.2M; 32.2.6.5F; 32.1.2B | A32.2.2K; A32.1.2B |
| 26570 | Cook, Joshua | Seems like way too much money to spend on a limited section of populace. Would ruin the beauty of the canyon. But most importantly, can you even imagine the bottleneck of getting in and out of a parking garage??!!! People will do it once and decide they don't like the wait and then end up driving up the canyon anyway which would make the money spent a waste and the marred environment a waste! | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 30249 | Cook, Lauren | I do not agree with the building of a gondola. My annoyingly, it's only purpose is to serve privately owned resorts, yet the funds are public. The local public is being forced to pay for an issue created by corporate greed. The resorts should be pressured into securing safe travel through reservation systems, reducing passes sold per day, and better controlling their numbers vs ruining the entire canyon for everyone else. This plan does not help or resolve any issues the public faces for climbing, hiking, or backcountry skiing. Increase the parking at the mouth of the canyon with a multi level deck and improve the bus system. The gondola takes an absurd amount of travel time and does not prove to be a quality guest experience for those who will choose to still visit the resorts. They'll continue to drive and forgo the timely nightmare that is the gondola. It is not an experience worth traveling for and will ruin the canyon while being under used. Please, increase bus capabilities and experience and consider the snow shed option for the avalanche prone areas. Think of everyone and all adventure with this plan. Not just the lobbying resorts that it benefits most. Listen to the people of Salt Lake. We want our access to hiking and climbing. We want all of our seasons of fun. Not an eye sore that won't solve a problem. | 32.1.2D; 32.2.2K; 32.2.5.5C; 32.2.9A; 32.2.9E; 32.2.9N; 32.7C; 32.4B | A32.2.2K; A32.2.9N |
| 35713 | cook, Maddie | Please please consider other options. Increase busses don't take them away. This could effect so much of the canyon and the wildlife. No gondola!!!! | 32.2.9E | |
| 38005 | Cook, Madison | Let's not do this. We want to keep the natural beauty. | 32.2.9E | |
| 28087 | Cook, Mary | I am violently opposed to this project! It's not the solution! | 32.2.9E | |
| 31306 | Cook, Peri | Email [REDACTED] I am writing to you to let you know that the Gondola is the wrong choice to fix the traffic issues in LCC. I'm sure you receive plenty of money from those two ski resorts but they will not solve the problem. Dedicated bus lanes and increases bus service will fix the issue. The gondolas won't move enough people up the canyon fast enough and will have a drastic impact on the environment. Also the gondola DOESN'T PROVIDE ENOUGH PARKING TO MAKE A DIFFERENCE. NOBODY WILL USE IT IF PARKING IS A NIGHTMARE. The lack of bus frequency is the problem nobody uses it now so if you increase the frequency and the speed at which the bus can move then people will use it. Also the LCC is freaking dangerous for cyclists and this would be great solution for that as well. I'm writing this to you so that you can impact the decision while there is time for you to change it. Listen to your constituents and dont let the gondola go through. Peri | 32.2.9E; 32.2.9B | |
| 33893 | Cook, Travis | No gondola. Change traffic patterns. Add more busses. Have Alta and snowbird do shuttles | 32.2.2B; 32.2.9A; 32.2.9E | |
| 27146 | Cook, Vincent | Please hold off with these actions, for now. Seek a more logical way to go about this, as the current idea here still places safety at risk, and the aftermath may end up being worse when it is believed that this action will improve the situation. So until a solution that can meet the safety standards completely and hold them true while the action is progressing.. I am most against this. Once this is done, and provided it is safe and far more logical, you would in turn have more support to this idea. | 32.2.2PP | |
| 26111 | Cook, Will | Thank you for reading all these comments. I have no opinion, i have not educated myself enough to warrant having one. This comment is to give you a break from all the rest of the comment reading you are doing. Im sure some are mean and don't understand the whole problem. You are trying your best and thats all you can | 32.29D | |

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| | | do. If you are reading all of these, good work! I'm impressed! You can't please everyone! I hope this gives you a smile and a break from the serious comments. Here's a couple jokes to keep you going: whats worse than raining cats and dogs? Hailing taxis What was a more useful invention than the first telephone? The second telephone. Have a good day! You're doing great! Spread the love You probably aren't even the one making decisions, i am guessing your job is weeding out comments that are helpful or not- pass this one on so the next person who reads the important comments can get a smile break too! Life's fun don't be too serious! | | |
| 35651 | Cooke, Jeff | I live near the mouth of the canyon, and we do NOT need nor want a gondola. This is an expensive and useless waste of taxpayer money. | 32.2.9E; 32.2.7A | |
| 26897 | Cooke, Jon | Stop ignoring your those you're supposed to serve. Why are you giving my tax dollars to ski resorts? All pubic land ski resorts operate on should be given back to the public. | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 28684 | Cooke, Jonathan | The overwhelming majority don't think a Gondola helps the traffic issues you reference, doesn't serve anyone but the ski resorts and reeks of corruption. Someone needs to find an endangered toad somewhere in the way of the construction plans that holds this all up for decades or something. Doing something with taxpayer money that is so wildly unpopular will have catastrophic impacts on the likelihood of even successfully building this thing. Such a dumb idea. If you are going to build something to solve the "problems" the ski resorts created then you need to look at servicing a larger number of people per day and servicing more than just resorts. | 32.2.9E; 32.7C; 32.2.9N; 32.1.2D; 32.2.2PP | A32.2.9N |
| 30650 | Cooke, Kimbra | After looking at the proposal to place a gondola up Little Cottonwood Canyon, I'd like to voice my concerns about moving forward with the gondola. I don't believe that using close to 1 billion dollars in tax money to put a gondola up that canyon is a wise use of money. I'm not sure I don't see why other types of solutions cannot be used. Why aren't there more shuttles or buses used? Similar to the shuttles that are used at Zion's National Park. If there are bad winter days, don't allow vehicles that aren't prepared for that types of weather up the canyon-you could have a person in a little booth at the bottom of the canyon that is trained to know whether or not the vehicle can go up the canyon that day. I don't think that Utah has that many horrible snow days that would make it difficult to staff the booth on the handful of days that it would need someone there. Also what about people wanting to use the canyon for other things besides skiing/snowboarding at the resorts. What about those that want to camp, hike, snowshoe? How will they be able to utilize the canyon? It feels as though a hidden select few is going to be making money on the able to install and utilize this gondola, which isn't an appropriate use of public lands and doesn't seem like it lines up with tax payers views. This should be something that tax payers vote on. Putting a gondola up this canyon will also change the beauty of this canyon forever. | 32.2.9E; 32.2.9A; 32.2.2B | |
| 28958 | Cookson, Courtney | 1) The gondola would not decrease traffic in LCC, it is only moving more people to private ski resorts. Unless there is a serious initiative for carpooling or tolls, building a gondola will not fix the traffic in the canyon. 2) Tax payers funding the gondola. The citizens of SLC should not be paying for the construction and implementation of the gondola. Tax payer money should not be used to build a fancy new gondola when it has already been used to build a perfectly adequate road to get to the ski resorts. A gondola is luxury transportation and Alta and Snowbird need to be paying for it 100% (construction, maintenance, operations). 3) World class bouldering areas will be lost forever with the construction of the gondola. It would significantly alter the existing recreational areas and provides absolutely no benefit for the individuals going to LCC for any reason except to visit the ski resorts. LCC is so much more than two over priced mountain resorts that see bad traffic for a few days each year. 4) If the gondola is built with the taxes of the SLC people, there should be no charge to use it. I heard it would be an estimated \$400 per person in taxes to make the gondola happen. Why should we have to pay more than we already have? If the gondola is really considered "public transport" it should not cost anything because current public transport is actively losing money by implementing fares. I hope UDOT is able to see that the gondola is not helping the citizens of SLC or the canyon, it is helping the wealthy ski resorts. Snowbird and Alta need to pay for the gondola. | 32.2.4A; 32.2.7A; 32.20B | |
| 37029 | Cookson, Courtney | Projects of this scale are way over budget. How can we keep the gondola to be \$580 million? Where did these estimates come from? When it takes \$100 million more to complete, who is getting the bill? | 32.2.7A | |
| 31536 | Cookson, Courtney | If the gondola is going to mess with the watershed, can I start bringing my dog to LCC? | 32.12A | A32.12A |
| 28081 | Cooley, Constance | No, I don't want toll roads, we are already paying taxes for these roads and uta can make money some other way! | 32.2.4A | |

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| 25505 | Cooley, Gretchen | I'm so disappointed that UDOT has chosen this & decided to make the taxpayers pay for it. It only benefits the ski resorts. They should be footing the bill. We don't ski. My family doesn't ski, and yet we have to pay for this. Totally disagree. Plus let's disclose how much \$\$ certain politicians, possible UDOT officials, etc, are going to profit from this project. Somebody is making money off the land by LaCaille. Totally a gimmick that's unwanted by the majority of Utahns. Bad idea! No to the Gondola unless the ski resorts pay for it!!! | 32.2.7A; 32.2.9E; 32.2.9N | A32.2.9N |
| 27879 | Cooley, Kyler | I don't think the gondola addresses the long term problem in a fiscally responsible way. It doesn't allow people to utilize all of the canyon and assumes that everyone is headed to a resort. There are far more people headed to a hiking spot or touring location. It also has a large environmental impact and eyesore impact. It would allow people to access the resorts during avalanche conditions but those are only a fraction of the days per year... maybe 30? It has a huge cost and isn't scalable. Widening the road and utilizing a bus only lane or flex lane seems more effective, less eyesore, allows people to utilize the entire canyon and will encourage them to use public transit if that lane is used just for a faster bus option to the top. I did. Think the gondola is a good use of funds or time or natural resources. | 32.2.9E; 32.2.9B; 32.1.2D; 32.1.2B | A32.1.2B |
| 27859 | Cooley, Weston | Greed, happy for the property owners who benefit from my tax dollars. Extremely disappointed in you. Thank you for taking care of the wealthy while destroying the look and feel of something you will not get back. Hope you can look at yourself and know what you have done. Weston Cooley | 32.2.9E | |
| 31162 | Cooley, Weston | How can you use public funds to service a private industry. The gondola is a gimmick. Snow sheds were recommended years ago and never implemented. Please review the common sense. Another example of poor people paying for a wealthy activity. You should be disgusted with your self | 32.2.9E | |
| 26241 | Coombs, Ed | I am not in favor of the gondola. I do not see it serving the needs of the canyons, but only the needs of a few, including resort owners and the builders/maintainers of said gondola. please do not spend our tax money on this boondoggle of a project. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 31755 | Coombs, Peter | This is a huge waste of money for a relatively small problem. The canyon gets busy for about a dozen days out of 365. On those high traffic ski days people can plan ahead, avoid the canyon, carpool, or even pay a toll, but spending half a billion dollars on a gondola that will disrupt the landscape, community, and only provide marginal traffic improvement is irresponsible. The gondola is a boon for developers, no benefit to Utahns, and disruptive to the environment. | 32.2.9E | |
| 36511 | Coombs, Randy | Snowbird skier since the late seventies and can not for the life of understand why it is the taxpayers obligation to buy Snowbird another lift. The traffic is typically only a major issue when the road is snow covered on the weekends. On this sunny October day it is useless and an eyesore. Not the taxpayers obligation to aid a few skiers and resorts involved in a sport few can afford anyway. This is tax money malfeasance. | 32.2.7A; 32.2.9E | |
| 34121 | Coon, Luanne | No gondola! | 32.2.9E | |
| 25805 | Coon, Sharlyn | Listen to the people! We don't want gondolas!!! | 32.2.9E; 32.2.9N | A32.2.9N |
| 27670 | Coonradt, Londyn | I do not fully support the gondola, it does alleviate major traffic in the canyon but at dangerous environmental costs. It is going to pollute water and damage ecosystems from adding a parking lot and widening the road. I do like the idea of electric busing as an option. But if there is a way to build the gondola in an environmental friendly way that would not hurt the ecosystems or water we use, I would be all for that. | 32.2.9E; 32.2.9D | |
| 25439 | Cooper, Alexander | How could you even think of MARRING Little Cottonwood Canyon with a gondola. Expand bus infrastructure in the valley by adding new ski bus routes, improve bus frequency, and more parking options. I'm so sorry you don't want to sit on a bus with the regular people but a gondola is a horribly inefficient way to aid traffic. What happens on a stormy day and the gondola itself is on wind hold? What happens to the natural beauty of the LCC? If you proceed with this you will place an ugly cable car and tower line into every photo of LCC from here on out. That alone is unacceptable. It's not only a poor choice, it's more costly, less efficient, and hurts Utah's scenic beauty and wildlife. It's not happening. | 32.2.9E; 32.2.9A; 32.2.2I; 32.2.6.5K; 32.1.7A; 32.2.9N; 32.2.2PP | A32.2.2I; A32.2.9N |
| 31048 | Cooper, Beverley | I am opposed to the gondola project in Little Cottonwood Canyon. | 32.2.9E | |
| 30411 | Cooper, Carrie | No Gondola! Irreparable change to our canyon. Does not serve other user groups!! What would buses to trail heads and climbing areas look like? The gondola is a huge mistake. | 32.2.9E | |
| 31104 | Cooper, Joel | NO GONDOLA | 32.2.9E | |
| 31377 | Cooper, John | As a dual homeowner in salt lake county I'm opposed to the gondola as a solution to the traffic in little and big cottonwood canyons. As a tax payer, I see this solution as one that benefits the two ski resorts and a couple of business men without addressing the issue of traffic congestion. In my opinion the gondola is too expensive and the environmental impact will be astronomical. A more aggressive busing schedule using hydrogen powered busses in addition to widening the road with dedicated bus lanes would be far less intrusive both economically and environmentally. | 32.2.9E; 32.2.9B; 32.1.1A | A32.1.1A |
| 34991 | Cooper, Kate | I'm writing to express opposition to implementing Gondola Alternative B. It's evident that by choosing this alternative UDOT has not only decided to ignore the wishes of the public who are overwhelmingly opposed to a gondola, but have also ignored the harmful ecological impacts that such a project would have. Utah is experiencing the impacts of climate change at a faster rate than other parts of the world. Maintaining water security should be the top priority for the state. Alternative B threatens water security by building large-scale infrastructure through Salt Lake City's watershed. The only beneficiaries of this project are the private companies who stand to profit at the public's expense and skiers/snowboarders. As climate change shortens the ski season in Utah, the need for a gondola will become superfluous. I strongly urge UDOT to not move ahead with the construction of a gondola and instead revisit alternatives, like mandatory shuttles run by electric vehicles. | 32.2.9E; 32.2.9N; 32.1.2A; 32.2.2E; 32.2.6.3F; 32.2.2B | A32.2.9N; A32.1.2A |

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| 31102 | Cooper, Kelli | NO GONDOLA!! | 32.2.9E | |
| 25789 | Cooper, Mike | Improving buses would be better than a gondola. | 32.2.9A | |
| 37687 | Cooper, Nadine | Bussing is the best way. Europe busses people and it is working very well for them. Look at other countries for what is working for other sites | 32.2.9E; 32.2.9A | |
| 31106 | Cooper, Owen | No gondola | 32.2.9E | |
| 31105 | Cooper, Reed | No gondola! | 32.2.9E | |
| 31285 | Cooper, Suzanne | I am against spending this money to benefit only ski resorts and address a small number of days per year when traffic is congested. Why not find less expensive solutions that benefit all county residents year round? | 32.2.9E; 32.1.2B; 32.1.2D | A32.1.2B |
| 31246 | Copeland, Marilyn | Please don't build the gondola. It is a short-sighted "solution" that causes more trouble than it fixes. It would only benefit the ski resorts, not the vast number of people who access Little Cottonwood Canyon for other forms of recreation. Taxpayers should not foot the bill. It will be a permanent blight on the landscape. In 50 years, climate change may so affect the weather that skiing the Wasatch may be a thing of the past. Don't widen the road, either. Use electric buses, on a more efficient schedule, tailored to the needs of people who will use them. | 32.1.2C; 32.2.9E; 32.2.2E; 32.2.9A; 32.2.6.3F | |
| 29831 | Copeland, Marilyn | A gondola on this site is wrong for so many reasons. It wastes taxpayer money to benefit the ski resorts, not the broad populace. It serves only the ski resorts, not the many people who visit the Canyon for other recreation (rock climbing, hiking, etc.). If dwindling snow amounts are a result of climate change, it will stand as a monument to stupidity. Don't do the gondola OR widen the road. Run electric buses on an efficient, handy schedule on the existing roadway. | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9L | A32.1.2B |
| 28138 | Copeland, Thomas | Please, NO Gondola! There has to be better solutions. Why go zero to 100 right away? I've lived in Utah all my life. You would be absolutely destroying a beautiful canyon to serve two resorts for only a portion of the year. Please don't choose money over the purity and sacredness of our beautiful cottonwood canyons. I implore you to choose a better option. Please ? | 32.2.9E | |
| 37860 | Copenhaver, Andrew | Not in favor of this gondola not in the least bit | 32.2.9E | |
| 37870 | Copenhaver, Andrew | This is [REDACTED] | 32.2.9E | |
| 28855 | Copenhaver, Mary | I do not understand why everyone is going to pay for a Gondola that really only benefits a small portion of the population. Why doesn't the owners of the ski resorts pay for this. Plus it will make the canyon less beautiful. Traffic on 9400 will increase people catching buses. Not a hood plan the cost alone should keep it from happening. | 32.2.7A; 32.2.9E | |
| 30815 | Copenhaver, Matt | Does the ski resort pay for any of the cost or upkeep? Seems like a lot of money for a very small group of people. What do the rest of us get. Plus it is really for 4 months | 32.2.6I | |
| 32112 | Copner, Nick | This gondola only shows the lack of concern the Utah government has for our natural resources. Ski resorts are not more important than all the other users recreating in LCC for the other 8 months of the year. You guys don't let dogs in the canyons out of concern for protecting our watersheds but you think building a gondola is totally ok? It's ridiculous, traffic is a reality and increased bussing must be tried before we make any drastic changes. | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 30357 | Coppi, Jonathan | More than \$500 million dollars of taxpayer money to build a massive eyesore in one of the most beautiful canyons in all of Utah to benefit 2 private corporations for a very short period of the year is an incredibly short-sighted and irresponsible 'solution'. As a frequent user of the incredible landscape both during the Summer and Winter months, I STRONGLY disagree with the gondola proposal. Please reconsider an expanded bus service and any other options that utilize the already built infrastructure. | 32.2.9E; 32.2.9A | |
| 30911 | Coppi, Marc | I do not support Gondola Alternative B. I appreciate other ideas UDOT is looking into such as a toll restrictions and increased Bus Service. | 32.2.9D | |
| 28313 | Corapi, Matthew | This is such a bad idea, ruins the most beautiful canyon in the Wasatch for a few days a year when we get powder. The problem can be solved by limiting the number of people that can go up the canyon, not unlimited people riding in a gondola. | 32.2.2K; 32.1.2B | A32.2.2K; A32.1.2B |
| 35180 | Corbeil, louis-philippe | The gondola is not a good option since it is design to provide a single destination owned by a private ski resort more people. The canyon have a lot more than this ski hills: the trails, explore, rockclimb is the beauty of this place for year long. We need to protect the environment, access to the mountain and outdoor. | 32.2.9E | |
| 35193 | Corbeil, louis-philippe | Other alternative could be taken such as a shuffle that would be available in the peak ski season and let's say included in the price of the ski pass. | 32.2.9A; 32.2.4A | |
| 26003 | Corbeil, Louis-philippe | I disapprove with the gondola project, it think it will compromise the integrity and beauty of the landscape. | 32.2.9E | |
| 35189 | Corbeil, louis-philippe | I think the design should not be based on the single use of ski resort. | 32.1.2B | A32.1.2B |
| 28302 | Corbett, Dan | The gondola, although expensive, is the right choice. For a successful example, look at the free public gondola that connects mountain village to the town of telluride. It is one of the cleanest and most efficient ways to move people between two places. Not to mention that visitors and community members love it. The ride itself is a popular activity, but it is the ease of use that sets it apart. | 32.2.9D | |
| 36861 | Cordell, Chad | No gondola! | 32.2.9E | |
| 34956 | Cordell, Nick | Please put the gondola in. It will make it so much easier to get to and from the ski resorts. Please put it in | 32.2.9D | |

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| 32362 | Cordes, Anna | As a year round user of LCC, and UT resident, I strongly oppose a gondola option which I believe would have lasting negative consequences. I am for a phased approach which incorporates increased public transportation, car pooling, and transportation hubs throughout the valley. | 32.2.9E; 32.2.2I; 32.2.29R; 32.1.2H | A32.2.2I; A32.2.29R; A32.1.2H; A32.2.6S; A32.1.2H |
| 34631 | Cordingley, Nicole | A gondola is a poor choice for Little Cottonwood Canyon. - A gondola would negatively impact traffic throughout cottonwood heights and bring traffic backups closer to the city and commuters - Lcc and bcc traffic on a busy ski day already backs up to the belt route and wasatch blvd. By moving skiers' destination closer to the city the traffic will have a much bigger impact on all commuters - BCC will bear an increased vehicle use impact. - BCC traffic will also add to city and belt route congestion, as BCC users will be impacted by traffic for a base at the mouth of LCC - Congestion for parking for the gondola will shift traffic problems closer to city - Currently it is just skiers bothering other skiers - A gondola would permanently damage the pristine beauty of little cottonwood canyon - A toll would encourage carpooling and reduce some of the highest-impact traffic - rental cars with bad tires (most likely to cause an accident delay) - A waste of money - implementing a better shuttle system would be cheaper and more effective and is the favored option of regular canyon users | 32.2.9E; 32.1.1A; 32.2.4A; 32.2.2Y; 32.2.9A | A32.1.1A |
| 33462 | Cordon, Callie | Access to climbing areas will be compromised during years of construction. - Destruction and/or removal of irreplaceable and historic world-class climbing and views. - Not an equitable solution and perpetuates environmental marginalization and injustice in the Wasatch Front. | 32.4B; 32.5A; 32.6D | |
| 33627 | Cordova, Andreas | Building the Gondola is a terrible no good very bad decision. Not only will it tarnish the beauty that is Little Cottonwood Canyon, but it will severely limit any outdoor recreation besides resort skiing. As an avid hiker and climber, I will be saddened beyond measure if the Gondola is installed. Further, I do not ski so the tax dollars I pay to the state that would go into funding the Gondola would not serve me in the slightest and the same can be said for everyone else in the state that doesn't or can't afford to ski. Another thing to consider is that in the years it takes to build the Gondola, climate change may have lasting impacts on Salt Lake's winter conditions potentially ending the production of skiable snow in the resorts. If this were to happen, the Gondola will be the greatest waste of money Utah has ever seen. In short, the Gondola is simply NOT a good idea. | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 27545 | Cordova, Lori | I love how the public voice SCREAMS and SHOUTS NO GONDALA!, Then the rich business men go behind close doors and make the big money deal. Now we're getting a ██████████ GONDALA!, that only benefits the rich, and the locals get stuck with the bill. When did our mountains become for sale? And why is it just a few of the rich think that they own it and can deface it for their profit? The people have spoken, NO GONDALA!! It's a shame you didn't listen..... Sincerely, Another taxpayer who's getting Screwed over and over! | 32.2.9E | |
| 29120 | Cordova, Ricco | The Gondola won't fix the "congestion" or "bottle neck" of traffic going up and down LCC. You're just moving it into the residential areas of Sandy and Cottonwood Heights. You're just relocating the issue so it's no longer "your problem." My favorite part of this is them trying to convince us that this is the best for the "environment." You don't care about the environment. If you simply did, you would take the \$500-\$550 Million dollars you want to use for this "tourist attraction" and invest it in the Great Salt Lake. Refilling the lake we produce lake effect storms that will contribute more snowfall and rain for our watershed. Sen. Orrin G. Hatch and several other key Utah congressional Republicans, including House Natural Resources Committee Chairman Rob Bishop and Rep. Jason Chaffetz have already show us they don't give two ██████ about Public Lands back in 2017 when they argued for months that Obama should not have invoked his authority under the 1906 Antiquities Act to protect the site, as The Post's Juliet Eilperin reported recently, with Hatch claiming support from President Trump for undoing Obama's decision. Do not try and make this about the environment when all this is a "tourist attraction advertisement" to get your rich friends to come experience "the worlds largest gondola to the greatest snow on earth" in Salt Lake City, UT and use their IKON Pass. | 32.2.9E; 32.2.6.5E; 32.1.2B | A32.2.6.5E; A32.1.2B |
| 25460 | Cordova, Ricco | So with putting in a \$550 Million Gondola did you consider how many more people you are bringing into the Watershed? Especially with The Great Salt Lake evaporating every year we get are getting less and less lake effect that has been so crucial to making the greatest snow on earth. You aren't fixing the "congestion" problem either. You're just moving it into the residential areas of Cottonwood Heights and Sandy. | 32.20A; 32.20B; 32.2.2E; 32.2.6.5E; 32.7B | A32.20A; A32.2.6.5E |
| 27976 | Cordray, Cathryn | I am against the Gondola it is a public subsidy of two ski resorts and the future of the skiing industry is at serious risk due to climate related warmer winters and diminishing snow pack. A gondola does little to reduce canyon traffic generated by non-skiers, and it will only push the congestion further down into Cottonwood Heights. The 262 ft towers would be a permanent blight on the beautiful, natural scenery that is the canyon's greatest, and irreplaceable public asset. The blasting, digging, and construction of the gondola will contaminate the water in the stream. | 32.2.9E; 32.2.2E; 32.2.6.5E; 32.2.29R | A32.2.6.5E; A32.2.29R; A32.1.2H; A32.2.6S |

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| | | <p>There are many better things, with real benefits to the public, that half a billion dollars of taxpayer money could do to reduce our air pollution.</p> <p>Utah is always talking about local control however they ignore the locals and the county as the majority of Salt Lake County councilmembers disagree with building a gondola. Better solutions to congestion in the canyon, like a bussing system, have been proposed. Flexible solutions should be implemented first.</p> | | |
| 36100 | Corey, Madelyn | Still don't want a gondola! Ramp up The busses! | 32.2.9E; 32.2.9A | |
| 33047 | Corey, Spencer | Save Climbing. | 32.1.2F | A32.1.2F |
| 31847 | Corkery, Wilma | <p>I am against the Gondola! As are 99% of residents in Cottonwood Heights! I can't believe UDOT reduced bus service!!! Bus service to the 2 skiresorts in LCC.</p> <p>Climate change, reduced lake affect, low snowpack in the next 10 years and future is real!</p> <p>Is there no common sense in the UDOT organization and management?</p> <p>Our future generation will suffer and pay the consequences for your selfish, greedy, money making decisions.</p> <p>You should be ashamed of yourself!!</p> <p>You ask for input, comments, and you don't listen!</p> <p>Shame on you!</p> <p>No Gondola!!!</p> | 32.2.9E; 32.2.9A; 32.2.2E | |
| 38351 | Corless, Jason | Please do the right thing and don't build a gondola that will ruin the canyon and only put money in the pockets of developers and two ski resorts. Their are better solutions that should be considered. | 32.2.9E; 23.1.2D | |
| 27830 | Corless, Jason | The gondola is NOT the right thing and would be a huge mis-use of taxpayer money | 32.2.9E | |
| 31451 | Corley, Bert | <p>UDOT should conduct a capacity/visitor management study to better understand how many visitors LCC can support before completing the EIS.</p> <p>The gondola won't solve Little Cottonwood Canyon's traffic problems, but we already have solutions that are proven to work, including enhanced buses, tolling, parking reservations and enforcement of traction laws.</p> <p>Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of Little Cottonwood would destroy the canyon's natural beauty.</p> <p>Committing hundreds of millions of taxpayer dollars to the world's longest gondola without a commensurate effort to reduce auto traffic in the canyon nor addressing spring/summer/fall traffic amounts to a government-paid lift for two ski resorts.</p> | 32.2.9E; 32.20B; 32.2.9A; 32.2.2M; 32.2.4A; 32.2.2K | A32.2.2K |
| 27307 | Cornaby, Rainey | The gondola will do very little to reduce canyon congestion and will be a terrible blight on the beautiful natural beauty of the region. It also has the potential to contaminate the water stream and negatively impact wildlife. This is a terrible idea and needs to be stopped. | 32.1.2B; 32.1.2F; 32.2.2PP; 32.2.9E; 32.13A | A32.1.2B; A32.1.2F; A32.13A |
| 37278 | Corneliusen, Ken | I do not support the gondola option as it only services and exclusively benefits the Snowbird and Alta ski resorts at the rate of 550 million publicly funded dollars. I believe this is a poor choice and other options need to reviewed more closely, with less physical and visual impact on this fragile canyon. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 32129 | Cornell, Kris | The Gondola doesn't work. It's not a solution! Expand the bus schedule! UTA shouldn't be cutting their bus offerings. | 32.2.9E; 32.2.9A | |
| 35899 | Cornwell, Debbie | I am against this project. | 32.2.9E | |
| 27504 | Corporon, Mary | The idea of putting this gondola up the canyon is horrible. The skyscraper sized towers will destroy all vistas in the canyon. The state needs to deal with this with busses. Or limit the number of people in the canyon. Or both. | 32.2.9E; 32.2.2K | A32.2.2K |
| 27014 | Corr, Kelsey | I do not support the building of a gondola in the cottonwoods. I fear that it will take away from the beauty of the canyons. | 32.2.9E | |
| 33705 | Corrigan, kc | Please do NOT approve this gondola project and give way to destruction and/or removal of irreplaceable and historic world-class climbing and views. Utah is known for its landscaping and beauty and projects like this seek to destroy what we have left of that. Please do not do this. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |

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| 30579 | Corso, Matt | <p>This is the most absurd solution. Salt Lake has done a fantastic job of ruining it's landscapes by shaving off pieces of mountain for profit (mining, etc.). Please don't do the same so that people can go skiing more easily.</p> <p>If Alta and Snowbird want a solution that makes them more money, they can invest in a parking lot solution at the base of the canyon and have shuttles that operate solely on those canyon roads. Shuttles that take 10-25 people per trip, shuttles that run non-stop throughout the season.</p> <p>If there is an avalanche that prevents access to the road....then so be it! That is what happens on canyon roads! When the snow is cleared, the shuttles start moving again.</p> <p>Spending \$600m on an 8-mile gandola is crazy and the people that LIVE in Salt Lake DO NOT want it. This only benefits tourists on a weekend or weeklong getaway. Get this ish outta here.</p> | 32.2.7A; 32.2.9E | |
| 36695 | Corson, Rina | I oppose the use of taxed public funds to build the gondola in LLC. | 32.2.7A | |
| 34549 | Cortes, Tiffany | Support for bus alternatives, no to the gondola. | 32.2.9A; 32.2.9B; 32.2.9E | |
| 32750 | Cortez, Santiago | This a poor solution and benefits. Only a few Corporations at massive e expense to the tax payer. We could use that massive amount of money to deal with our housing crisis. | 32.1.2B | A32.1.2B |
| 31978 | Corth, Susan | I oppose the gondola solution. It only serves two ski resorts rather than other canyon users. It will mar the landscape of the canyon. This is not a solution that works for more than skiers. But we all pay the price in \$ and visuals. | 32.2.9E | |
| 34462 | Cortsen, Daniel | <p>Bus alternatives would be the better solution. UDOT's own summary notes that a bus alternative is needed in the interim. Bus is the only scaleable alternative. Bus is the only adaptable alternative</p> <p>It seems to make best sense to apply a bus alternative now and perhaps re-evaluate in five or ten years. Gondola and cog rail make little sense when considering adapability, especially when an enhanced bus service is needed regardless.</p> | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 28853 | Corwin, Vicki | As a taxpayer, I'm offended that we would spend so much public money on a project to benefit private corporations and increase their bottom line. As a retired educator, to think our state would spend millions of public dollars to benefit a small portion of the population when schools cry out for additional funding every year to no avail. Why are skiers and businesses more "worthy" of funding than educating our children? As a Sandy resident, I am offended that you would turn the beautiful neighborhood near the mouth of the canyon into a parking lot and gondola loading zone is beyond comprehension. It seems, once again, the "public servants" of Utah are more interested in supporting developers and making money for private interests than truly looking at the best use of public funds. | 32.2.9E; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 27956 | Cory, Patrick | I think there should be a more phased approach starting with busses and evaluate effectiveness over the year | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 29813 | Costa, Cynthia | What a waste of tax payer dollars...only a limited number of people will benefit from this! Add shuttle service like Zions NP does and require it's use during ski season. Why should UT residents fund tourists & the limited UT residents that are inconvenienced by traffic delays to ski! Definitely focused on the 'haves' vs 'have nots'. | 32.1.2B; 32.2.2L; 32.2.9E | A32.1.2B |
| 37665 | Costanzo, Cathie | As a mother to a disabled adult it is hard enough now to get to the creeks there due to the pipes. Autism menas we will never be able to see the canyons again. if you do this. The crowds on a gondola will be to much. You do this you will be in violation of ADA laws. Discrimination by this mode of transporation. Shame on you. Life long tax payer and vet family. here. You must hate us. | 32.2.9D | |
| 33290 | Cota, Megan | As a resident and taxpayer in Little Cottonwood Canyon, I have to please urge you not to build this gondola. Other alternatives cost less, will take less time to implement, and will be less of an eyesore. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 29769 | Cotsonas, Diane | No Gondola!! | 32.2.9E | |
| 36939 | Cottam, Daniel | the gondola solves none of the issues for the summer and the uses of the whole canyon. It will be an expansive abject failure. Congestive pricing and a bus line that is not hindered by traffic is the only cheap long term solution. nothing else solves all the summer and autumn traffic issues. This can be very green with natural gas or electric buses and it works in big cottonwood as well | 32.2.9E; 32.2.6.5F; 32.2.9A; 32.2.4A; 32.2.6.3F | |
| 27955 | Cottam, Jennifer | <p>Thank you for soliciting comments on this most important issue.</p> <p>It is unfortunate that this expensive project is proposed to serve just two businesses. I work at Snowbird on Tuesdays and after going up every week for about 10 years, I have only had 1 day where it took me over an hour to drive up. It's seems to me to be a very expensive and invasive plan that basically remediates traffic conditions that occur just 15 - 30 days per year. And let's face it, if there are that many people going up the mountain then it's too crowded. Once it is full, then why keep bringing people up? At any rate, this project seems to be proposed about 50 years too late. I am, therefore, opposed to the proposed Gondola B project for the following reasons:</p> | 32.2.9E; 32.1.1A; 32.2.9R; 32.2.6.5K; 32.2.6.5E | A32.1.1A; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.5E |

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| | | <p>-One glaring omission for this project is that it should be proposed in light of what would also be envisioned for Big Cottonwood Canyon (BCC), as well. For example, in the future will it also be envisioned to serve the needs of the two resorts in BCC by extending the gondola from Alta to Solitude and Brighton by a taxpayer funded additional extension? As such I would be most opposed to any further construction resembling a ski-interconnect.</p> <p>-I do agree that easier, less invasive options should be implemented in LCC before the gondola construction is considered, like tolling and limiting single occupancy vehicles on snow days, building the snow sheds, enhancing trailhead parking lots and enhancing the bus service with more, cheaper rides, flexible schedules and better buses.</p> <p>I would then propose that the schedule of the project be paused for at least two ski seasons to conduct traffic studies to determine if further measures are needed to bring traffic congestion down to acceptable levels. After that, any additional needed improvements should be considered and designed. Such preliminary measures may potentially save the state lots of money. Such evidence of this needed traffic mitigation is already apparent with various resorts' implementation of parking requirements and the recent UTA Free Fare February which reduced the traffic loads in the canyons. There are plenty of other large resource needs, like saving the Great Salt and Utah Lakes, mitigating the homeless problem, and addressing air quality and climate change problems, than to spend significant resources on a declining tourist issue.</p> <p>-Gondola service during adverse weather conditions may be spotty and inconsistent, causing it to be less dependable. For example, service may be halted during avalanche mitigation work and high wind conditions.</p> <p>-The road already exists and will always be needed to service the canyons. It has the potential to service all canyon users for the entire year with only slight improvements, the snow sheds and better mass transit, all at much less expense than the gondola.</p> <p>-A full length canyon gondola will greatly diminish the view shed, is too long and expensive a ride to continually attract tourists, and will likely be much less needed by the time it's completed.</p> <p>For those who want a tourist attraction in LCC, one already exists, with the Snowbird gondola which has great bottom and top facilities, fantastic views and is not too long or expensive a ride. It is also positioned to the side of the canyon, which is less intrusive to the canyon view shed.</p> <p>-Installation of a 2500 car capacity parking garage, with its ancillary businesses, will create a traffic congestion problem in that part of Hwy 210 and the area around it, intensifying the exact problem we are trying to avoid.</p> <p>-In modifying Wasatch Blvd through Cottonwood Heights, instead of expensive pedestrian overpasses, please consider installing several raised pedestrian crosswalks which are much cheaper, are self enforcing and they will calm traffic providing much safer conditions for alternative transit and will help achieve a slower speed limit of 35 mph.</p> <p>Thank you very much for your consideration.</p> | | |
| 28210 | Cotter, Pamela | Please no more building, no towers, no gondola! More buses and even mandatory carpool would be better! We need to protect what is left. Also lower income could never afford gondola fees. I understand they aren't the bulk of the problem, but are still important. | 32.2.9E | |
| 33751 | Cotterill, Sharon | NO, HECK NO to the gondola. As a taxpayer, I resoundingly say NO! | 32.2.9E | |
| 35478 | Cotting, Jason | I am against the construction of the Gondola in Little Cottonwood Canyon. Please use another option. I believe a single bus hub with a large parking garage that services both big and little cottonwood canyons with adequate bus scheduled would be a better option option | 32.2.9E; 32.2.2I | A32.2.2I |
| 34555 | Cottle, Daren | <p>Thank you for the opportunity to comment on the final EIS recommendations for improving traffic conditions in LCC. Visiting and recreating in LCC is one of the great pleasures of my life. At times in the winter, traffic can be a mess, but UDOT's preferred alternative to improve canyon traffic on these specific days will do irreparable to the canyon and only serve a few private businesses. I appreciate UDOT's sincere efforts to fulfill their charge from the Utah State Legislature to improve winter traffic in LCC. However, the desired alternative is an expensive boondoggle that bypasses trying common sense alternatives that are far less expense or damaging to the canyon. In addition, these businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution. Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah). Some of my concerns with the Gondola include:- Permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall that will forever scar LCC,"s one of a kind scenery.- The "clean," the gondola will be will power by COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). - The gondolas base station with 2,500 "premium," parking spots will just create new traffic issues on Wasatch Blvd as people vie for the coveted spots. Once those are filled, traffic problems will be pushed fuller into the valley to bus stops.- The cost to ride the gondola and potential long waits in line at peak times will likely mean auto traffic in the canyon will not be significantly reduced.- Because the gondola only stops at Snowbird and Alta, non-resort canyon users will likely continue to drive in the canyon in the winter.- It's difficult to see significant usage of the gondola in the summer, so I assume it will be an idle eye sore most of the summer months.- Finally, the estimated \$600 million cost of the gondola is by UDOT's own admission, an overly optimistic price tag. Similar to the Utah State Prison relocation, the half a billion price tag will be double, if not more if it's actually built. Spending that kind of money on a project to objectively benefit a handful of private businesses in a specific industry seems folly at best. Rather, than jump into this expensive eye sore, let's first try less expenses solutions that already exist. These options include:- Parking reservations. These work! Look at how these reduced weekend traffic at Snowbird in 2021 and Alta Ski Lifts this year. This is a NO COST option that really moves the needle.- An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users.- Tolling at peak times to further reduce traffic. This simple process has been effective in other Utah canyons and states. I urge you to hit the pause button and reconsider the options available to reduce traffic in LCC during peak travel times. Please don't move forward with a "solution," that is expensive and scares LCC for generations to come. Thank you!</p> | 32.2.9E; 32.2.9F; 32.2.6.5E; 32.2.20B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

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| 34981 | Cottle, Erin | I'm writing in opposition to the Gondola proposed for Little Cottonwood Canyon. There are less expensive, less invasive, solutions to the traffic problem in LCC. A gondola is large, will be ugly, and will disrupt the beautiful mountain skyline. I would prefer UDOT to invest in more low emission busses and more park and ride parking lots. We could treat LCC like Zion canyon and only allow busses, for example. We don't need an expensive gondola that will look terrible and only moderately help the traffic. One additional suggestion: reserved parking and/or paid parking at the top of the canyon could encourage more canyon uses to take the bus. | 32.2.9A; 32.2.9E | |
| 34556 | Cottle, JoAnn | <p>Thank you for the opportunity to comment on the final EIS recommendations for improving traffic conditions in LCC. Visiting and recreating in LCC is one of the great pleasures of my life. At times in the winter, traffic can be a mess, but UDOT's preferred alternative to improve canyon traffic on these specific days will do irreparable to the canyon and only serve a few private businesses. I appreciate UDOT's sincere efforts to fulfill their charge from the Utah State Legislature to improve winter traffic in LCC. However, the desired alternative is an expensive boondoggle that bypasses trying common sense alternatives that are far less expense or damaging to the canyon. In addition, these businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Some of my concerns with the Gondola include:</p> <ul style="list-style-type: none"> - Permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall that will forever scar LCC,"s one of a kind scenery. - The "clean," the gondola will be will power by COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). - The gondolas base station with 2,500 "premium," parking spots will just create new traffic issues on Wasatch Blvd as people vie for the coveted spots. Once those are filled, traffic problems will be pushed fuller into the valley to bus stops. - The cost to ride the gondola and potential long waits in line at peak times will likely mean auto traffic in the canyon will not be significantly reduced. - Because the gondola only stops at Snowbird and Alta, non-resort canyon users will likely continue to drive in the canyon in the winter. - It's difficult to see significant usage of the gondola in the summer, so I assume it will be an idle eye sore most of the summer months. - Finally, the estimated \$600 million cost of the gondola is by UDOT's own admission, an overly optimistic price tag. Similar to the Utah State Prison relocation, the half a billion price tag will be double, if not more if it's actually built. Spending that kind of money on a project to objectively benefit a handful of private businesses in a specific industry seems folly at best. <p>Rather, than jump into this expensive eye sore, let's first try less expenses solutions that already exist. These options include:</p> <ul style="list-style-type: none"> - Parking reservations. These work! Look at how these reduced weekend traffic at Snowbird in 2021 and Alta Ski Lifts this year. This is a NO COST option that really moves the needle. - An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. - Tolling at peak times to further reduce traffic. This simple process has been effective in other Utah canyons and states. <p>I urge you to hit the pause button and reconsider the options available to reduce traffic in LCC during peak travel times. Please don't move forward with a "solution," that is expensive and scares LCC for generations to come.</p> <p>Thank you!</p> | 32.2.9E; 32.2.9F; 32.2.6.5E; 32.2.0B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |
| 26202 | Cotton, Jennifef | I do not want the gondola. An enhanced bus system that are electronic and other measures to encourage carpooling/alert people to busy days would be better. The gondola feels like a gimmick that will cost too much and mar the beauty of the canyon. | 32.2.9E; 32.2.9A; 32.2.3B; 32.2.6H | |
| 25890 | Couch, Shaina | I do NOT support a gondola in LCC | 32.2.9E | |
| 36231 | Coulam, Michael | Please, whatever decision is made, don't charge a fee to use Big Cottonwood Canyon for those of us that own cabins/property in the canyon. My family has owned a cabin in the Silverfork area of Big Cottonwood Canyon since the 1950s. We frequent the canyon often. Charging a canyon use fee or road access fee would not be right for those of us that have invested in property up the canyon. Thank you for your consideration. | 32.2.4A | |
| 30369 | Coulon, Victor-Philibert | I found the gondola's project to be not an equitable solution and do not wish my tax payer money to go toward this project. Please consider a transit but system that would work for everyone, would cost much less, and not destruct our beautiful canyon. | 32.2.9A | |
| 38039 | Couper, Laili | I don't believe a gondola is the best choice for our canyons. It primarily serves individuals doing snow sports, which is all well and good, but little cottonwood canyon caters to far more than just skiers and snowboarders. Rock climbers, hikers, and mountain bikers are all avid users of the canyon as well, and they would not be served well by a gondola. Additionally, a gondola would be a carbuncle on Little Cottonwood Canyon's wild beauty and unimpeded vistas. Rather, I feel expanding bus service and limiting private automobile traffic up the canyon would help solve the transportation bottlenecks, and keep the canyon as accessible for as many types of user as possible and not disfigure the canyons natural beauty. Please reconsider your plans for a gondola. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2K | A32.2.2K |
| 26632 | Couper-noles, Rebekah | Please, please do not build a gondola in LCC. I would like to see tolling and expanded bus options instead of making any permanent changes like a gondola. This is a precious environment and we should be doing everything possible to provide access while minimizing impact. Tolling will reduce traffic and push people to use mass transit. Increased busses will help people move through the canyon while minimizing vehicle traffic all year. Please, please no gondola. Let's use our existing resources to get people into the canyon with busses and tolls. Understanding the importance of tourists and wealthy consumers to resorts, they can still drive their | 32.1.2B; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | vehicles for a premium price or use a private carpool or private MOV (multiple occupany vehicle) service (as opposed to the public bus option) for a premium price. We can do this with busses and tolling and perserve the environment and reduce the overall impact of the solution. | | |
| 28110 | Courtois, Amy | I, as well as the majority of the community, do not want this gondola ruining our beautiful canyon. This is not what we voted for and will not solve the issue. | 32.2.9E | |
| 33486 | Courtois, Susan | NO Let the resorts pay for it! | 32.29D | |
| 28593 | Couser, Scott | I like the idea of a gondola, but the cost is outrageous...maybe it had more stops for hikers not going to ski / snowboard. My question is, will Big Cottonwood Canyon be next?? Will owners of Brighton and Solitude complain and want a gondola there to? My two cents is no to a gondola | 32.2.9E; 32.1.1A; 32.1.2D | A32.1.1A |
| 27578 | Covington, Adrien | The gondola is the correct choice! | 32.2.9D | |
| 31255 | Covington, Dale | The gondola serves a limited demographic, not all users of LCC. I think there are better, more inclusive solutions. | 32.2.9E | |
| 32350 | COVINGTON, Trindl | I strongly do not support the gondola alternative. It is too expensive and I don't believe will solve the traffic problem. Only bring more people to an already overrun area of the Wasatch. Bus service needs to be considered more thoroughly. Electric busses could be an option. Put in a light at the park and rides that the bus driver could have a control button to change it so he can pull out without delay. Schedule busses as needed and can stop at other trailheads, not just ski resorts. | 32.2.9A | |
| 30741 | Cowan, Daniel | A year round toll for a few dollars plus a requirement for proper traction and minimum 3 occupants would not cost half a billion dollars and destroy climbing access. I recommend trying other things first. Even if the local community has dragged their feet that doesn't mean we should jump to a half a billion that won't pay it self back ever. | 32.2.9E | |
| 25472 | Cowan, Michelle | The Gondola is too expensive. Taxpayer funds should be spent on greater needs of the community such as education! This benefits very few people. The resorts needs to limit the amount of lift tickets that are sold. Developers and Ski resorts should not be spending tax payer dollars! There are just too many reasons that this is not a good solution!!! | 32.2.9E; 32.2.7A; 32.1.2B | A32.1.2B |
| 31525 | Cowan, Scott | I am adamantly opposed to building another boondoggle of a project that is going to harm our canyons.I have pulled Financials for both Alta and Snowbird and run a rough Cost benefit analysis to see if a financial case could be made for this based on their annual revenues and projected growth, it does not. They can't make the economics work either!So, in essence, we are going to spend close to 1 Billion dollars on a project that does not make environmental sense, economic sense and fails to account for better flex solutions such as adaptive bus routes, limiting access based on capacity and non-visual destruction of one of our most beautiful canyons.there is not one argument that can be made about putting in a Gondola that makes sense at any level and to the people most impacted by it, you are not listening to the majority of them, because you keep trying to push this through. Didn't we learn anything when we built giant pumps to control the flooding back in the 80's how wise was that? You can't change the environment for the sake of money or a few self-centered politicians.if anything, we can learn something by looking at successful for-profit companies, Disney has starting limiting capacity, increased costs, added per users fees, etc., and is generating more profits. There is a lesson to be learned here about letting economics help drive ecological decisions. Limit capacity, arrogant as it sounds, the people who can afford the ridiculous amounts of money it takes to ski are not going to balk at paying more, it may limit how many times, but they will still keep comingFinally, they are not putting gondolas or rails systems in our national parks to control crowds, they are using reservation systems and buses, so why in the world would we not do that it in a pristine canyon instead of destroying it by putting ugly concrete towers that ruin the natural beauty of the canyon, It Makes no sense.The bottom line is this, canyon capacity issues are not year-round, increase skiing costs, limit access based on capacity and use buses that can be scaled up and down based on demand, that is the prudent move and makes us wise stewards of our natural resources. Do not let greedy corporate politics or self-serving politicians destroy our canyons for their own profits. It's time to stop this ridiculous fiasco before the first pole gets planted. For once, please be the voice of reason and wise governance. | 32.2.9E; 32.2.9A; 32.2.2K | A32.2.2K |
| 37406 | Cowden, Jake | Please don't do this | 32.2.9E | |
| 34642 | Cowie, Eliza | <p>Don't use air quality as an excuse for bad public policy.</p> <p>My name is Eliza Cowie, I am a Salt Lake resident and spend my day job as the policy director for o2 Utah, a Salt Lake based environmental nonprofit focused on addressing Wasatch Front air quality issues through transportation, building standards, industrial emitters and elections. In my free time, I frequent Little Cottonwood Canyon most days of the week, especially during the ski season. My concerns with this proposal are both deeply professional and personal.</p> <p>I write today to urge UDOT to reconsider their stance on Gondola B as the preferred alternative in Little Cottonwood Canyon. In their original Environmental Impact Statement, UDOT noted that Gondola B will "improve air quality, protect the watershed, and increase the quality of life for residents and canyon users by reducing traffic congestion," as well as reduce in-canyon emissions by 56%. However, this proposal does little to directly address air quality, especially as it relates to transportation emissions, and will cost Utahns over \$550 Million to just get off the ground. This proposal retracted a provision that would include public transportation to parking areas, in lieu of 1,000 more parking spaces, and its end stage does little to restrict cars going up the canyon. As our friends at Save Our Canyons stated, by widening the road and simply adding a gondola, UDOT is encouraging more cars to go up the canyon, not less.</p> <p>UDOT's purpose in studying the gondola was addressing skier traffic. It wasn't to ask what was best for Little Cottonwood. And it wasn't to solve the Wasatch Front's air quality challenges. If Utah wants to address air quality, let's spend the cost of the gondola-\$550 million-on real transportation solutions with broad benefits, like an emissions-free FrontRunner. But don't use air quality as an excuse for bad public policy.</p> | 32.2.4A; 32.2.9E; 32.1.2B | A32.1.2B |
| 37896 | Cowley, Jerry | I personally would never ride a gondola. It's frivolous and a grab for money. | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37158 | Cowley, Kerry | I am strongly opposed to the gondola proposal. I don't ski and don't want to be paying for something that only mostly out of stators would use And ski resorts would benefit from. I would never pay the inflated prices to use the gondola just out of curiosity. I like to hike up Little Cottonwood Canyon in the summer and think a gondola would also be a big eyesore and take away from some of the natural beauty of the canyon. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 26371 | Cowley, S | It is time to limit the number of vehicles in little cottonwood canyon...including gondola cars. That option is a boondoggle and will enrich the already rich construction companies. NO to the gondola tramway option! | 32.2.4A; 32.2.9E | |
| 37737 | Cowley, Sherrey | Please reconsider the gondola, placing parking in such an expensive and scenic location is a shame. If a parking lot is needed can't the lot at highland drive and 9400 south be used as a parking terrace. Increased bus service using more enviromental friendly buses. Many folks do not want to use buses because they don not run frequently or long enough. The price tag is too steep. | 32.2.9A; 32.2.9E | |
| 28428 | Cox, Aviana | The construction of the gondola will destroy trees and habitats for animals living in the areas where the gondola will be placed. Getting a construction crew up there will also create more traffic and tear up the earth which will again disrupt the ecosystem!! | 32.2.9E; 32.13A | A32.13A |
| 35256 | Cox, Chapman | We do not want the gondola. I do not know a single local who would approve. Instead of using that number of tax dollars, I suggest combining efforts with the ski resorts that you are benefiting to raise money for hybrid buses like the U has and work on providing better parking space for carpooling combined with new bus systems. | 32.2.9A; 32.2.2I | A32.2.2I |
| 30173 | Cox, Chris | Say no to tolls! You take tax money from us by force then we have to pay a toll for the privilege to drive on the road we were taxed to build! Not to mention the delay the toll booths create and the extra cost building toll infrastructure and enforcing the tolls! | 32.2.4A; 32.2.2Y | |
| 27641 | Cox, Dan | In a state that considers itself "tax conscious," how would taxing the citizens to pay for the rich to go skiing even be considered? Unless the tram project is at least 1/2 funded by the ski resorts I would be adamantly opposed? Ski resorts continue to outprice anyone except the rich. Excessive lift ticket costs continue to rise and have excluded low income individuals from being able to enjoy the outdoors - and a proposed tram isn't going to make skiing any more cost affordable. Now you expect Utah citizens to pay more for corporation profit? Let's consider stabilizing lift ticket prices for low income individuals to be able to participate in the Utah outdoors before we give a huge handout to the ski resorts. Great reverse Robin Hood mentality we have here in Utah! | 32.2.9E; 32.2.7A | |
| 28285 | Cox, Mary | I do not agree with creating a gondola transportation system in the canyon. It will be available mostly for visitors going skiing in the winter. Global warming is maker ski seasons shorter anyway. | 32.2.9E; 32.2.2E | |
| 36208 | Cox, Richard | I'm totally opposed to the Gondola project. It's a waste of taxpayers money. The project will almost entirely benefit the sky resorts and skiers. I would not be surprised if another driver of this idea is the suppliers of the Gondola and contractors who will get a no bid contracts. That seems to be the way these projects are handled in our state. | 32.2.9E; 32.1.2D | |
| 28575 | Cox, Summer | The gondola it entirely only benefit for the two ski resorts and will only be beneficial for at the most 90 days out of the year. I disagree with this option. Why not close the canyon roads to all vehicles and only allow busses? This would reduce traffic congestion. And have zero cost. | 32.2.2B; 32.2.7C; 32.1.2B; 32.1.2D | A32.2.7C; A32.1.2B |
| 28257 | Coyle, Jennifer | Our home has been in [REDACTED] since 1978. As long-time residents, we oppose this proposal of the gondola system. | 32.2.9E | |
| 38522 | Coyle, Kevin | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 30746 | Coyle, Ross | Propose gondola system will have a measurably negative impact on the ecology, geography and topography of little carnival canyon with little to no actual value. It better solution to the issues of access to ski season would be to expand bus capacity and limit passenger vehicle traffic in the canyon during peak hours. | 32.2.9A; 32.2.4A | |
| 27346 | Coyne, Dave | As a frequent LCC traveler, I believe a gondola is NOT the answer. Most of us enjoy mid canyon activities and a gondola merely serves upper canyon and the ski resorts. I've said for years, let's start by legalizing hitchhiking in the canyon and make single occupant vehicles illegal during high use times (holiday/ weekends). Less money anyone needs to pay in use fees, taxes, and no major construction mess for years to come. | 32.2.9E; 32.2.4A | |
| 34345 | Coyne, Dave | No gondola. A gondola is a limited solution and merely puts the burden on the taxpayer, not the ski resorts that continue to create more issues than solutions. Restrict group passes like the lkon pass and our traffic issues would be greatly resolved without increase tax burden on local residents. | 32.2.9E; 32.2.2K | A32.2.2K |
| 30424 | Cozzens, Skyler | The gondola will ruin parts of the canyon enjoyed by other recreation users (climbers, hikers, mountain bikers, etc). The viewshed would be corrupted by the site of it. The traffic won't be reduced as much as needed. The EIP says so itself. Bus availability should be increased and stops added to popular trailheads. There are other solutions that would BEST serve the PUBLIC (the public that owns the land). I am saying NO to the gondola. | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 30580 | crable, jan | The approval of the gondola project makes me both sad and angry. Why would the citizens of Utah pay for the convenience of a handful of skiers on a handful of weekends? Why destroy the natural beauty of the canyons when other options have not even been considered? Please please take the millions of dollars and instead of using them to help a few use them to help the many. Use that money to fix the Great Salt Lake problem which will inevitably kill us all as well as billions of birds throughout North America. Why is Utah the most frustrating place on earth? | 32.2.9E; 32.2.2PP | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28438 | Cragun, Joyce | There is absolutely no way on the earth I would ride a gondola up to ski. I would ride a bus up to ski. The gondola is a horrible waste of a huge amount of money I do not know how this pasted!!! I do not want a gondola! | 32.2.9E; 32.2.9A; 32.2.9N | A32.2.9N |
| 33720 | Cragun, Ryan | I'm writing to let you know that I oppose the Little Cottonwood canyon gondola. The gondola services only two private Ski resorts and will cost at least a half billion dollars in tax payer money. There's absolutely no reason that the public should finance transportation for wealthy people to access private resorts. Aside from that, I have zero confidence that it will actually reduce traffic. The majority of people that might choose to ride are still going to have to drive to the mouth of the canyon and park and the the same number of parking spaces will be available. I fear this will only increase traffic as both the road will continue to stay clogged in addition to more traffic to get to the gondola. This will serve to only increase the number of customers the resorts can service for absolutely no benefit to other canyon users or residents impacted by the traffic. 80% of Utahns are opposed to the gondola. Instead I'd urge y'all to consider greener solutions with zero canyon impact that might actually work:* Electric bus services* Parking reservation requirements* TollingThanks | 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.7B; 32.7C | A32.2.2K |
| 36116 | CRAIG, Dain | I can't believe how short sighted this whole concept is. You are NOT fixing any congestion problems but instead contributing to more congestion with the proposal to widen Wasatch that funnels into a 2 lane canyon rode and/or parking lot focused on a gondola!??? Wasatch Blvd just became Utah's biggest parking lot. As a Cottonwood Heights resident this directly affects our quality of life and property value. Have you considered the trends of years past that when Wasatch is clogged for a variety of reasons, the crowd turns around and heads up Big Cottnwood canyon creating even MORE congestion in that canyon and Wasatch! This is a terrible idea and not sustainable.. all to support ONE ski resort. Shame on UDOT. Shame on all the short-term thinkers that have come up with this idiotic plan that will ultimately cost Salt lake County residence half a billion dollars to build an amusement ride that won't be used or solve any traffic or polution issues. Nice job confusing real the issues with vague or non-existent data that has been taken out of context or exagerated. Maybe take a step back and take a page from the countries that have been using rail for centuries that service multiple resorts and communities on their route at a fraction of what you are suggesting with this gondola and widening wasatch as your one and only solution... oh and toll booth just below Snowbird??? Seriously, that shouldn't cause any slow down at all.. a not-so brilliant plan! NO GONDOLA OR ALTERNATIVE B!! | 32.2.6.5E; 32.2.9L; 32.2.9E | A32.2.6.5E |
| 35895 | Craig, Phil | We need the Gondola | 32.2.9D | |
| 34846 | CRAMER, JEFFREY | The gondola is widely criticized as too costly, ineffective and unwanted. How is it that a project is disliked by so many and shown to be ineffective in providing relief in traffic get approved? I believe and there is some evidence supporting that this is being pushed by rich individuals who believe they know best and do not care what the majority want. If this is the case and with majority of the public not wanting this, it should be scrapped and the project reevaluated for better solutions | 32.2.9N | A32.2.9N |
| 27498 | Crandall, Frank | The gondola is clearly there to ensure that Alta and Snowbird maximize their profit but will do nothing to help the canyon remain the beautiful place that it is. If climate change continues at the current pace, there will be nobody riding the tram in a decade. | 32.2.9E; 32.2.2E | |
| 31884 | Crandall, Frank | Taxpayers should not be paying for a Gondola that delivers customers to private businesses, i.e Alta and Snowbird. | 32.2.7A | |
| 32651 | Crandall, Joyce | Do not build a gondola in Little Cottonwood Canyon, because the canyon road gets too crowded on winter weekends and winter holidays. Increase buses or charge a fee like Millcreek Canyon, but do not spend millions of taxpayer dollars to build a gondola, which will negatively affect most people's enjoyment of the canyon for most of the year. | 32.2.9E; 32.2.2Y | |
| 25594 | Crane, Caroline | I hope every single businessman who gets money from this and every single 1% skier who uses this gondola experiences extraordinary suffering. Spineless. Pathetic. This is a gigantic middle finger to the middle class that cherishes this canyon. | 32.2.9E; 32.2.9N | A32.2.9N |
| 29742 | Crane, David | We don't want your ugly eyesore of a wildlife terrorizing machine, that's only for the rich and by the rich!!! | 32.2.9D | |
| 36132 | Crane, Lauren | Hi! A gondola is not the right option given the damage that will be done to the environment. Public transportation should be the first solution. | 32.2.9E; 32.1.2F; 32.2.9A | A32.1.2F |
| 37378 | Crangle, Beverly | Please give serious attention to developing "Smart Bus Transit" using an app that allows for more flexible all-season pickups and stops. Pickups and stops should extend out for many miles, especially during the peak days. This will decrease the need for more parking. Bus transit can be combined with tolling and/or other less dramatic options. "Smart" transit activity needs to be established as a first priority, and will benefit many: 1. With dramatic and increasing inflation and traffic, many city-wide workers (and skiers) will prefer to take transit more often, if available. More flexible transit options need to be designed, anyway, to handle the increasing population throughout the towns and cities. 2. The cost of maintaining and fueling vehicles is already prohibitive for many workers. Therefore, many more workers could commute and lessen the labor shortage. 3. The gondola will only stop at the ski resorts. Many visitors to the canyon want to stop at other locations in the canyon. 4. With the escalating costs of ski passes, the wealthy will be buying most of the ski passes. They usually prefer to drive, anyway, especially with young children. 5. Increased crowds traveling to one destination with a massive gondola will diminish the enjoyment of any time spent at the resort and stress the canyon resources. 6. The gondola is the most costly of the ideas. More skiers will ride buses if lockers and restrooms are provided at the ski resorts. Those amenities will encourage skiers to use an increased flexible mass transportation system. 7. The dramatic costs in materials, supplies, and labor for a gondola will deprive other cities and counties of funding some of their projects. 8. Where will the gondola riders park? With the promise of a gondola leaving every 2 minutes, the number of parking spaces below or mass transit options to arrive at the gondola will need to be increased. | 32.2.9A; 32.2.6.5G; 32.2.9E; 32.2.4A; 32.2.9C | A32.2.0C |

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| | | <p>9. The continuing upkeep and maintenance of a gondola system will also contribute to an increase in taxes. The least costly and most beneficial solution, the addition of a more effective flexible mass transportation, should be given priority.</p> <p>Let's start with various sizes of vans and buses to accommodate the visitors to the canyon. With scheduled stops at trailheads and picnic areas, along with the ski resorts without adding two more traffic lanes or building a gondola that would only stop at the ski resorts.</p> <p>Whether "extra heavy traffic days" number 20 or 50 days per year, there are more practical and effective ways to lessen traffic before burdening the taxpayers with costs to benefit the ski resorts and about 7% of the population.</p> <p>Please give serious attention to developing "Smart Bus Transit" using an app that allows for more flexible all-season pickups and stops. Pickups and stops should extend out for many miles, especially during the peak days. This will decrease the need for more parking. Bus transit can be combined with tolling and/or other less dramatic options.</p> <p>"Smart" transit activity needs to be established as a first priority, and will benefit many:</p> <ol style="list-style-type: none"> 1. With dramatic and increasing inflation and traffic, many city-wide workers (and skiers) will prefer to take transit more often, if available. More flexible transit options need to be designed, anyway, to handle the increasing population throughout the towns and cities. 2. The cost of maintaining and fueling vehicles is already prohibitive for many workers. Therefore, many more workers could commute and lessen the labor shortage. 3. The gondola will only stop at the ski resorts. Many visitors to the canyon want to stop at other locations in the canyon. 4. With the escalating costs of ski passes, the wealthy will be buying most of the ski passes. They usually prefer to drive, anyway, especially with young children. 5. Increased crowds traveling to one destination with a massive gondola will diminish the enjoyment of any time spent at the resort and stress the canyon resources. 6. The gondola is the most costly of the ideas. More skiers will ride buses if lockers and restrooms are provided at the ski resorts. Those amenities will encourage skiers to use an increased flexible mass transportation system. 7. The dramatic costs in materials, supplies, and labor for a gondola will deprive other cities and counties of funding some of their projects. 8. Where will the gondola riders park? With the promise of a gondola leaving every 2 minutes, the number of parking spaces below or mass transit options to arrive at the gondola will need to be increased. 9. The continuing upkeep and maintenance of a gondola system will also contribute to an increase in taxes. The least costly and most beneficial solution, the addition of a more effective flexible mass transportation, should be given priority. <p>Let's start with various sizes of vans and buses to accommodate the visitors to the canyon. With scheduled stops at trailheads and picnic areas, along with the ski resorts without adding two more traffic lanes or building a gondola that would only stop at the ski resorts.</p> <p>Whether "extra heavy traffic days" number 20 or 50 days per year, there are more practical and effective ways to lessen traffic before burdening the taxpayers with costs to benefit the ski resorts and about 7% of the population.</p> <p>Please give serious attention to developing "Smart Bus Transit" using an app that allows for more flexible all-season pickups and stops. Pickups and stops should extend out for many miles, especially during the peak days. This will decrease the need for more parking. Bus transit can be combined with tolling and/or other less dramatic options. With dramatic and increasing inflation and traffic, many city-wide workers (and skiers) will prefer to take transit more often, if available. More flexible transit options need to be designed, anyway, to handle the increasing population throughout the towns and cities.</p> | | |
| 38062 | Cranney, Dharlene | I am not in favor of the gondola. I wonder why so much money is being spent on such a small amount of our population. Our state is growing fast and we need roads that will be beneficial to more of our population. | 32.2.9E | |
| 26900 | Cranney, Kate | NO gondola. LCC is one of the prettiest places this state has and we are going to spend millions of dollars to destroy that. | 32.2.9E | |

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| 27506 | Cranor, Maria | No, No, No! Utah taxpayers should not be on the hook for yet another massive project which benefits the few. Please implement a serious bus plan before you commit to tearing up LCC. The destruction of natural beauty to support Alta and Snowbird seems especially ill conceived when we consider how damaging climate change will affect the resorts. Skiing: not a smart investment for the future. | 32.2.2E; 32.2.9A; 32.2.9E | |
| 29322 | Crass, Cynthia | It annoys me no end that anyone would even consider a half billion dollar corporate handout to Alta and Snowbird, especially when our snow seasons are so tentative. I have and always will support an enhanced electric bus system with a dedicated bus lane during winter. That dedicated lane should be used for bikes during other seasons. Building inadequate parking at the mouth of the canyon is just ridiculous. All it will do is create a bigger traffic jam and the canyon mouth. I will never support an expensive, eyesore boondoggle. I am also annoyed by the Gondola Works advertising. The gondola they show is not up the canyon but is a photoshop at the top of some resort. People will ride the bus if it's convenient, recurrent and saves parking charges. Please please don't put that ugly thing in our backyard. | 32.1.2B; 32.2.2E; 32.2.2PP; 32.2.6.5E; 32.2.6E; 32.2.9B; 32.2.9E | A32.1.2B; A32.2.6.5E |
| 31757 | Crawford, Bryce | The gondola proposal does not solve the issue of traffic congestion in the canyon. Personal vehicles are chosen as the primary transportation method due to convenience and time savings. Without solving these two issues, people will continue to choose to drive up the canyon. Saving 30 minutes of time by driving, rather than parking, unloading, and taking the gondola will make driving more popular than a gondola. The proposed gondola will not be any more convenient than transporting gear in a personal vehicle either. If people still choose to utilize personal vehicles due to the convenience, little additional traffic will be mitigated by this solution. I believe the only way to optimize the canyon will be to disincentive driving. Prohibiting parking at the resorts and providing a quicker service up the canyon will do more to drive people to alternate transportation. Additional busses would be able to accommodate large volumes of skiers without increasing commuting times to the ski resorts dramatically. This would be a lower burden on the taxpayers as well as the service would only need to run during peak ski season times. | 32.2.2K; 32.2.2Y; 32.2.9A | A32.2.2K |
| 27213 | Crawford, Grady | Alta and Snowbird should be paying for this if there are only two stops, not Udot. Also a subway would be the best of both worlds here, it's unaffected by weather, including wind and ice (unlike the gondola) and it'll have no effect on the environment or the views of the valley. | 32.2.2C; 32.2.9E | |
| 36839 | Crawford, Lise | Why is a tunnel option (proven in Europe) not a consideration? Why do we not match supply and demand? Increase busses on holidays and weekends and powder days? A gondola increases supply (capacity) all the time but demand peaks only during certain days and times of the day? Why do we not increase capacity during those times with increased buses and carpooling? | 32.2.9A | |
| 32159 | Crawley, Charlene | Virulently opposed to Snobird goldola in Little Cottonwood: (1) a billion dollars in taxpayer money must not be spent on a novelty that benefits almost no Utahhs and for such a brief period of year. (2) It will be a terrible eyesore with so many steel erector sets layered up and down our precious canyon resource forever and whirring cables and cars marring the still beauty of the pine and granite mountains. (3) Massive and permanent ecological damage when granite is blasted to install towers - streams will be permanently diverted, trees, rocks, animals, trails will be smashed. (4) Snowpack is dwindling with climate change and need for goliath undertaking is vanishing. (5) increase of traffic on Wasatch Blvd and feeder streets which will ruin quality of life and safety. We have always used Little Cottonwood to drive to Albion Basin to hike trails. Leave my canyon alone. It is a pristine treasure and not a gold pit for Snowbird and other persons. I would vote for electric buses during busy ski days. | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 26032 | Cray-kaden, Dylan | Booooo. The gondola sucks. The local community hates you. | 32.2.9E | |
| 33606 | Crear, Kirsten | I finally decided to write to you after reading Mayor Wilson's Facebook post in which she said "In response to questions about how less affluent families will access Little Cottonwood Canyon if the gondola is chosen as the final alternative, UDOT said those who cannot afford it will have to go during non-peak hours." So essentially, when most people are working, or are in school. Aka: typically the people who are less financially privileged. So essentially that would make it completely inaccessible to them. So. I agree with mayor wilson. That is NOT OKAY. We need to be expanding access to the outdoors to the less financially privileged, not limiting it. I'm very pro occupancy/peak-based, sliding scale toll. Much like Solitude's parking. We already have occupancy sensors on our HOV/fast lanes on 215. I.e. 4+ people in your car? No toll. For most families this would be easy. 3? \$5 2? \$10. 1? \$20. Non-peak days would be much less, maybe \$5/single occupancy vehicle? Guardians of kids in ski programs would get a validation voucher so they don't have to stay at the mountain the whole day, since they won't actually be parking. Full time residents would also get an unlimited pass, so they can travel to the valley for groceries, work, etc. Also, incorporate toll tags and make a fast lane, and tie it all into the already existing UDOT tire program. If you go through the fast lane and don't have prev approved tires tied to your tag/license plate when the traction law is in effect: 2 days to present yourself at a tire checking station, or get a fine. Tolls and fines can all be paid online, which most toll systems already offer. Ireland has a toll like this on one of their major fairways outside Dublin that's tied to your license plate. We rented a car and used the toll road, and paying the toll was incredibly easy. This would cover people coming in from out of state without toll tags, or renting a car, and would still integrate easily with the rental companies who already participate in the UDOT Cottonwood Canyons sticker program. Make the Brighton/Alta fire stations one of the checking stations so if they're staying at the resort they don't have to drive back down to The Valley. Anyone without qualifying vehicles/tires who would need to have chains on, would go through the usual mouth of canyon checks with a UDOT officer. Just like out east if you go through a toll and don't have a fast pass, you have to go through a booth. This would reduce bottleneck at mouth of the canyon, would be implementable in BOTH canyons, would be far cheaper, would be less impactful to lower income users who probably already carpool, and prevents people from going up the canyon with improper traction, preventing accidents that close down the canyon and create dangerous traffic in the first place. UDOT also already does a great job getting the word out about when traction law is in effect, so I have faith they would do just the same for the increased fee days. Money from this toll and program would be earmarked to stay in the canyon, and put back into 1. Increasing pay and benefits to attract more bus and plow drivers. 2. Pay and attract UDOT Cottonwood officers, and toll booth operators. 3. Fund the toll system itself 4. Fund tire checking stations 5. Maybe one day, fund improving the other side of guardsmen so it can become a year-round road, and create a road out of little cottonwood to Heber so that the canyons no longer have a one-way-in/one-way-out bottleneck that is so dangerous. And I say this as someone making 6 figures, who has no kids, and who skied 66 days last season, at least 45 of those in the cottonwoods, many days driving my own car up as a single occupancy on weekday mornings. I've | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.4A; 32.4B; 32.5A | A32.1.1A; A32.1.2B |

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| | | <p>never taken the bus. These incentives would target me. The only people I've talked to who support the gondola, don't ski, or go into the canyon once or twice a year. For me, the gondola does nothing but help Alta and Snowbird. It doesn't do anything to help the traffic in Big, Solitude, Brighton, Park City, or Deer Valley who all also suffer from traffic on popular/snowy days. But the biggest reason I'm adamantly against the Gondola is it harms access for other types of recreational users of the canyon like backcountry skiers and hikers, and even ruins access/routes for climbers! Little cottonwood is world renowned for their climbing! Losing pieces of that would undoubtedly hurt that industry. If we want the Outdoor Retailer Trade show to bring and keep their millions in business back to Utah, we MUST protect our close access to the outdoors. It's why OR is leaving Colorado. I say that as a daughter of a former member of the outdoor association board, and former part owner of Sterling Rope, a climbing and life safety rope company. (My parents started it, I grew up alongside it, I owned the tie-breaker shares) However, ironically, I'm not a climber, I sold my piece of Sterling in 2019 so I am no longer in the outdoor industry so I personally wouldn't lose money from the lost potential in the climbing access here. I only backcountry ski a little, and I never hike in the cottonwoods because if I hike, I'm bringing my dogs. So again the gondola would absolutely benefit me specifically, and the tolls would absolutely negatively affect me. Still, I'm not okay with ruining one community's resources (climbing/hiking) for the benefit of a small portion of another's (resort skiing). In reality, this gondola isn't actually going to alleviate the traffic problems in the canyon. It only address one of a myriad of causes of the problem. It's a thinly veiled attempt to create a tourist attraction at the expense of the attraction showcased, and locals are seeing right through it.</p> | | |
| 36238 | Creel, Jonathan | <p>The gondola is not a solution at all. This would take a heavy toll on the environment, the aesthetics and viewshed, and the overall experience in the canyon. It completely misses the point of why people recreate and chose to live here, let alone the impact it would have to the resource. There are other options that are more effective and efficient than an extraordinarily expensive gondola. Thank you.</p> <p>Jonathan Creel</p> | 32.2.9E; 32.1.2F; 32.2.2PP | A32.1.2F |
| 29167 | Creelman, Mitchell | <p>Although I agree that there is a pressing need to address the volume of cars that come to little cottonwood canyon on high-traffic days, i believe that the plan laid out by UDoT does not adequately address the underlying issues.</p> <p>If we are trying to reduce the amount of traffic that comes accross wasatch blvd, then we need to create a long-term plan that both incentivizes people to take alternative transit throughout the canyons and dis-incentivizes people to drive their individual cars.</p> <p>Creating a station at LaCaille and not running extended bus services to this station from existing park and rides creates a situation in which people are forced to drive to get to the ski resorts, thus perpetuating the cycle of car-dependent transit that is at the root of the traffic for LCC and the surrounding area.</p> <p>I truly believe that the most applicable solution would be one that starts with heavy car tolls and increased bussing, serving the resorts at 5-15 minute intervals and then serving the backcountry trailheads every 30 minutes. This strategy, coupled with resort bus lines out to the existing park and ride locations throughout the valley, would give people a car-free alternative to accessing LCC</p> <p>Additionally, this could be paired with, or executed by with light or cog rails. Though admittedly this would have an increased cost, it would serve to incentivize the use of commuter rails and expand on the already successful trax system in SLC</p> | 32.2.9E; 32.2.4A; 32.2.9A; 32.2.2I; 32.2.6.3C | A32.2.2I; A32.2.6.3C |
| 37442 | Crew, Adam | <p>Please consider the preserving the beauty of the canyon by saying NO to the gondola. There are other transportation options that are more sustainable and help everyone access our canyons.</p> | 32.2.9E; 32.1.2F | A32.1.2F |
| 25679 | Crezee, Carson | <p>60% of respondents opposed and udot moved forward? Make the ski resorts pay. This is completely unnecessary in a recession.</p> | 32.2.9N; 32.2.7A | A32.2.9N |
| 25678 | Crezee, Kathryn | <p>A majority of Utahns do NOT want this option to go through. There are so many other viable options that haven't even been tried yet, wouldn't cost nearly as much, and could be implemented this next year. The environmental damage to our canyon is not worth this. The money that would be made from this will never be recouped. This should be an issue that is on the ballot. There are so many negative impacts that will happen as a result of this project and it is disgusting that the taxpayers who would have to fund this asinine project do not actually have a say.</p> | 32.2.9G; 32.2.2PP; 32.2.9N; 32.2.7A | A32.2.9N |
| 29941 | Crezee, Riley | <p>Listen, I'm down for a gondola actually. I think it's a unique idea and will be more reliable in the winter than an enhanced bus service or bus lane, where inevitably commuters will enter the lane and clog the commute anyways.</p> <p>The one thing is, the gondola needs to be OUTSTANDINGLY gorgeous, in order to contribute positively to the canyon rather than negatively.</p> | 32.2.9D | |
| 27525 | Crider, Leithen | <p>This is an absolute travesty. Please cancel the gandola and look for a less invasive way if bringing more profit to private ski resorts. I will be leaving salt lake city permanently because of this decision if it is not rectified.</p> | 32.2.9E | |
| 32400 | Crisafulli, William | <p>I think the gondola is a great idea. Let us join the Europeans and use gondolas to access our mountains from the valleys.</p> | 32.2.9D | |
| 35907 | Critchfield, Jayson | <p>Do it. Put in a gondola</p> | 32.2.9D | |
| 36064 | Crockett, Jaxton | <p>No gondola and better bus services</p> | 32.2.9E; 32.2.9A | |
| 28363 | Crockett, Kris | <p>Please no! This only serves the resorts and drives them to make more money. This has be benefit to residents of sandy or anyone looking to utilize anything in LC canyon besides the resorts. This will turn into a tourist trap and nuisance and an eye sore for all Utah natives.</p> | 32.29D | |

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| 31781 | Crockett, Kristopher | No Gondola! Terrible idea that only serves to increase profits to the resorts. Doesn't help the public in any way. | 32.2.9E; 32.1.2D | |
| 37745 | Crockett, Matt | I agree with the gondola | 32.2.9D | |
| 31049 | Crockett, Teresa | <p>Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS) Comments Submitted by Teresa Crockett 10/4/22</p> <p>The Little Cottonwood Canyon (LCC) EIS is lacking in many areas beginning with inadequate scoping. I appreciate that a phased approach is included in the preferred alternative; however, the selection of Gondola B option is still objectionable and the enhanced bus system falls short. An Enhanced Bus approach that utilizes a more connected bus system that penetrates further into the Salt Lake valley and utilizes the latest technology buses offers many benefits to the broader community including reduced impact on climate change and air quality as well as improving accessibility to minority and low-income populations. An enhanced bus system, unlike the gondola, is adaptable and scalable and does not require massive, permanent infrastructure that will forever mar the beauty of LCC. Furthermore, without a carrying capacity study for LCC, the cumulative and full impacts to the true affected environment, especially water quality, cannot be analyzed as required by the National Environmental Policy Act (NEPA) process.</p> <p>A phased, integrated bus approach provides many advantages not fully considered for this project. The enhanced bus alternative fails to include regional parking hubs in the valley that would further reduce traffic in the heavily congested areas within the study with a side benefit of driving additional customers to local services (restaurants, ski shops, daycare centers, etc.) near such parking. Regional parking hubs would get users out of their cars closer to home without having to make several transfers and without concentrating traffic near and on Wasatch Blvd and LCC and while reducing air emissions throughout the Salt Lake valley. The enhanced bus approach will allow for adjustments as riders become accustomed to using the buses for LCC access, as ridership increases, as user destinations and travel patterns become better understood, and as the effects of additional measures alter usage.</p> <p>The Gondola marketing campaign acknowledges that "buses only work if people want to ride them." A bus system that people want to use is possible but not focused on in the EIS. The buses can and should be clean, quiet, comfortable and wi-fi enabled. Furthermore, e-bus technology has progressed since this study was started and is now a viable option for LCC though not included. Future technology advances can be incorporated as they become available and must be made a priority to ensure program success.</p> <p>Additional measures should include tolling (perhaps occupancy based), enforcement of proper winter traction and, prohibition during peak hours of private vehicles with fewer than 2-4 occupants, along with parking reservation systems.</p> <p>The Gondola B gondola alternative, will concentrate traffic around the parking structures. Once in place, LCC will be forever changed. The visual impact is unacceptable and understated. I have visitors from all over the world and they remark how beautiful our surrounding environment is including the Cottonwood canyons and the views they offer. The ski areas, even if they were to fully fund the gondola, do not have the right to destroy the pristine view - a public resource - for a "Disneyland" ride that doesn't really solve the traffic and congestion problem and may not provide any real time savings to resort customers. The impacts of the gondola will be present year-round although its primary usage is intended for only the winter months. Bus service can and should be modified for the given seasons with LCC and the Salt Lake Valley benefiting from an effective and adaptive bus service operating the length of the canyon year-round. The construction phase would be lengthy and very disruptive.</p> <p>The LCC EIS does not address service to the four trailheads in lower LCC. This is an inherent flaw as it attracts users locally and worldwide for most of the year. An effective bus system serving these areas would reduce congestion, parking in the canyon issues and reduce private vehicle miles driven with the accompanying environment effects.</p> <ul style="list-style-type: none"> - Buses should be utilized throughout the year with options for stopping at trailheads within the canyon on at least some of the buses. According to one study, 70% of LCC users are dispersed users. Neither preferred alternative provides transit for these users but the bus option would provide flexibility to alter schedules to serve these users. Bus service to trailheads would reduce demand for trailhead parking which is a frequent problem. - The EIS states that the area closest to the proposed project does not consist of predominantly minority and low-income populations. From an environmental justice standpoint, however, the preferred alternatives would perpetuate the existing disparity among users in that no effective public transit is provided to LCC recreation sites exists now nor would it with the implementation of either of the preferred alternatives. Rather, the preferred alternative primarily focuses on serving skiers who can afford to transport themselves to near the base of the canyon and then pay the undetermined fare of the gondola to two of the most expensive resorts within the state. It provides little to no benefits to lower-income or other users who seek to enjoy free use of the public lands within LCC. - Cost to users for the various options is not addressed. - Given the Salt Lake valley's air quality and non-attainment history, along with the projected growth in the region, the selected alternative must minimize the number of cars and vehicle miles traveled to get users from their homes/accommodations to their point of use within the canyon and utilize clean technology. - A phased approach, particularly that utilizes better integration with the bus system throughout the valley, allows for the use of cleaner bus technology as it becomes available, lessens travel time and gets cars off the road earlier in the user's trip. The latter reduces impacts to air quality and minimizes congestion on the approach to LCC. - Any bus alternative must provide for stops throughout the canyon at least during non-peak hours or on specific buses. | 32.2.9A; 32.20B; 32.2.2I; 32.2.6.3D; 32.2.6.3F; 32.2.2K; 32.2.2M; 32.2.9E; 32.2.6.5G; 32.2.6.3C; 32.1.2C; 32.2.4A; 32.20D; 32.20B; 32.2.6.2.2A | A32.2.2I; A32.2.2K; A32.2.6.3C; A32.2.6.2.2A |

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| 28654 | Croft, Daniel | Hi UDOT, It shocks me that we're looking at spending that much public money on a transportation solution that only benefits private companies. I live in Sandy, UT. Snowbird is my favourite resort. I've used the bus service up the canyon a number of times. I *STRONGLY* oppose the Gondola as a single use, publicly funded, private, transportation solution. This concern could be mitigated by adding other stops that support other public uses of the canyon. How does UDOT plan to recoup costs during the non-peak traffic periods? What are the operating costs and how much will be covered by the private businesses that this solution serves. I'm extremely disappointed in this decision. Dan Croft | 32.2.9E; 32.2.7D; 32.2.4A; 32.1.2D; 32.2.9N | A32.2.9N |
| 36927 | Crofts, James | I'm against the gondola idea. Strongest reason is we already have a road system that can be widened. To add a second system of transportation means a new set of costs, which will be passed on to taxpayers. It also means a additional set of problems. This will not magically alleviate congestion. Wider roads or a train/trax would be better. | 32.2.9E | |
| 33897 | Crofts, Nelli | Please reconsider the Gandola, there are other alternatives that need more consideration such as buses going up to the ski resorts. You could use a similar take of Zion Canyon Shuttle see link: https://www.nps.gov/zion/planyourvisit/zion-canyon-shuttle-system.htm . It is a great way to give access to not only ski resorts but other stops on the way to the resorts. The Gandola only serves the ski community and mainly the business. It should think of everyone. Traffic does get bad so why not shuttles throughout the year and closing the road during high times. | 32.1.2D; 32.2.2B; 32.2.6.3F; 32.2.9E | |
| 38110 | Cromar, Lauren | Our family visits Little Cottonwood Canyon frequently as skiers as well as throughout the year and we are very much against the gondola. Please choose an alternative that is better for Utah locals. During ski season we go skiing multiple times a week and honestly, the traffic is not usually that bad, not nearly bad enough to warrant the cost and disruption that the gondola would bring. The gondola would significantly impact the accessibility to the canyon for our family and others for several reasons: the extra time and effort required to ride it would turn quick ski trips to lengthy, arduous days. Public transportation can be very difficult to manage for families like ours with multiple small children and members with health issues, all trying to lug their ski gear. I honestly don't know how often we could manage our trips if we were forced to use the gondola to get to the ski resort. We recently were stuck in traffic coming back from Snowbird after Oktoberfest and while we were surprised by how bad the traffic was, it was interesting to note that it was still quicker than riding the gondola. We also don't like the concept that the gondola can help get more people to the ski resort on busy ski days. While it would make more money for the ski resorts, the lift wait times and, more importantly, the safety on the hill really can't absorb more people and yield a good experience. The gondola is an abandonment of Utah locals who love our canyons in favor of businesses and tourists. It's a terrible choice, one that I can't believe was selected. | 32.2.9E; 32.2.0C; 32.1.2D | A32.2.0C |
| 31988 | Cromar, Wally | I strongly disagree with the idea of putting a gondola up little cottonwood canyon. We need to pursue all other options that don't involve development. The gondola would destroy the canyon and the cost is insane. No to that idea | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 26477 | Crony, Sadie | I am not in favor of the gondola project. I don't think taxpayers should be paying this money when the only stops the gondola goes to are ski resorts. If they want gondolas they can pay for it themselves. | 32.1.2D; 32.2.7A; 32.2.9E | |
| 35291 | Cronin, Deirdre | Hello, my name is Deirdre Cronin. I have great pride in being a Utahn and that is why I feel the need to express my disappointment and opposition to the gondola project. I do not believe that the economic and environmental impact of the gondola to serve so few individuals is indicative of how important community and nature are to Utahns. A permanent fixture in the canyon to serve the wealthiest Utah citizens would do much more social harm than good. Killing animals and cutting down trees all so skiers are less inconvenienced seems wrong to me. I implore the DOT to explore public transport options to not only save money but Utah's beauty! Deirdre Cronin | 32.2.9E; 32.1.2D | |
| 33125 | Cronin, Deirdre | Hi, I am a Utah voter and a user of Little Cottonwood Canyon. I believe that the environmental and economic impact of building a gondola far outweighs the benefit it would have for a very select population. Not only could it ruin the scenery of one of the most beautiful places in Utah but it will be a permanent reminder of the income disparity of our state, serving only the people who make enough money to spend thousands a year to ski. I implore the DOT to reconsider and attempt to run better public transport. Thank you | 32.2.9E; 32.2.9A | |
| 34163 | Cronin, Tom | Regarding Environmental Impact, UDOT chose the alternative with the highest visual environmental impact. To me, UDOT should have limited the environmental impact to what we are already familiar with: the roadway. People are not always fond of roadway expansion, but they are used to it. Adding something like the proposed gondola is technically interesting but ultimately it is a very large change to the appearance of the canyon. Multiple towers, cables, gondola cars, etc are not acceptable to me as a hiker. I can tolerate the snow sheds since that can be done in a way that allows vegetation to conceal the shed. The snow sheds are a vast improvement in safety to the road crews and the canyon users. They will also greatly reduce times to open up the canyon on snow days. Regarding the selection of this alternative, I like: 1. Phased approach in which some of the non-gondola features will improve travel times 2. Tolls to suppress casual traffic and the skiers that come up canyon for just a few runs 3. Snow sheds I dislike: | 32.2.2Y; 32.2.2PP; 32.2.6H; 32.2.6.5K; 32.2.9E; 32.2.9K; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

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| | | <p>1. The selection of the gondola technology. This is something that UDOT has no practical experience constructing or operating. While UDOT could learn this, I'd hate to see this need to learn get turned into a bunch of taxpayer funded trips to the Alps.</p> <p>2. The gondola represents the riskiest alternative. It has to work, it has to be built on time, and it has to be built within budget. If it doesn't, UDOT has nothing else to fall back on. To me it would be preferred to go with technology that UDOT is already familiar with and can accurately estimate capital costs.</p> <p>3. Are enhanced buses autonomous? Do the \$11M O&M costs assume the need to pay drivers? If so, that is a miss. Autonomous vehicles will be prevalent within 10 years.</p> <p>4. How will breakdowns of the gondola be managed? How will people be rescued from so many gondolas if there is a major breakdown? It seems it would be better to have 1 bus breakdown than risk the whole system.</p> <p>In summary, the distinguishing column in the comparison of alternatives seems to be O&M costs since performance metrics are good for all of them. The table does not seem to consider this correctly since breakdown costs are not obviously addressed and the gondola option represents the riskiest technology to implement on time for the budgeted cost.</p> | | |
| 30392 | Crook, Alia | No Gondola!! We do not support the destruction and/or removal of irreplaceable and historic world-class climbing and views. | 32.2.9E; 32.4B | |
| 33123 | Crook, TyAnne | I am adamantly opposed to the gondola. | 32.2.9E | |
| 34229 | Crooker, Kate | A tram is a great idea! Especially because we cannot relay on UTA to provide enough busses. | 32.2.6.4, 32.2.9D | |
| 25771 | Crosby, Dave | We need our bouldering problems. It's going to ruin the climbing ecosystem. Please don't do this. | 32.4A; 32.4B; 32.6D | |
| 36618 | Crosby, Mark | Please do not put a gondola in the canyon. Try other options that are easier, cost less, and less invasive. | 32.2.9E | |
| 37515 | Crosman, Rebecca | <p>I am very against the gondola. It is not worth permanently altering the natural beauty of little cottonwood canyon just for a few busy days a year. I do not believe billions of tax payer dollars should go towards the sole benefit of two private businesses. Plus, it will only run a few months a year while being a year-round eyesore of cables and towers.</p> <p>UTA is already struggling to maintain the current public transportation system. How will UDOT ensure the gondola is adequately staffed?</p> <p>I think improving the current bus system could go a long way in alleviating traffic issues. Every time I ride the bus during peak hours, the wait is long and the bus is crowded and uncomfortable. It's no wonder so many people would rather drive. Please consider more frequent bus service during peak traffic hours and investing in a fleet of buses equipped with room to store gear and more seats.</p> <p>Please listen to your community and understand that a gondola is not the answer.</p> | 32.2.9E; 32.1.2B; 32.2.7A; 32.2.6.5F; 32.2.9A | A32.1.2B |
| 35804 | Cross, Curt | The Gondola would be a complete waste of taxpayer \$, it will not reduce congestion on the highway in a measurable way, and tax \$ should not be spent on a transportation method that will only benefit 2 private ski resorts. If the resorts want this let them pay for it themselves. | 32.2.7A | |
| 27479 | Cross, Stephan | Don't do it. There are much better and more eminent problems to solve using tax dollars than transporting people to ski resorts. What about a shrinking Salt Lake or the condition of highway 201 or teacher shortages or low low funding for K-12 (when compared nationally)? | 32.1.2B; 32.2.9E | A32.1.2B |
| 37506 | Crossett, Emma | <p>The gondola is the wrong option and is harmful for Utahns. Consider these reasons: Constructing and implementing the gondola will destroy beloved nature areas used by hikers, climbers, bikers, and backcountry skiers. Further it will destroy natural habitat to flora and fauna and will mar the landscape of our beautiful mountains permanently The gondola will not serve the majority of the population using the canyons, it will only serve a small subsection of people paying to patronize two private businesses. I climb in the summer, backcountry ski in the winter, and hike year round throughout the canyon and and won't be able to use the gondola for any of these purposes. It is unethical to use public funding for the purpose of increasing profits for private companies, meanwhile decreasing access to public lands for the public. It is impractical as a solution to decrease access to private resorts. The parking at the base of the gondola will be in no way sufficient to serve the number of people looking to use the gondola, and the time it will take to get to and from the resorts at peak hours will discourage use. Mechanical issues are bound to be incredibly disruptive to service and take long periods to fix. There are alternatives to the gondola that are far cheaper, easier to implement, and serve the users of the canyon better. Limiting canyon traffic to NO SINGLE PASSENGER VEHICLES during peak hours requires very very little funding and is easy to enforce with current infrastructure (we already have cops turning people around when canyons are at capacity). Requiring reservations to enter the canyon would also be easy to implement. INCREASING BUS SERVICE AND PARKING FOR BUSES is also very easy to implement. It doesn't make any sense to choose the most expensive and complicated option before trying the cheaper and easier options. We don't need to be increasing the number of people up the canyons. Our canyons have finite resources and cannot hold increasing numbers of people. Why are we trying to remove a bottleneck that is serving the purpose of protecting nature from being destroyed by people it cannot support.</p> | 32.2.9E; 32.1.2D; 32.2.9A; 32.1.2B | A32.1.2B |
| 25364 | Crossley, Michelle | WHY doesn't the Utah government listen!? Apparently sustainability, the environment and what Utah Residents want doesn't matter! You're going to destroy this beautiful area for a huge gondola that will run 4 months of the year to bring skiers up and down the mountain. The other 8 months it will be a GIANT eyesore! Stupid!! | 32.2.9E; 32.2.9N | A32.2.9N |

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| 31907 | Croswhite, Eric | I am not in favor of the gondola due to the high forecasted expense vs the relative few who benefit. I feel strongly other approaches should be tried first which include increased busing, tolls and reservation systems. | 32.2.9E; 32.2.2Y; 32.2.2K | A32.2.2K |
| 33149 | Crow, Spencer | No Gondola! Millions of tax dollars just to save people 30 minutes of traffic about 60 days a year isn't worth ruining activities for others for 300 days a year. Enhanced bus without lane expansion is way cheaper, and travel times will be approximately the same. If there is too much congestion due to other cars, tolling/restrictions can solve the problem. | 32.2.9E; 32.2.9A | |
| 29419 | Crowder, Maria | Upon initial proposal of the gondola, I originally submitted a comment of support. I would like to formally retract my support for the gondola. I am opposed to the gondola. This is a tax-payer paid subsidy of two ski resorts, both of which have concerning futures given the state of climate change and the prevalence of our famous snow being uncertain. If we continue to have less and less snow days, the traffic problem (which is at its worst maybe 15-20 days a year) will solve itself. After seeing the rendering of what it would look like in the canyon, the towers would be permanent eye-sores on the beautiful scenery of the canyon. We need short-term, flexible solutions now for the high traffic days, while still preserving and maintaining the beauty of the canyon. Please go back to the drawing board on this. | 32.1.2B; 32.2.2E; 32.2.2PP; 32.2.9E | A32.1.2B |
| 32118 | Crowther, Curt | I am AGAINST building a gondola in Little Cottonwood Canyon. Valley parking and busses are the answer. | 32.2.9E; 32.2.2I | A32.2.2I |
| 36729 | Crowther, Landon | <p>Dear Little Cottonwood EIS,</p> <p>I am writing today to vocalize my opinion about the traffic problems we currently face today. I am extremely disappointed in the proposed "solution" about installing a gondola in Little Cottonwood Canyon, and would like to address a few talking points.</p> <p>1. Affected Users. The gondola is a massive engineering project which would require millions of taxpayer dollars. These costs are funded by local taxpayers, but unfortunately many of these taxpayers will not even use the infrastructure. One of the biggest flaws with the gondola is the fact that it will only service the Alta and Snowbird ski resorts, which means that only those who are riding at these resorts will use the gondola. This does not appeal to many of the other users of the canyon, such as hikers, snowshoers, backcountry skiers, climbers, and anyone who recreates in the canyon but does not necessarily stop at those locations. How is it fair that local tax payers are paying for infrastructure that only benefits private companies?</p> <p>2. Climate Change and Canyon Longevity While we all would love to imagine a world where the classic Utah storms are still present 30-years from now, the sad truth is that this is not the reality we live in. At the rate climate change is progressing, it is unlikely that the "greatest snow on earth" will still be around in full-force many years from now. If the gondola is installed, we will have spent millions of dollars on a temporary solution to a problem that will no longer exist. That money could be much better spent focusing on reasonable solutions such as additional busses, tolling, and shuttle services.</p> <p>3. Public Opinion. EIS claimed they received over 14,000 responses from the initial comment period. However, I have yet to see any statistical information on the consensus from the thousands of responses received. If the public was overwhelmingly pro-gondola, why were these statistics not shared?</p> <p>Overall, I believe this is a terrible solution. It will permanently destroy the canyon, causing an eye-sore to all those who recreate. Additionally, it only benefits the ski resorts in little cottonwood, but does not impact the thousands of other canyon users. Lastly, this is a solution to a problem that unfortunately may not exist anymore when climate change catches up to us. We should focus on common-sense solutions and prioritize enhanced bussing, tolling, and shuttle services.</p> | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.2E; 32.2.9A; 32.2.4A | |
| 36738 | Crowther, Landon | <p>Dear Little Cottonwood EIS,</p> <p>I am writing today to vocalize my opinion about the traffic problems we currently face today. I am extremely disappointed in the proposed "solution" about installing a gondola in Little Cottonwood Canyon, and would like to address a few talking points.</p> <p>1. Affected Users. The gondola is a massive engineering project which would require millions of taxpayer dollars. These costs are funded by local taxpayers, but unfortunately many of these taxpayers will not even use the infrastructure. One of the biggest flaws with the gondola is the fact that it will only service the Alta and Snowbird ski resorts, which means that only those who are riding at these resorts will use the gondola. This does not appeal to many of the other users of the canyon, such as hikers, snowshoers, backcountry skiers, climbers, and anyone who recreates in the canyon but does not necessarily stop at those locations. How is it fair that local tax payers are paying for infrastructure that only benefits private companies?</p> <p>2. Climate Change and Canyon Longevity While we all would love to imagine a world where the classic Utah storms are still present 30-years from now, the sad truth is that this is not the reality we live in. At the rate climate change is progressing, it is unlikely that the "greatest snow on earth" will still be around in full-force many years from now. If the gondola is installed, we will have spent millions of dollars on a temporary solution to a problem that will no longer exist. That money could be much better spent focusing on reasonable solutions such as additional busses, tolling, and shuttle services.</p> | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.6.5G; 32.2.2E; 32.2.9A; 32.2.4A | |

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| | | <p>3. Public Opinion.</p> <p>EIS claimed they received over 14,000 responses from the initial comment period. However, I have yet to see any statistical information on the consensus from the thousands of responses received. If the public was overwhelmingly pro-gondola, why were these statistics not shared?</p> <p>Overall, I believe this is a terrible solution. It will permanently destroy the canyon, causing an eye-sore to all those who recreate. Additionally, it only benefits the ski resorts in little cottonwood, but does not impact the thousands of other canyon users. Lastly, this is a solution to a problem that unfortunately may not exist anymore when climate change catches up to us. We should focus on common-sense solutions and prioritize enhanced bussing, tolling, and shuttle services.</p> | | |
| 35571 | Croyle, Kirby | No gondola needed. Tolling, timed vehicle permits, busses, tram / one way temporary extension to three lanes to access required parking . | 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.2D | |
| 34648 | Cruickshank, Tyler | <p>I'm a 20+ year resident of SLC. I know longer ski in LCC because of the traffic. It's not worth it.</p> <p>Having said that, the gondola is a half billion dollars that would be far better spent in other areas of our community not as a tourist attraction for the two ski resorts.</p> <p>I really dont see how this is so complicated. Establish a Zion Nat Park shuttle system. Done (although I know parking is still an issue). Oh, and build snow sheds for the avalanche paths.</p> <p>If the decision is to toll the road then it would really need to be an EZ Pass type drive through system vs a toll booth. That would be a nightmare.</p> <p>At the end of the day though, the days of old are gone. it's just the way it is.</p> | 32.1.2B; 32.2.9E; 32.2.2B; 32.2.9K; 32.2.4A | A32.1.2B |
| 27094 | Cruz, Merrilyn | Please don't build a gondola up LCC. The view as it stands now is one of the natural beauties we need to protect in our state. Also, building something that only serves a purpose during ski season is absolutely ridiculous. People in our state don't want to see it ruined buy bulky, ugly machinery that will require upkeep that i imagine is far more than upkeep of the roads or other alternate plans. Listen to the population! We don't want a gondola. Thank you. | 32.2.9E | |
| 25701 | Cruz, Michelle | None of us want you destroying our beautiful canyon for profit!!! NO, NO, NO! What is wrong with ya'll?! | 32.29D | |
| 36492 | Cruz, Michelle | None of us want this money maker ██████ up our canyon! ██████ off with this ██████ | 32.2.9E | |
| 31747 | Cruz, Michelle | This isn't for traffic control, it's for money & no one wants it. | 32.2.9E; 32.2.7A | |
| 28929 | Cubba, Keith | The phasing, given lack of funding, and I would assume, unless the money is raised privately, no public tax payer support for funding, is a great way to start tackling the problem. Traction law enforcement on every day for snow and ice will make a difference, please start there - it would have to be the cheapest step and it is enforced like 2 days a year historically. Who knows how many slide offs could have been prevented. The other thing is that any restrictions, tolls on single drivers, limitations of single drivers, has to be done early spring for the next year. Those are good ideas and could help, but it all has to be full disclosure for pass holders. Someone could buy a Bird pass and then pay 900 for preferred parking and only be able to go weekdays for a few hours by themselves because they work. They might not have time for the bus. They might not want to pay the tolls. They will have BCC and PC to chose from also. Needs to be early full disclosure to people can make informed decisions. | 32.29R; 32.2.2M; 32.2.2Y; 32.2.9N | A32.29R; A32.1.2H; A32.2.6S; A32.2.9N |
| 26487 | Cudney, Luke | There are much better, fiscally responsible alternatives to a gondola that don't involve large scale environmental destruction of a pristine area like little cottonwood canyon. Please reconsider this plan! | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26169 | Cullen, Jared | A climate consciousness state must recognize that park of protecting nature is keeping some things at their "natural" level of accessibility. The gondola will only make impacts from overcrowding worse, not lighten the impact. | 32.1.2B; 32.20A | A32.1.2B; A32.20A |
| 28038 | Cummings, Danielle | Lets face it, consideration of a gondola being built on Little Cottonwood is only about money. Why else would it be built? What's more important than money? Everything. The Utah community will no longer be able to use this area for recreational purposes. This will cause Habitat destruction. More traffic in the area will cause more congestion and ADD to the smog that is already consuming Utah. Do community members mean anything to you? Does habitat destruction mean anything to you? Does climate change and increasing pollution mean anything to you? All for a gondola so tourists can come see the "beautiful mountains" that were destroyed to build the gondola in the first place. Be smart. NO TO THE GONDOLA | 32.2.9E; 32.2.2K; 32.2.9I | A32.2.2K |
| 32096 | Cummings, Guinevere | Looking at all of your alternates, the cost & improvements of Enhanced Bus Service with Roadway widening seems to be almost entirely inline with the Gondola B plan. So why jump into an unknown gondola which seems to be under quoted in costs, much longer in miles compared with existing gondolas, has no current funding, won't provide safe or reliable transportation on bad weather days (please look at the downtime of the Snowbird tram & other resorts for wind, rime/ice, avalanche shooting, maintenance, etc.) and will undoubtedly be run year-round. I didn't see anything about the cost of riding the gondola up the canyon, nor where this funding is supposed to come from. I'm not interested in being taxed on the state or federal level to pay for the wealthy winter sports persons to have easy access to Snowbird & Alta. I suggest solving this problem a bit at a time, tolling cars at the canyon, improved busing (more and dedicated to each resort), snow sheds, and showing some progress, since over the last 5 years, it appears nothing has been done to rectify the on-going and growing problem. | 32.2.7A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 28751 | Cummings, Jeremy | Thank you for all your diligence and hard work preparing the EIS. Even though I am disappointed that the Gondola is still being considered, I am pleased that the phased approach is being implemented. I am very pleased that the road will not be widened which would be very destructive to the canyon. My concerns with the gondola are many and some include, high cost, service to private businesses only, environmental destruction, and visual pollution. I am also concerned by those | 32.2.9A; 32.29R; 32.2.2Y; 32.2.9K; 32.1.1A | A32.29R; A32.1.2H; A32.2.6S; A32.1.1A |

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| | | individuals who will profit from the construction. Ultimately, tolling, avalanche sheds, and increase bus service are the best option to improve the transportation issues in BCC. | | |
| 35260 | Cummings, Sarah | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean," the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium," parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | 32.2.9E; 32.2.6.5G; 32.2.6.2.4A; 32.1.4I; 32.2.7F; 32.2.4A; 32.2.9A; 32.2.9R; 32.2.6.5N; 32.2.9N; 32.2.2K; 32.1.1A; 32.2.6.5H; 32.4B | A32.2.7F; A32.2.7C; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N; A32.2.2K; A32.1.1A |
| 36726 | Cummings, SueEllen | <p>I recommend more busses. I live just 5 minutes from the entrance of Big Cottonwood. I dropped my son and friend at the bus stop at the bottom of the canyon. Every bus came nearly full. Only a couple of people could get on at a time and they had to wait out several busses. They waited 1.5 hours to finally get a bus. I could have driven them up and been back home by the time they were able to get on a bus. If the busses ran more efficiently more people would take it! There is so much traffic that what would normally take 20 minutes from our house to the top of Big Cottonwood can sometime take over 2 hours to ski. It blocks the traffic long before the canyon. It would be true for the people going to the Gondola blocking the traffic long before the canyons. If busses were every 10 minutes more people would take them. Just run them during peak season. Certainly the tourist \$'s coming from skiers can help defray the cost. A gondola would bring more curious tourists and more congestion. It does not seem to be the answer for the canyon woes. It is expensive and would ruin the pristine look of the canyons. Other things can be tried first for less and not a permanent impact with a gondola!</p> <p>Please LISTEN TO THE LOCAL HERE THAT LIVE IN THIS AREA!! We all want to enjoy the canyons!!</p> <p>I do not want to spend more taxes on this 1 canyon!</p> | 32.2.9A; 32.2.9E | |
| 33653 | Cummings, Tami | Please reconsider this project. The environmental impact to serve only a couple resorts is not feasible. It will cost the taxpayers millions and the average person will not be able to afford to use it. It's doesn't make good sense in any way. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 29589 | Cummisford, Kevin | This is a short sighted give away to business. It does nothing to support transport in spring/summer/fall and not allows user a bottom to top (snowbird/Alta specifically). The other alternatives support year round and entire canyon usage which would help spread people out | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 25638 | Cunard, Justin | This is not something tax payers should foot the bill for. As someone who lives by LCC and does not ski at all, why should my tax dollars go to something that benefits a couple of corporations? | 32.2.7A; 32.2.9N; 32.6A; 32.2.9G | A32.2.9N |

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| | | Protect nature, eliminate the corruption and move forward with not building this atrocity. | | |
| 34953 | Cunningham, Ginny | As someone who grew up in Little Cottonwood Canyon and seen the changes of traffic volume over the years, I understand there needs to be a change, however I do not believe that means as drastic of a change as a gondola would have on the canyon. Although it would assist with the air, it is unnecessary for our canyon. For others it works great, for LCC it's doesn't do what us who recreate need it to do. A gondola that doesn't stop along the way and might just create more traffic at the base of the canyon and parking lots. I truly believe if we were to increase bus services and charge for private vehicles we would see an improvement in our congested canyon, and we wouldn't be making a permanent installment in the serenity of the mountains we all cherish so much. Please don't put a detrimental footprint on Little Cottonwood Canyon. The gondola is unnecessary and there are alternatives (increasing busses that have been around for decades and charging a toll for private vehicles). Salt Lake City has spoken... please listen to us. No Gondola. | 32.2.9E; 32.2.6.5E; 32.10A | A32.2.6.5E |
| 31537 | Cunningham, Isaac | It will be difficult to measure the impact on traffic and congestion of the Gondola with 2500 new parking spots versus just adding 2500 new parking spots. The biggest impediment to busing during ski season presently is the lack of convenient parking at the primary bus stops as well as the inadequate number of buses. Start with a large parking expansion project and then reassess whether a Gondola is still needed | 32.2.6.5E; 32.29R | A32.2.6.5E; A32.29R; A32.1.2H; A32.2.6S |
| 29789 | Cuomo Cuomo, Helene | NO, please! to Gondola B alternative. Too many negatives such as cost, where will all the people park, lawsuits if any part of the gondola fails, eyesore to the beauty of the canyon, taxpayer expense versus alta and snowbird benefits, an iffy fix for less than half a year of use and a full year of hassle to see the towers, , pay for it, get to it, and the negatives go on... | 32.1.2B; 32.2.9E | A32.1.2B |
| 37159 | Cureton, Daniel | Instead of putting in a fancy gondola that will not be free, it would be infinitely better to install a trolley train line (like Sugar House S line) up to the mouth of the canyon or to the ski area. This wouldn't add much to the road way, could be a public transit option up the canyon-from airport to ski by train-imagine the slogan! This also wouldn't block anyones scenic view in the area. | 32.2.9E; 32.2.2I | A32.2.2I |
| 29782 | Curl, John | Please don't go through with the gondola. Going through with it would not only affect Utah in a detrimental way but also lead to less professional athletes coming to salt lake from worldwide. The Mecca for outdoor enthusiasts and professionals would be very affected for the sole reason is a few skiers want it, when there are other cheaper, better, and more responsible options. Please don't go though with the gondola. | 32.2.9E | |
| 28752 | Curley, David | I am opposed to the gondola and agree with the stance of Friends of Alta. Incremental changes with each phase undergoing a study makes sense to me | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 26731 | Curley, Jill | A gondola would be a disaster for Little Cottonwood Canyon. Especially if it's just for winter season. Limit the amount of skiers at the resort. Or parking reservations. That seemed to work during covid. No large parking structures at mouth of canyon. Inter-change all winter resorts so Skiers can park in Heber and ski Snowbird/Alta. No gondola! We won't have winters in 5 years because the Great Salt Lake will be dried up and gone! No gondola! | 32.2.2E; 32.2.2K; 32.2.2QQ; 32.2.6.5F; 32.2.9E | A32.2.2K |
| 35859 | Curley, Makaylee | Don't waste out tax money on the gondola. Ski resorts can limit how many can ski. They are packing their slopes for \$\$\$\$. Not fair that we locals pay the price for the most expensive way to regulate traffic. Besides when it's all said and done only the Elite will be able to afford to use it. | 32.2.9E; 32.2.7A; 32.1.2B | A32.1.2B |
| 29735 | Curran, Jahn | It's time Utah caught up with Europe when managing large numbers of people and still keeping nature-- whether for summer hikers, or winter skiers. A gondola will attract those with money, and be FAR better for the environment than stupid smoke-emitting buses-- even electric busses will take up space from private vehicles and add to traffic jams, cost of road maintenance, etc. Yes for the Gondola! | 32.2.9D | |
| 32513 | Currier, Taylor | I feel that public comments have not been taken into consideration during this process. There have been thousands of public comments made against the gondola and overwhelming opposition to a ski gondola in Little Cottonwood Canyon. Gondola Plan B is not the preferred alternative of the people but it the preferred alternative of UDOT. Salt Lake County and Salt Lake City have passed resolutions against the gondola as well. I believe that Little Cottonwood Canyon is a multi-use canyon that draws people and generates income for the area from more than just skiing. The hiking, climbing, biking, and outdoors are just as important to the canyon. It is not acceptable to build a gondola using tax payer money at the expense of the local tax payers. This public comment is a resounding NO to any plan with a Gondola. | 32.2.9E; 32.2.9N | A32.2.9N |
| 31867 | Curry, Caitlin | I am a Sandy resident and outdoor recreationist, and I adamantly oppose the gondola solution. This is a disruptive solution, not only to the canyon but to Sandy residents. This is a structure that will permanently alter the landscape to benefit a private entity and single outdoor user group, without consideration to the environmental reality that the ski industry will likely not exist in 25 years due to climate change. Furthermore, as an avid bowhunter that hunts in the Wasatch, I'm particularly irritated that my tax dollars would fund this project - one that benefits a private entity that leases Forest Service land that I own as an American and restricts hunting access on that land. I am a proponent for the enhanced bus service solution, but I would also like to see some contribution from the private entities that would benefit from this solution to fund that service rather than relying on tax dollars from Utahns who will not utilize this service because they don't ski (like myself). | 32.2.9E; 32.1.2D; 32.2.2E; 32.2.9A; 32.2.7A | |
| 33876 | Curry, Cliff | Oct. 15, 2022 Alta Lodge appreciates the opportunity to comment on the UDOT Little Cottonwood Canyon Final EIS. Alta Lodge | 32.2.9E; 32.1.4C; 32.29R; 32.2.4A; 32.2.2Y; 32.2.2M; 32.2.2XX | A32.29R; A32.1.2H; A32.2.6S |

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| | | <p>Alta Lodge was established in Alta in 1940, and has been owned and operated by the Levitt family since 1959. Alta Lodge provides fine lodging and dining, winter and summer, to over 15,000 visitors annually. Alta Lodge guests are Utah residents and out-of-state and international visitors, all of whom travel to the Lodge on SR 210. As employees and residents, our staff are daily travelers on SR 210. Alta Lodge is a long-term stakeholder in the Alta community and SR 210.</p> <p>The Current Preferred Alternative Gondola B</p> <p>The current preferred alternative, Gondola B, would not meet the project purposes and would create undue environmental impacts, including construction and visual impacts.</p> <p>The proposed massive aerial Gondola B would be:</p> <ul style="list-style-type: none"> • slow - by requiring over 20 minutes more travel time than the Enhanced Bus/Roadway Widening alternative, it would detract from rather than serve the project purpose of mobility • woefully inadequate to meet the project purposes - at best it would move the pitifully small number of 1050 people per hour • visually obstructive - it would create high visual environmental impacts • narrow in function • severely limited and inflexible in points of ingress and egress • intrusive and out of scale to the Alta community • the subject of many years of protracted litigation over environmental impacts, property rights and purported rights of eminent domain. <p>The ski resorts are great, we love them, and we can all see that an aerial tramway would serve the purposes of the ski resorts; however, that is not UDOT's mission. The mission is to serve the citizens and the travelers. Gondola B would not do that.</p> <p>Phased Implementation Solutions - Faster, Cheaper and Better</p> <p>UDOT's initial phased implementation solutions should be recognized as the wisest solutions for the project purposes.</p> <p>The initial phased alternatives identified in the EIS are actually more effective, with less impact than Gondola B. Tolling, SOV restrictions, mobility hubs, snow sheds, and trailhead and roadside parking improvements would all be faster, cheaper and better, with fewer environmental impacts than Gondola B.</p> <p>The problem on SR 210 in the canyon is too many vehicles. The way to have fewer vehicles is not to add a massive new infrastructure. It is to encourage more people to ride in each vehicle. The path toward that solution is carpooling and new transit tech. Transit tech will evolve in ways that we do not yet fully understand. Carpooling, however, is something we can understand now. We should make carpooling incentives such as tolling, preferred parking, carpooling networks and apps, and easy carpooling pickup and drop off locations. Carpooling improvements are light on infrastructure and will offer a great return on investment.</p> <p>In addition, passing lanes and pullouts should be added and improved. Slow vehicles delaying five or more cars should be required to pull out. The traction law should be strengthened and should be strictly enforced November through April, limiting entry to SR 210 to vehicles with true snow tires and all-wheel drive. Entry from Snowbird westbound should be limited to a single point at Entry 1, so that vehicles coming from Alta have equal access to the roadway.</p> <p>Thank you for considering our comments.</p> <p>Cliff Curry, President Alta Lodge [REDACTED]</p> | | |
| 32395 | Curry, Eli | <p>Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses?</p> <p>As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging.</p> <p>They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses.</p> <p>UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> | 32.2.9E | |
| 30956 | Curtis Lee, Esq., Virginia | <p>I am writing as a biologist (1977 BS Biology, magna cum laude, Phi Beta Kappa), lawyer (1979 JD), a Utah Republican precinct chair, and a member of the Union of Concerned Scientists.</p> <p>As a former member of the Salt Lake City Public Utilities Advisory Committee, I urge UDOT to prioritize Little Cottonwood Canyon water quality and quantity.</p> | 32.1.2F; 32.12A | A32.1.2F; A32.12A |

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| | | <p>Water is life.</p> <p>Earth is already in the midst of its sixth mass extinction episode owing to the driving forces of 1) over-population and continued population growth, and 2) over-consumption by the rich. https://pnas.org/cgi/doi/10.1073/pnas.1704949114. Proximate causes include climate disruption, habitat conversion, over-exploitation, toxification, species invasions, disease, and (potentially) large-scale nuclear war.</p> <p>Now is not the time for UDOT to prioritize skiing over survival of Salt Lake City's rapidly expanding population has exceeds the carrying capacity of the quantity of water available to sustain life.</p> | | |
| 36060 | Curtis, Ava | Gondolas would destroy the views of our canyon and damage wildlife habitat. Instead the best transportation solution would be having fast and easy buses. Don't build a gondola. Save our canyons. | 32.2.9E; 32.1.2F; 32.2.9A | A32.1.2F |
| 31170 | curtis, cody | As a Utah resident and regular visitor to the cottonwood canyons, I am all too aware of traffic problems in the canyons. However, the gondola is a ridiculous boondoggle that will cost a fortune and will by no means solve the traffic problem. I am opposed the the phased implementation and the eyesore, waste of money, of a gondola all together! There are far more effective and cost effective ways to solve the traffic problems. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 36286 | Curtis, Erin | I think the gondola is a terrible idea. The expense benefits primarily one industry. The cost would be borne by many who will receive no benefit (other than tax revenue). What about spending those dollars on saving the Great Salt Lake, so we can have a ski industry? The gondola plan is a thumbs down for me. | 32.2.9E; 32.1.2D | |
| 36697 | Curtis, Ethan | Do what the people of Utah want and cancel the gondola plans! | 32.2.9E | |
| 26403 | Curtis, Jefferson | This project reeks of government corruption thanks to Chris McCandless and Wayne Niederhauser's connections with Snowbird and LaCaille. Its stupidly expensive and only serves to grease the palms of a select few. Stop wasting taxpayer's money | 32.1.2B; 32.2.7A | A32.1.2B |
| 37931 | Curtis, Jennifer | As nearly lifelong residents of Sandy, and devout canyon goers, my husband and I are opposed to the gondola. The years of construction will severely impede the quiet and solitude and beauty we find in the canyon with our young children. We do not want Wasatch Blvd widened nor a huge parking structure constructed near La Cai. This is the city we live in - it will never be the same if you make these changes - which in our opinion, are for the worse. Besides the enjoyment of the canyon for all, the impact on residents in the area of the canyon needs to be a top priority!! Sandy residents deserve a greater say. Thank you!! | 32.2.9E; 32.2.9L | |
| 27703 | Curtis, John | I am extremely disappointed and concerned with UDOT's selection of the Gondola alternative. This begs [raises] the question of whether UDOT is listening to public comments or is simply in the pockets of Alta and Snowbird. The visual damage to Little Cottonwood Canyon from this permanent change will be horrible. I still don't understand why the train concept was abandoned. Everyone I talk to about this is opposed to the Gondola, once they understand the visual impact to the beauty of the canyon. Lastly, if the Gondola ultimately is constructed, Alta and Snowbird should pay the ENTIRE cost as they are the only two entities benefitting from it along with their users. Skiing has become so expensive that this is essentially serving only the elite. Alta, Snowbird and their users should bear the cost if that is what they want. The Gondola does not stop at any other trailheads and serves the good of the ski industry only. | 32.2.9E; 32.2.7A | |
| 34959 | Curtis, John | A gondola can only move 1000 people per hour, you need to move 10,000 people per hour. The gondola will be a billion dollar eyesore.... | 32.2.9E | |
| 25826 | Curtis, Nancy | Totally against this .We are taxed too much already and being a senior , I cannot afford more taxing. Not only Utah is using the canyons. Tourists are. Let those that want the canyons for skiing let them add to the high prices that a average Utahn can't use as it is. Get realistic about how expensive it is to live in Utah as it is.Seniors, and families with kids are already stressed for money. No, No ton any of UDOTS plan. | 32.2.9G; 32.2.7A | |
| 37672 | Curtis, Nancy | Definitely "no"to gondola. | 32.2.9E | |
| 27449 | Curtis, Nick | There are better ways such as limiting the number of people in the resort each day so that the gondola does not have to destroy our beautiful canyon | 32.2.9E; 32.2.2K | A32.2.2K |
| 36218 | Cushing, Grace | Please reconsider the decision to install a gondola in LCC. | 32.2.9E | |
| 34346 | Cushman, Lorenz | The gondola approach is not a holistic solution for the transportation problems in both little and big cottonwood. This is an extreme solution that wrecks havoc on the environment without even assessing all of the traffic concerns. Recreators of both canyons who use all trailheads and parking areas should be considered and advocated for. The gondola solution does not meet the needs of the public it only serves to benefit two cooperate resorts. In addition, this is an extremely expensive solution that will permanently change the landscape of the canyons. Please consider alternatives that advocate for carpooling and public transport. | 32.1.1A; 32.2.9W; 32.2.6.5G; 32.2.9A | A32.1.1A |
| 27238 | Cushman, Lorenz | I personally believe this decision (Gondola phase B) is not the decision that will benefit the most amount of people. This is only a solution for 2 out of the 4 ski resorts and doesn't consider the large amount of people who recreate for reasons other then ski tourism. This is an enormous amount of money to be putting into a environmentally damaging and aesthetically displeasing gondola. Please think about what the people want not about what the corporations want. | 32.2.9E | |
| 27238 | Cushman, Lorenz | I personally believe this decision (Gondola phase B) is not the decision that will benefit the most amount of people. This is only a solution for 2 out of the 4 ski resorts and doesn't consider the large amount of people who recreate for reasons other then ski tourism. This is an enormous amount of money to be putting into a environmentally damaging and aesthetically displeasing gondola. Please think about what the people want not about what the corporations want. | 32.2.9E; 32.1.1A | A32.1.1A |
| 36460 | Cutak, Gene | Those who use the canyon should pay to use it and the maintenance there of. The public should not have to pay for the elitist who have the means and resources to vacation and ski which is a primary reason for the congestion problem at hand. Pay for use is the right thing to do but lets see how that works out. My guess is everyone wants big government to take care of everything for them. | 32.1.2D; 32.2.7A | |

Appendix A1, Reproductions of Comments on the Final EIS

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| 28267 | Cuthbert, Jocelyn | I am a resident in Cottonwood heights in between being and little cottonwood canyon off Wasatch blvd, and am incredibly concerned about the construction of a gondola. I bike in the canyons all summer, and ski there all winter, both in big and little cottonwood and in the resorts and backcountry. I have not seen any user group that has any interest in a gondola, beyond the corporations of the ski resorts that stand to profit off of this project. The gondola would take the traffic that works its way up the canyon and re-direct it to my backyard, making it difficult to commute or recreate elsewhere due to the stand still ski traffic. At least if you are headed up the canyon, the impacts of traffic are more limited to those who are recreating or working at alta or snowbird. As the traffic works its way down wasatch, it will be making those neighborhoods unlivable for those of us who still need to drive into work on a powder day or any saturday morning. Based on my own biases, as well as listening to fellow skiers and looking at the comments on any social media post on this topic, I don't understand how the most hated solution seems to be the choice? There is almost no public support for the project, because the people that live near or recreate in LCC care more about keeping what wild places we have access to wild and as pristine as possible than sitting in an extra 30 minutes of traffic on the way to ski. There are much less expensive ways to try to solve this problem that are not permanent eye sores in the canyons year round, and that would not require construction that would destroy so much of the existing canyon. The Wasatch is small, and there is simply no need for a gondola to destroy the pieces of it we have left. | 32.2.9E; 32.2.6.5E; 32.2.9N; 32.2.2PP; 32.7B | A32.2.6.5E; A32.2.9N |
| 34945 | Cutting, Amy | I am opposed to the LCC gondola as the preferred long term solution for dealing with transportation issues in the canyon. There are far less costly and more inclusive alternatives for all citizens, beyond skiers, that should be fully utilized before this enormous misuse of taxpayer funds should be committed. | 32.2.9E | |
| 32780 | Cutting, Bill | Limit or eliminate all private auto traffic. Rely solely on electric busses. | 32.2.2L; 32.1.2C | |
| 28345 | Cutting, Ellie | Please find a less intrusive alternative to the gondola in Little Cottonwood Canyon. Please consider all other options first, like better public transportation (that actually ends up in residential areas), or any other solutions that can be easily changed. This is much too permanent, especially if it doesn't work as planned and we end up with a huge eyesore. | 32.2.9A; 32.2.2I; 32.2.2PP | A32.2.2I |
| 36115 | Cutting, Will | As a lifelong Utah resident and someone who has benefited from the beauty and tranquility of LCC, I strongly oppose the construction of the gondola. I believe there are better, cleaner, less expensive and less obtrusive options to improve transportation up and down LCC. | 32.2.9E | |
| 32387 | Cynthia, Proctor | No. Just NO! I don't want my or anyone else's tax dollars paying for this behemoth. It's a subsidy for the wealthy who are the only ones who can afford to ski. It's a ecological disaster that will permanently scar the landscape and interfere with the wildlife. Just no! | 32.2.9E | |
| 26258 | Czerny, Tanner | Pease don't ruin our canyons like that. Eco systems will be lost just to save you 15 minutes | 32.29D | |
| 28924 | D, C | From this non-denominational individual, I say bless the Diocese for being outspoken and articulate regarding the gondola; I wholeheartedly agree a gondola is ridiculous environmentally and morally. I pay so much in taxes I can hardly afford on internet purchases and food, and I see no benefit to myself or the community from paying them. Is this where regular people's taxes go, to luxury products for the rich? | 32.2.9E; 32.1.2B; 32.2.7A | A32.1.2B |
| 33004 | D. Gates, John | Please please please NO GONDOLA!! 1. Toll booth 2. Actual traction enforcement laws!! 3. Snow road bridges/tunnels 4. Widen the road 5. MORE BUSES | 32.2.9E; 32.2.9B | |
| 30237 | Dabell, Paige | Do not build the gondola without several years of trialing very good bus access and tolling to get up and down the canyon. It would be so much simpler to run a toll on the road to discourage driving and offer buses. Then all your need is several bus terminals outside of the canyon, spread across the valley. Toll every car that drives up to Bird/Alta in peak times (or deny car access outright in peak times (except for employees or people staying at the mountains)), and run buses continuously from the base of canyon parking lot. Jackson Hole basically does this and it keeps traffic down. it's clear that this is a big ol' bonus to Alta and Snowbird's pockets while killing the skier experience. To say that busses aren't feasible without developing the infrastructure to reliably allow people to leave their cars down canyon is completely disingenuous to me. The gondola is one reason I will be moving out of Utah in the next couple of years if it is proceeding forward. The gondola will destroy the canyon and is not a feasible path forward. It is obvious that this is not for the people of Utah, but just for company profitability. Please test other methods first. 80% of Utahns to not want the gondola. | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.7B; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 33767 | Dacus, Jesse | I implore you to please not construct a gondola through an already over developed canyon. Erecting this monstrosity will line the pockets of a few and have numerous deleterious affects on the local ecosystems of cottonwood canyon. Please, just NO!!! Europe has decimated its wilderness. Let's learn from their mistakes. | 32.1.2B; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 37143 | Dadali, Giray | Hello. I believe that the number one cause of traffic in Little Cottonwood Canyon stems from the growing use of users of this specific canyon. The main users of this Canyon come from Provo, Salt Lake, and Park City. Winter enthusiasts from the north in Ogden have both Snowbasin and Powder mountain to choose from, Park city has their resorts though some people still drive around, Salt Lake County users have BCC or LCC for the most part, and Orem through Payson only really have the cottonwoods as well. Sundance is a small resorts that little people in that region actually visit. So, I believe the money is best utilized in solving the stem of the traffic problem -- to create a unique winter experience for those in Utah County, where there are 600,000+ people. There already exists Provo Canyon, a well developed highway, and a small road (E S Fork Road) into Cascade Mountain. Cascade Mountain is a massive peak with 10 large bowls from Cascade peak to | 32.29D | |

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| | | Shingle Mill, reaching 10,875ft tall -- just barely shy of Snowbird. Utilize this budget to solve the traffic issue with one that offers an abundance of jobs, recreation, tourism, and enhancement of life for those in the Utah Valley. While the resort is being developed, an enhanced bus system and weekend parking permits can be utilized in LCC to alleviate the congestion. | | |
| 34652 | Dahill, Nancy | The proposed Gondola, no matter how novel, does not substantially address the tragic problems of little Cottonwood Canyon. | 32.2.9E | |
| 31034 | Dahl, Dale | Gondola tells the world Utah values our canyon as a world class vacation destination. Is Utah worth it? | 32.2.9D | |
| 35554 | Dahl, Megan | Please do not build the gondola. As a resident of Sandy, I strongly oppose the gondola and the taxes I will have to pay for this. Please consider bussing or other transportation options. | 32.2.9E; 32.2.9A | |
| 36004 | Dahl, Megan | Please do not build the gondola. As a resident of Sandy, I strongly oppose the gondola and the taxes I will have to pay for this. Please consider bussing or other transportation options. | 32.2.9E; 32.2.7A; 32.2.9A | |
| 38160 | Dahl, Trevor | Everyone I know despises the idea of a gondola and would much prefer to mitigate traffic with expanded bussing and carpool incentives, like a fee station, etc. If you can't find bus drivers, pay them more. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 37850 | Dahlberg, Peter | The fact that UDOT has not publicly addressed the vehicle tunnel alternative makes me believe that UDOT is mainly interested in building the Gondola and is not concerned with finding the best solution to address traffic issues in Little Cottonwood. Why not investigate a vehicle tunnel when it appears that it is lower cost, higher capacity, lower environmental impact and does not destroy the natural ambience of the canyon? | 32.2.2C; 32.1.2J | |
| 34669 | Dahle, Jim | Every time I explain the options and their pluses and minuses to anyone, they reply, "Well the gondola is stupid, why are they even considering that?" The only people who want it either don't understand the issues or have a conflict of interest. | 32.2.9E | |
| 36944 | Dahle, Katie | A gondola with 2500 parking spaces at the mouth of Little Cottonwood Canyon will not solve the traffic issues that currently affect the larger Cottonwood Heights, Sandy, and Granite communities. The egregious expense of a gondola that only serves two private entities isn't a wise use of taxpayer funds. It doesn't address the many other users that use the canyon year round. | 32.2.6.5E; 32.2.9E | A32.2.6.5E |
| 25628 | Dail, Tyler | I am completely against this gondola. It will impact the climbing community and remove iconic boulders from the canyon. Very much against this! | 32.2.9E; 32.4B; 32.6D | |
| 25737 | Dailey, Patty | I think it is a great idea. My son works up there and I fret all winter about those roads. He hates the bus, too crowded. I do not see the expected time from base to resort though and am curious how long the proposed gondola trip is expected to be. | 32.2.9D; 32.2.6.5O | |
| 33365 | Dailey, Zac | I am a lifelong resident of Salt Lake City who grew up skiing our local ski resorts. I have also taught my kids to ski on those same Cottonwood Canyon ski resorts. However, I no longer can afford to take my family skiing because we have been priced out of the market of a sport I love. I am opposed to the LLC Gondola project because this project will only serve a small user group of Snowbird and Alta for a short period of time for 4 months of the year. Alternative options exist to better serve the entire community and not cater to just rich users of the two ski resorts. Those include tolling and improved bus routes. I dont agree with tax payer dollars being used to fund this project that only a small percentage of the population will use. | 32.1.2B; 32.1.2D; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 26787 | Daily, Chris | I am fully against the decision of the gondola moving forward. I love both ski resorts located there, but absolutely not enough for then to be privileged to a tax funded project that solely befits them. The environment in this canyon is in my opinion already at max capacity. I see this as being awful for the environment, rushed, poorly thought through, and lacking in completion. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 31589 | Daily, Julie | Thank you for the opportunity to comment. We the public are the people being served by our government. I hope that comments from the public are not simply a check box but that they are impactful in this decision. The gondola plan is not cost effective for public money as the benefits serve private companies and the cost is magnitudes higher than the alternatives that have proved very successful in Millcreek (enhanced busses, tolling, reservations, enforcement of traction restrictions). Little Cottonwood Canyon is a national treasure. It is our duty to protect this treasure for the future, for the children. Analogies are often made to European ski resorts. The landmass in our canyons is magnitudes smaller than resorts like Chamonix. A solution for Chamonix is not appropriate for the Cottonwoods. Thank you. | 32.2.9E; 32.2.2Y; 32.2.9A; 32.2.2M | |
| 27802 | Daines, Larry | We shouldn't do the gondola. It's too disruptive to the watershed and canyon, and we shouldn't subsidize 2 private corporations who are more than capable of paying for it themselves. Enough corporate welfare that only benefits a few. You should be charging tolls and access fees and giving lockers to skiers who use the bus. Thanks | 32.2.9E; 32.2.4A; 32.2.2K; 32.2.3A | A32.2.2K |
| 37324 | Daines, Peter | I write in opposition to the gondola proposal. While mighty, the Wasatch is a small range and LCC may be its crown jewel. To severely undermine its beautify with a permanent gondola that primarily serves two private interests would be a tragedy. The gondola's shortcomings are well-documented in this community in ways I couldn't add to. I would reiterate that in addition to undermining LLC's aesthetic, it does not solve the traffic issue and seems to discriminate against all non-Alta/Bird users. Last, the permanence is frightening. We are in an odd time with growth and pandemic related outdoor use increase. That the number of outdoor users may actually | 32.2.9E; 32.1.2D | |

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| | | naturally decrease in the coming years is a serious possibility. Please do not build it. | | |
| 29115 | Dainesi, Jonathan | The problem mitigates itself if Alta and Snowbird enforce mandatory parking reservations. This past season the traffic was worse for BCC and only Alta was enforcing parking reservations. Are the resorts expanding the in bounds terrain? If not, we should not be increasing the number of skiers and snowboarders up there. | 32.2.2K; 32.20C | A32.2.2K; A32.20C |
| 28738 | Dainton, John | I absolutely do not support the implementation of a gondola in LCC due to the disruption of the view shed | 32.2.9E | |
| 29770 | Dale, Olivia | I have been skiing at Alta for my whole life. My parents used to strap me to their back and ski down. Alta is like my home on skies. Now, as a college student, the idea of an expensive, time-consuming, environmentally damaging gondola is angering and depressing. The gondola price point (about \$30 per ride) would be impossible for students or lower-income students to afford. A drive that can take 20 minutes turned into an hour would waste everyone's time. The added infrastructure would also RUIN bouldering locations throughout LCC and negatively impact the surrounding environment. The proposed parking lot site would also pave a legitimate slice of paradise in Utah. Plus, this would result in increased traffic in neighborhoods. A better solution would be to have the cars parked down by the freeway. Bus the skiers directly to Snowbird or Alta on EXPRESS buses. Not allow any downhill traffic from 8-10 am and no uphill traffic from 4-6 pm. Using all the lanes to go either up or down packed with buses. . just like they do on the West side for a few streets. I am already conscious of carpooling to the ski resort and actively protecting our canyons. I will continue to do so. The proposed plan for the gondola is asinine, especially with all the comments and feedback. Implementing this plan would negatively impact the joy and use of the canyon forever. There are methods that would allow for the same results without having such a negative impact and going against public opinion. Do the right thing. | 32.2.9A; 32.2.4A; 32.7A; 32.1.4J; 32.4C; 32.2.6.5E; 32.2.9E | A32.2.6.5E |
| 27752 | Dale, Robin | I've skied primarily at Alta for 35 years, raised my kids skiing there, and live in White City to be close to this beloved place. Why would you ruin this place with a gondola that's mostly benefiting the capitalists? A preferred option is multiple express buses directly to Alta without a Snowbird stop or express Snowbird buses from parking lots near the freeway. Why would you invite so much traffic to park and pollute the East bench? To ride the gondola it will take over twice as long to arrive as carpooling up there from my White City home. Is this Gondola even a transportation solution or is it a capitalist boon? Please respect Little Cottonwood Canyon. It is not Disneyland! What a mistake you all are making. Respect the citizens that live near the canyons as well. | 32.2.9E; 32.2.9A; 32.7C | |
| 27906 | Dalesandro, Julia | Gondola is not the answer. We will be getting less snow and we need creative broad solutions instead of just looking at traffic jams 20 to 30 days of the year. | 32.2.9E; 32.1.2B; 32.2.2E | A32.1.2B |
| 34638 | Daley, Colleen | I think that there are other alternatives than changing the face of the mountains. It is hard as a group to see other alternatives when you have been massaging one proposal for four years. This happens with people long on the board such as planning commissions. I have witnessed that a lot in Utah and other states. Have you approached the U of U. Gain some original insight from environmental engineers and activists. There has to be a better 21st century approach. This will contribute to the precious quality of life in Utah disintegrating. No parking, all bussing...NO GONDOLA and minimal widening of road. Thank You | 32.2.9E; 32.2.2B | |
| 34757 | Daley, Dalton | There are so many better options! -the money could go to better use (the people that depend on taxes) -catering to private interests -there's going to be a heavy tax on the road (non skiers will have to pay) -gondola tickets will be costly making skiing even more elitist -the canyon is a watershed that supplies water to almost a million people (the water isn't stored so if there's a construction mishap it'll effect the supply within 24hrs) -views -more people on the hills more danger and more environmental degradation | 32.1.2B; 32..2.4A; 32.12A; 32.20C | A32.1.2B; A32.12A; A32.20C |
| 32157 | Daley, Lillian | As a local resident, I am opposed to a gondola being built in Little Cottonwood Canyon. The gondola would only be beneficial to resort skiers an snowboarders, and would impact the experience of others such as hikers and climbers negatively. I enjoy coming to the canyon to hike to find peace and be in nature. The natural beauty of the canyon will be destroyed with the gondola and most users (who are not resort skiers or riders) will have a less enjoyable experience recreating. Better busses, shuttles, and carpooling (including more parking for carpoolers and public transit riders) would improve the flow of traffic but preserve the beauty of the canyon on busy winter days. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 33020 | Daley, Molly | UDOT should conduct a capacity/visitor management study to better understand how many visitors LCC can support before completing the EIS. The gondola won't solve Little Cottonwood Canyon's traffic problems, but we already have solutions that are proven to work, including enhanced buses, tolling, parking reservations and enforcement of traction laws. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of Little Cottonwood would destroy the canyon's natural beauty. Committing hundreds of millions of taxpayer dollars to the world's longest gondola without a commensurate effort to reduce auto traffic in the canyon nor addressing spring/summer/fall traffic amounts to a government-paid lift for two ski resorts. | 32.20B; 32.2.9E; 32.2.9A; 32.2.4A | |
| 25782 | Dall, Amy | NO GONDOLA. The gondola does NOT solve the problem of traffic in the canyon. It is merely a billion dollar"solution" for Snowbird and Alta and anyone who can afford to ride it. So disappointed with the lack of foresight by UDOT. Seems like you all only see dollar signs. | 32.2.9E; 32.7C; 32.1.2B; 32.2.2PP; 32.2.9N | A32.1.2B; A32.2.9N |
| 30011 | Dall, Amy | I unequivocally disagree with a gondola. A gondola only serves and benefits the wealthy. Taxpayers foot the bill? Not good, UDOT. | 32.2.7A; 32.2.9E | |
| 32954 | Dall, Ana | I say no to gondola. It will scar the landscape. Consider limiting traffic or license plate days, ot appointments, random selection and all the other common sense options. No to gondola. | 32.2.9E; 32.2.2K; 32.2.4A | A32.2.2K |

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| 36106 | Dall, Corby | I do not want the gondola. The limited use of the gondola will not alleviate enough traffic to solve the problem. Lets avoid playing into an almost single beneficiary to solve this problem. | 32.2.9E; 32.1.2D | |
| 37074 | Dall, Jessica | We live right at the bottom of the canyon and feel this will not solve a long term problem. I believe people will find this "fun" one time, but will not be a solution for people skiing multiple times a year and people will choose driving over the gondola. Our Canyon is so beautiful and this big structure will take away from the beauty as it sits now.. and in my opinion not one that is worth it or beneficial. | 32.2.9E | |
| 32295 | Dalrymple, Paul | There is utterly no reason to build a gondola upLittle Cottonwood Canyon!! Please be reasonable about other more viable options than the gondola!! | 32.2.9E | |
| 32567 | Dalton, Brad | I am not in support of the gondola. I don't like the idea of my tax dollars paying for something that only serves the ski resorts. I might be more inclined to support it if there were stops throughout the canyon, but if the gondola is the serve primarily the ski resorts, then they should primarily pay for it. | 32.2.9E; 32.2.7A | |
| 37778 | Dalton, Brent | Tax the ski resorts, more bus services needed. A gondola would ruin the beauty | 32.2.9A; 32.2.9E | |
| 33798 | Dalton, Jessica | I'm disappointed that we'd carve up our canyon to better serve the needs of Snowbird and Alta. LCC does not belong to the ski resorts and we should not build an invasive system so they can benefit. The solution must serve the people, not the corporations. | 32.1.2B; 32.6A | A32.1.2B |
| 31060 | Dalton, Jon | A gondola is a horrendous option to jump to without testing other less intrusive, permanent, and obstructive means. A gondola is such a sham of an idea. | 32.2.9E | |
| 32826 | Dalton, Larry | I am an outdoor enthusiast, a climber, and your constituent. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective.Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction.The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered.I hope you will consider opposing the Little Cottonwood Canyon gondola in favor of better solutions. | 32.2.9E; 32.2.9R; 32.2.9A; 32.2.6.3C | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.3C |
| 30171 | Daluga, Kyle | Try to see if there is a faster gondola or a way to speed it up! Make sure the gondola can withstand wind and avalanche not to close for weather and wide the wasatch bypass and entry to gondola from the south but make the gondola work well and I support it | 32.2.5.5C; 32.2.6.5K; 32.2.9D | |
| 37629 | Daly, Kyle | We do not want a gondola in Little Cottonwood Canyon. Instead, I urge UDOT to adopt enhanced bus service with no peak period shoulder lane as a solution to traffic congestion on S.R. 210. This solution should be implemented first, as it creates the least impact to our natural and cultural resources, including the Alpenbock Loop and Grit Mill climbing areas. Additionally, I implore UDOT to consider providing bus service to the popular trailheads including Gate Buttress, Bridge, Lisa Falls and White Pine, to further incentivize bus use among all canyon users. Again, NO GONDOLA in Little Cottonwood Canyon. Instead, we demand increased bus service. | 32.2.9E; 32.2.9B; 32.2.6.3C | A32.2.6.3C |
| 37638 | Daly, Kyle | We do not want a gondola in Little Cottonwood Canyon, Instead, I urge UDOT to adopt enhanced bus service as a solution to traffic congestion on S.R. 210. This solution should be implemented first, as it creates the least impact to our natural and cultural resources, including the Alpenbock Loop and Grit Mill climbing areas. Additionally, I implore UDOT to consider providing bus service to the popular trailheads including Gate Buttress, Bridge, Lisa Falls and White Pine, to further incentivize bus use among all canyon users. Again, NO GONDOLA in Little Cottonwood Canyon. We demand increased bus service. | 32.2.9E; 32.2.9A | |
| 37640 | Daly, Kyle | We do not want a gondola in Little Cottonwood Canyon, Instead, I urge UDOT to adopt enhanced bus service as a solution to traffic congestion on S.R. 210. This solution should be implemented first, as it creates the least impact to our natural and cultural resources, including the Alpenbock Loop and Grit Mill climbing areas. Additionally, I implore UDOT to consider providing bus service to the popular trailheads including Gate Buttress, Bridge, Lisa Falls and White Pine, to further incentivize bus use among all canyon users. Again, NO GONDOLA in Little Cottonwood Canyon. We demand increased bus service. | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 38523 | Daly, Mason | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 30521 | Damon, Chelsea | I am a resident of [REDACTED] and am concerned about the proposed gondola. Why is it not possible to institute a shuttle system like the one successfully implemented at Zion NPS? Why does the gondola only go to the resorts? How does that help to reduce transport needs for those not skiing? I live in the [REDACTED] that is just minutes from a skit shuttle lot. Every day in the winter I witness the number of cars being kept away from the mouth of the canyon through this service. | 32.2.2B; 32.2.6.5G; 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

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| | | Please note that I (and a large number of Utahns) vehemently oppose the gondola. At the very least, attempt the shuttle system before taking permanent steps. | | |
| 35002 | Damon, Chelsea | I would like to see less permanently invasive options explored before pursuing the gondola system. The fact that it will only stop at resorts is incredibly off putting to hikers like myself. I would much rather see a year round mandatory shuttle service on certain days (similar to Zion). I live in Holladay two streets from one of the shuttle stops and see first hand how many Canyon users are willing to utilize this valuable service. I would much rather taxpayer money be allocated to the bus transport than experimentation with one of the worlds largest gondolas. | 32.29R; 32.2.2B | A32.29R; A32.1.2H; A32.2.6S |
| 38370 | Damon, Kevin | <p>Dear Sir or Madam:</p> <p>My name is Kevin Damon and I oppose the gondola proposed for Little Cottonwood Canyon (LCC).</p> <p>My wife and I have been Utah voters for 30 years. My wife moved to Utah to teach skiing in 1984. We are regular skiers. For the last decade we have had Alta passes. Our kids are skiers and also active rock climbers. They are frequent users of LCC.</p> <p>I oppose the gondola as I believe it is too expensive, has a fixed capacity and will be difficult to modify in the future. Buses are not a good idea, but they are a better idea. They can be added in increments and the system can be modified as needed later.</p> <p>Let me go further, the gondola is ridiculously expensive. The cost I have heard bandied about is \$500 million, or \$200 per person in the state. I estimate that less than 10 percent of the population skis, and only about 1% of the population are serious skiers with annual passes. At most there might be 25,000 Utah residents with season ski passes in LCC. They will be the only real beneficiaries of the gondola. \$500 million dollars to benefit 25,000 people, works out to \$20,000 per pass holder. The number of skiers with passes in LCC may be lower, say 12,500. In that case the cost will be \$40,000 per pass holder. That is ridiculous.</p> <p>Looking at it another way, I have a friend who has experience in the ski industry. He has actually built ski areas. He tells me a local day use ski area costs less than \$100 million dollars to get up and running. So for the price of the gondola, which will only transport local pass holders, we could build five ski areas, vastly expand the opportunity of Utah residents to ski, and relieve the pressure on LCC.</p> <p>The real difficulty is that UDOT has been asked to address a problem that is not actually a transportation problem. The problem is really two fold. First LCC is a fixed size, but our population doubles every 30 years, so more people are trying to use the same number of acres. That is not a transportation problem. Second, the ski resorts choose to sell an unlimited number of passes, without considering how those pass holders are going to get to the slopes. While that has a transportation component, it is not a UDOT problem. That is a problem ski area operators brought on themselves and they can fix it themselves, for a lot less than \$500 million.</p> <p>Kevin Damon</p> | 32.2.9E; 32.2.7A | |
| 29969 | Dance, Heather | <p>I have lived [REDACTED] for the 5 years we have lived in [REDACTED]. I have 5 young children with friends who live [REDACTED]. I am concerned about having my kids ride their bikes or walk to their friends homes because of the speed of traffic on Wasatch. This has gotten worse over the years we've lived here. Coming down Kings Hill Dr is a blind corner with traffic going 50+mph. Golden Hills intersection was poorly designed with a 50+ MPH lane (coming out of Little Cottonwood) ending right where Golden Hills enters Wasatch. The high T intersection with a light, is NOT conducive to foot traffic crossing. There are two traffic lights (3500 E, Bangel) crossing Wasatch that are NOT safe for crossing with 50 MPH traffic running lights and right turns being made into a fast highway. I do not feel safe having my kids travel a distance they should be able to. Would you feel sae sending your kids to cross these roads on their own? South of 9400 S, traffic is 35/40 miles per hour and cars largely follow those speeds. Please considering listen to the COttonwood heights city officials who are pushing to save wasatch and keep it a city/community friendly road. Ski traffic is in the winter, we live here year round! the roads that could change for winter traffic effect our whole way of life year round. What would you want if you lived here?</p> <p>There is a very large neighborhood east of Wasatch that will be detached from Cottonwood Heights if the road becomes widened and speeds stay 50+. Change the speeds to 35mph. 50+ is much too fast for community.</p> <p>I compare Wasatch to Bangerter Highway. Bangerter used to be a commuter road with lower speeds and traffic lights, but now it is literally a freeway. Cottonwood Heights is a community that doesn't need to be broken up by large, high speed roads. I hope UDOT officials can do their best to be an example for the cities around the valley. Thinking about those who live in the areas where roads and transportation is changing. We can have roads conducive to bikes and pedestrians while still allowing cars to pass through.</p> <p>Having a giant parking lot at the base of Little Cottonwood is again not a community feel. There are better places to put the parking lot (ie gravel pits north of big cottonwood). I don't want the gondola going up at all, but if the comments of the people don't change UDOTS mind, the parking lot should NOT go up in neighborhoods already established. The gravel pit should be the location.</p> <p>The gondola changes the canyon forever. FOREVER. we will never get back what mother nature has given us once the structures are built. When global warming continues to effect our snow fall and precipitation each year, where will the gondola lead? This, in my mind, might be when the gondola is finally funded and</p> | 32.2.6.2.2A; 32.4F; 32.2.9E; 32.4M; 32.2.2E; 32.2.9N | A32.2.6.2.2A; A32.2.9N |

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| | | <p>completed. We will not have snow in these mountains forever the way the world is going.</p> <p>I agree with all the comments as to why the gondola should not go up. The peoples voice has spoken with the 10's of thousands of comments from all over the world speaking up against this. Why does UDOT continue to listen to voices of those with money to benefit from this project?</p> <p>My family back country skis, hikes, and snowshoes in the winter. We are not always going up the canyon to head to a ski resort. Cost to ride the gondola will be cost prohibitive to people who live here in Utah and want to enjoy these mountains when we can. Why should we have to suffer and pay huge gondola fees to ride up the canyon? Living here in Utah is not a vacation for us where we budget and head out to a ski trip. We live here to enjoy the mountains daily! They should be accessible and free to those who live here! Our canyons are not an amusement park to bring people from all over the world.</p> | | |
| 29565 | Dance, Heather | <p>I believe this decision made by UDOT is very irresponsible in taking care of the community and land at large. Our canyon will NEVER go back to where it was before a gondola was put in. - Tax payers should never be funding this! It benefits the ski resorts 100%. - There won't be enough stops for other canyon users to stop and enjoy the free outdoors - not everyone going into the canyon goes up to Alta and Snowbird. Hence the point made above. - Our watershed will be affected. I don't know how many studies were shown to produce the results you needed to hear. - Global warming is a thing! By the time this is funded and built, there may not even be enough snow to enjoy. Then what happens to the gondola? - Who can afford to pay for gondola rides when canyon access should be FREE to all? Not only the elite who can afford large amounts of riding the gondola. This cuts the outdoors off for many people!!! Implementing paid parking/parking reservations at the resorts will and has minimized traffic. Fees to enter the canyon like Millcreek Canyon has are options to minimize traffic and encourage carpooling as well. Many highways in the US have snowsheds built up and over roads where avalanches are problems. Why is this not more of a focus? Even with implementing the above and the possibility of these steps taking drastic action, UDOT still plans to build the gondola. Why is UDOT not more upfront with everyone? Who exactly are the investors and backers that are going to profit from this gondola? "Josh Van Jura UDOT's project manager for the Little Cottonwood EIS confirmed to Councilwoman Birrell that if UDOT gets the funding for the gondola B from the Utah State Legislature, a gondola will be put in no matter what."</p> | 32.1.2B; 32.1.2D; 32.12A; 32.2.2E; 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.9E; 32.2.9K; 32.2.9N; 32.12A; 32.29R | A32.1.2B; A32.12A; A32.2.2K; A32.2.9N; A32.12A; A32.29R; A32.1.2H; A32.2.6S |
| 35687 | Dangerfield, Joanne | <p>I look forward to riding a quiet gondola up the canyon. Our family rode a gondola in the Daintree in Australia and really loved the experience. Peaceful and beautiful ride.</p> | 32.2.9D | |
| 27367 | Daniel, Alicia | <p>Less destructive options exist-options that would be more equitable for dispersed recreators and other users that will not come at the expense of the canyon's beautiful landscape. Transportation infrastructure that physically and permanently alters the canyon should only be considered after less impactful options have been implemented and shown to be ineffective before beginning to make permanent changes to the canyon's landscape</p> | 32.2.2PP; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 32314 | Daniel, Corinne | <p>The Gondola just won't address the issue of congestion in the canyon. It doesn't make sense to spend taxpayer money for infrastructure that will generate revenue for private institutions that are already doing quite well! We need to preserve this money for infrastructure updates that the people need. It's corrupt, ineffective, and most importantly - going to deteriorate the most beautiful aspect of the canyon - that it's not overrun with people and infrastructure. This gondola should not be developed. It won't solve our problems and will only help the ski resorts. Keep tax money for taxpayers - not ski resorts!</p> | 32.2.9E | |
| 32242 | Daniels, Cheryl | <p>Please please NO gondola ! I am a resident for Sandy's two years. I love Sandy. Over another my family loves Sandy. We do not want the canyon gondola . We do not support the gondola!!</p> | 32.2.9E | |
| 32143 | Daniels, Joseph | <p>A much better solution to the Little Cottonwood gondola would be a bi-directional train system that ran between Sugarhouse and Sandy. From Sugarhouse (from the S-Line) up Parleys Canyon to Park City, under the mountain to Brighton, under the mountain again to Alta and then down Little Cottonwood to Sandy.</p> <p>Trains would run in both directions and in the summer, could run a reduced schedule but with increased stops to summer facilities such as the Golf Course in Parleys and the popular White Pine / Red Pine trailhead in Little Cottonwood.</p> <p>This seems to be a much better solution serving far more needs than just Alta and Brighton.</p> | 32.2.2I | A32.2.2I |
| 25459 | Daniels, Kylie | <p>I've lived in Utah the last 30 years, a majority of that time on the east bench of Sandy. I am FOR the gondola.</p> <p>Please operate it year round. I work in a field of anatomy and kinisiology, and I have elderly clients who hold the canyon dear to them who have not been able to travel up due to the drive time and safety, they're in their 80s-90's! Many of them have stated they'd love to take the gondola to enjoy the fall colors. We've all discussed this very much and they want me to stress how lovely it would be. Thank you! One would love to add he spent all his life using the canyon, including proposing to his life long love and wife at Alta. He hasn't been able to visit since 2011 on his own because he no longer can drive. He can take the gondola solo and enjoy the peace of the mountains.</p> <p>Thank you from all of us, again.</p> | 32.2.9D; 32.2.6.5F | |
| 35507 | DANIELS, Parker | <p>DO NOT use tax payer money to deliver customers to 2 private entities that profit hundreds of millions per year off ticket sales. There has to be a better way to do this that provides access to all areas of the canyon and not just the ski resorts.</p> | 32.2.9E; 32.2.7A; 32.1.2D | |
| 33684 | Daniero, Susan | <p>I'm a full time resident of Utah. I'm against building a gondola in LC due to its cost.</p> | 32.2.9E | |
| 27374 | Dankert, Stephen | <p>As someone who started skiing Snowbird and Alta in the 1990's, I think this solution is brilliant. Users would be happy to pay a daily fee to avoid the difficult drive up the canyon road and parking issues would be significantly reduced. Bravo.</p> | 32.2.9D | |

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| 34343 | Dankmyer, Taylor | <p>Those participating in these responses time and time again have been submitting the same comments for multiple years.</p> <p>I simply ask that we build, expand/grow our existing bus infrastructure. It is so much cheaper. It can easily be connected to our existing Public transit around the city. Why can't residents in Sandy, Sugarhouse, the avenues, wherever, take a bus that eventually connects to a canyon bus?</p> <p>We can have the bus eventually stop at trailheads (even if they will *not* in the exist plan, we know this). Gondolas cannot easily stop at trailheads without much higher costs.</p> <p>The bus, ran consistently, can be very reliable and save us a lot of money.</p> <p>As for tolling, i reccomend tolling but that requires that we make the transit option a multi use transit option, not a godola just to ski resorts.</p> <p>It also makes a lot of sense to build up our bus infrastructure first. Give it priority in the canyon (meaning cars have to wait for buses) and run it constantly. Let people see how that can be successful. Then we can discuss larger projects down the line.</p> <p>A gondola is still ugly, permanent, and inflexible when compared to a bus. There is a reason every ski town in the west uses bus rapid transit and not gondolas.</p> | 32.2.9A; 32.2.2I; 32.2.6.3C; 32.2.9R; 32.2.9E | A32.2.2I; A32.2.6.3C; A32.2.9R; A32.1.2H; A32.2.6S |
| 28021 | Danks, Kayla | A gondola would only increase mountain traffic and would ruin the canyon and skier experience. A bus lane is a much more viable option and should be explored before permanently destroying the natural environment that makes Utah skiing so unique. | 32.2.9E; 32.2.9B | |
| 30822 | Dansie, Julie | As an employee of snowbird, I drive 5 days a week up the canyon. In the 15 years I've worked there, I've seen everything from animals in the road, mudslides, avalanche delays, etc, I think the gondola is the best alternative, I've been to Europe and seen how they work it's better for the environment and the future of the canyon. With all the tech companies moving here, the congestion is just going to get worse. | 32.2.9D | |
| 33592 | Dapp, Derek | A massive project like this shouldn't exist to serve a select few. Increase carpool incentives and bussing systems instead. The gondola will not help with traffic and parking issues at trailheads. | 32.1.2B; 32.2.2Y; 32.2.9E; 32.7C | A32.1.2B |
| 29293 | Darcy, John | <p>I am a frequent skier at both Alta and Snowbird but I do not feel that spending \$500+ million is a proper or good solution to the traffic problem in Little Cottonwood canyon for several reasons;</p> <p>1) The tram will release road congestion to some degree but it will simply move the congestion onto the mountain by enabling many more skiers to get to the resorts. Lift lines will get a lot longer. I personally would prefer to put up with the traffic congestion rather than having a degraded skiing experience because of too many skiers on the mountain.</p> <p>2) As a tax payer I object to having to pay for my share of a \$500+ million bond that doesn't really enhance my skiing experience (se1above).</p> <p>3) The primary beneficiaries of the gondola will be the 2 resorts and not the skiers. This is not right.</p> | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 29237 | Darder, Michael | I support the Gondola option. | 32.2.9D | |
| 32744 | Dargis, Margy | A gondola is ridiculous idea. By the time it get finished we may not even have ski seasons anymore the way global warming is progressing. If this plan goes forward it should be paid for by the ski resorts seeing as they are the only ones that will benefit. I am a skier at both of those resorts and will not ride the gondola just on principle. Having a bus come more often than every 30 minutes would be a good start. | 32.2.9E; 32.2.2E; 32.2.7A; 32.2.9A; 32.2.9R; 32.1.2H | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2H |
| 31028 | Darke, Stephanie | Hoping that the news I just heard is true-that SLC has condemned the gondola!! The gondola is a horrible idea; it will undoubtedly be a huge eyesore, destroying the natural beauty of the canyon. I can imagine the parking lots/structures at the bottom of the canyon will be eyesores too. It is not fair for the ski resorts to profit while the taxpayers foot the bill. I also don't understand how this will help the traffic issue-instead of cars crowding the canyon road, they will crowd the neighborhood roads and the mouth of the canyon instead. How is that helpful?? Shame on whoever came up with this idea. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 37403 | Darling, Amy | I've lived in Salt Lake for 6 years, now. I am a local hiker, trail runner, climber, and backcountry skier. I use the canyons a LOT. I've been so proud to call this place my home and to have access to the Cottonwood Canyons. The Gondola would negatively impact me. Not only does the gondola only serve the ski resorts (which is mostly not where me, nor many others are traveling to in the winter) but it also destroys actively used boulders and rock climbing routes. I am a part of a strong local outdoor community here, and have literally not met a single friend in that community who is in support of, or would benefit from the gondola. | 32.2.9E; 32.1.2D | |
| 37499 | Darling, Carson | As a resident of Salt Lake City that recreates multiple times a week in Little Cottonwood Canyon year round, I do not want to have a gondola built. I love spending time in LCC, it's one of my favorite places in Utah, and is one of the primary reasons I live where I do. The proposed "Gondola Alternative B" would have an overall negative impact on my experience in LCC. I do not want the gondola in my face as I climb on the gate buttress. I do not want to lose my favorite boulder problems to gondola towers, and I do not want the beauty of LCC permanently destroyed by towers and cables. There are better, common sense alternatives that solve the traffic problem, provide actual benefits to all of the users of the canyon (not just those spending money at the ski resorts), and don't depend on a single, massively immutable piece of infrastructure. The communities most strongly impacted by this EIS have clearly spoken. Salt Lake City and County councils have both rejected the gondola proposal, and polling shows that the majority of residents do not want a gondola. If UDOT believes that building a gondola is the best fit for their chosen criteria, then those criteria need to be re-evaluated. | 32.2.9E; 32.1.2D | |
| 27476 | Darling, Matthew | If any gondola is to be built, it must be built at the scale where it will create a substantive difference, being able to remove 75% of vehicles from the road. The 1000 person per hour stated capacity is woefully inadequate and could at best remove 25% of vehicles on the busiest of days. The biggest risk of this project is under- | 32.2.6.5N; 32.2.5.6C | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | utilization, and if passengers have to wait an hour or more to get on the gondola, then your average person would just assume drive. The system needs to be able to move the majority of passengers within 3 hours, as the majority of skiers show up between 7-10 am. On busy days as many as 10,000 people might be intending to ski between the 2 resorts. It is entirely feasible to move these people as 3S systems are capable of moving well in excess of 3000 people per hour. The incremental cost of capacity increase is rather small in comparison to the overall cost of the infrastructure. So I'm pleading you, do it right the first time or don't do it at all. You risk wasting half a billion dollars on a shiny machine if it ends up being less convenient than driving. | | |
| 29457 | Darton, Jack | I believe the gondola only serves patrons to Snowbird and Alta. Funding should not be provided by the public for a solution that does not meet the needs of the majority of canyon goers. We need to not only alleviate parking and traffic at the resorts but also each trailhead and public area along the way. Please fund a solution that serves hikers, climbers, cyclists, and skiers alike. | 32.1.2B; 32.1.2D; 32.2.9E; 32.4B | A32.1.2B |
| 29456 | Darton, Jolynn | UDOT is saying they are trying to meet the needs of the community while preserving the Wasatch Mountains, but the gondola flies in the face of both of those precepts. The gondola won't serve the community, only the Ski Resorts. A gondola can't alleviate the overcrowded parking lots in the summer. Hikers who want to go to Lisa Falls, Quarry Trail, Tanners Flat and Red Pine or White Pine Lake. Gondolas only serve ski resorts in the winter, and Snowbird's summer corporate retreats. Gondolas don't help preserve the Wasatch. The environmental impact of the large gondola structures, not to mention the gigantic eyesore of a gondola, will devastate the canyon forever. PLEASE, PLEASE, PLEASE try less invasive measures first. More buses, buses that have the right of way up the canyon in the mornings, and down the canyon in the afternoon. More parking agreements with Alta Canyon and Sandy City with more bussing options from these locations. The propaganda that buses are running up to Snowbird and Alta empty are just not true! Every winter, every bus going up the canyon is full! Gondolas will not be impervious to avalanche either. You can't carry people up the canyon when an interlodge order is in effect. The entire gondola idea smacks of corporate corruption and is reminiscent of UDOT's Terry Diehl days. The citizens of Salt Lake County DO NOT want a gondola. They don't want to look at it, and they especially don't want to pay for it! | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.6.5H; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.2.9R | A32.1.2B; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 26338 | Dasaro, Sophie | I am very disappointed with the plans to install a gondola for recreational use in the canyons. Environmental impacts considered and aside, this is a frustrating plan to see while observing a housing crisis in Salt Lake City. I work with refugees and New Americans resettling in Utah, and I am aware of the rising population of unhoused residents generally in Salt Lake City. Underserved populations are living so low under the poverty line, and are forced to remain there under federal programs that perpetuate poverty. To see a plan that offers over \$500 million to constructing a gondola, purely for recreational purposes, while such economic inequities persist, is beyond devastating. This amount of investment and development should be prioritized for the wellbeing of Salt Lake City residents. I am infuriated by how easily this money can be allocated to a cause that will cater more to tourists and visitors from out of town. This money should be spent on HOUSING, subsidized programming, and PUBLIC TRANSIT. I am devastated by the lack of care by our governing bodies to prioritize issues of livelihood and survival, choosing instead to focus on an investment that profit just a few entities. I hope this comment reaches the attention of those who have power in decision-making. I feel like a broken record in begging for local support of living humans over profitable developments. | 32.1.2B | A32.1.2B |
| 36953 | Dau, Tim | NOOOO | 32.2.9E | |
| 26368 | Daunton, Gareth | I come to Utah frequently to ski. While I appreciate the need for less traffic in the canyon, I don't think increasing the capacity of the road or adding a gondola will solve the problem. Instead it will encourage more people to go to the resort causing there to be similar traffic issues. A potential solution could be making the canyon a toll road and using the funds to add more frequent and easily accessible public transit options. | 32.2.2Y; 32.2.4A; 32.2.9E | |
| 36041 | DaUnton, Jack | As an avid backcountry skier, I strongly oppose the implementation of a gondola transportation system | 32.2.9E | |
| 35968 | Daussin, Greg | No to the gondola. No giant parking lot at Wasatch Blvd. make them ride buses from existing parking throughout the valley. Make the ski resorts foot the bill for everything. It's their business that's driving the problem. | 32.2.9E; 32.2.7A; 32.2.2I | A32.2.2I |
| 38524 | Dave, Chris | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 28240 | Davenport, James | I oppose the gondola system. I would recommend limiting the amount of cars to a daily minimum with automatic gates. Once it is full it is full for the day | 32.2.9E; 32.2.2K | A32.2.2K |
| 26857 | Davey, Kelli | I do not support the gondola and feel like the needs of the canyon can be addressed with sufficient buses coming from terminals from the south, west, and north. Everyone can pay a costly toll to promote the buses. Please do not destroy the canyon when it's not necessary. | 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | |
| 25433 | David, Lucie | I am not sure where has IDOT received 14000 supporting comments for the Gondola Alternative B plan. All the residents living by the LCC strongly disagree as it will forever change the quality of our lives. The traffic in the canyon hasn't really been an issue in the last few years, we only had a few good storms. Such an extreme to build a Gondola seems greatly inappropriate and ignorant to the LCC residents, community and environment. Please DO NOT proceed! | 32.2.9E; 32.1.2B; 32.2.9N; 32.2.2PP | A32.1.2B; A32.2.9N |
| 29829 | Davidson, April | This would absolutely destroy the beautiful canyon. So many people go here to enjoy nature of all kinds. It's bad enough there is pretty much a highway that goes through it. Don't ruin what's left! Save some sort of peace here. | 32.1.2B; 32.2.9E | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29215 | Davidson, Brandon | I support the gondola. I would use the gondola. I'm against widening the road. I'm against the toll road. I don't really like the ski bus. It's slow it doesn't run all the time and have you ever been stuck behind it? | 32.2.9D | |
| 29722 | Davidson, Joy | Why are we wasting all of this time and money so a small privileged segment of the population can recreate for a few more years until we no longer get snow? Please get real. If you must carry on please waive tolls in summer for those of us who can't afford to ski but might live to go for a hike and enjoy what is left of nature between the runs. https://www.nationofchange.org/2021/12/07/a-future-with-little-to-no-snow-what-that-means-for-the-west/ | 32.1.2B; 32.2.2E; 32.2.4A | A32.1.2B |
| 32949 | Davidson, LouAnn | This is a terrible solution. DON'T BUILD GONDOLA | 32.2.9E | |
| 36152 | Davidson, Michelle | As a 60 year resident of Utah (minus a decade in CA where I saw how things can get?), and a current resident of BCC, I'm heartsick and astonished that the gondola plan has made it this far. Please look beyond the big money whose influence is pushing this terrible idea and think about the repercussions. There are easier and much simpler and more effective and much less costly ways to manage traffic in LCC (tolls, busses, reservations at resorts-all of these working together could solve the problem completely). Greed is in charge here. Can somebody with character and foresight please stand up and put in place an alternate to this terrible plan? | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 28557 | Davies, Ed | I have been driving the canyon since 1970. We have a place up Little Cottonwood Canyon and my son owns a house on [REDACTED]. Thank you for selecting an option that is a long term solution to the traffic problems in this area. You have our full support from a family that has been impacted by this problem for years. | 32.2.9D | |
| 31117 | Davies, jeff | I am against spending taxpayers money for a gondola that will be too cumbersome for most skiers to use. Paid parking and improved bus service my chouce | 32.2.2K; 32.2.9A | A32.2.2K |
| 32282 | Davies, Jeremy | The gondola would be cool and all, but I still think there are better options. A monorail following the already built road. A toll, but with the option of an annual Tri-Canyon pass (Millcreek, Big & Little Cottonwood). A tunnel from Big to Little Cottonwood making it one big loop. Something other than to benefit just the ski resorts. These are public lands, not ski resort lands. My main concern is that we are limiting the public from enjoying their public lands. | 32.2.2I; 32.2.2Q | A32.2.2I |
| 33314 | Davies, Leah | I hope an improved bus system will be the first step in addressing the congestion in Little Cottonwood. I couldn't support a Governor who would allow udot officials to disregard the clear will of the majority of our community. | 32.1.2B; 32.2.9A; 32.2.9E; 32.2.9N; 32.29R | A32.1.2B; A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 31097 | Davies, Penny | Too much money on something that doesn't seem to alleviate the actual problems. If Covid restrictions limit a few in the gondola that certainly makes the wait to transport these crowds to a very long wait. Widening the road would cause home owners inconvenience and loose their privacy. Powder days would still have idling cars waiting for their position for transportation. The ski areas would loose their beauty by the transportation being visual and passing by the buildings where skiers live and stay. No privacy is an issue. If anyone here is sensible they would research more and look for a better. answer. Thanks | 32.2.6C; 32.2.9G | |
| 31095 | Davies, Penny | This seems to make more problems than less. What if the Covid reoccurrence restricts the gondola to a few a riders rather than full. Traffic will still be at the canyon mouth plus roads will need to be redone. Early powder traffic will still be there with cars idling. The gondola disrupts the beauty of the ski area and also to those that live there. This gondola seems to be making more expensive problems with barely any answers to help alleviate this on going problem. Suggestion: keep thinking and discussing it until a better way is possible. Thanks | 32.2.6C; 32.2.9G | |
| 36067 | davies, Ric | No interest in a Tram or something similar | 32.2.9E | |
| 38688 | Davies, Richard | Comment on Gondola:Since this is a tax-funded proposal, it needs the voice of the people. Why is it not a referendum issue for all Utah? My perspective is that this sounds like a proposal for a small part of the population, the skiers and the ski resorts who should pay a significant amount of the cost. If the issue is really about pollution and not just making it easier to get to the ski resorts, why don't you keep buses (EV) in place and have sufficient free parking and ban private vehicles. Have permits at a reasonable cost for commercial vehicles such as deliveries to the resorts, for people who live and work there, and taxis and ride shares. If it is really about pollution give EVs a free pass. Heavy fines for parking in residential areas.Alternatively, allow private vehicles but charge a lot to those who wish to drive up the canyon but regulate the flow to avoid gridlock. Keep buses running. Permits as above. The gondola proposal seems to allow people to drive the canyon in personal vehicles. How does that help pollution? When the parking volumes drop after the ski season, return to the current patterns.Richard DaviesBountiful Utah | 32.2.9E; 32.2.7A; 32.2.9N; 32.2.4A | A32.2.9N |
| 30902 | Davies, Richard | How inclusive is the range of comments? It seems likely to me that you have received comments from those interested in travel to the ski resorts who are very likely to want a gondola. The easiest way to limit use of the canyon is by fee with exceptions for those who work, live up the canyon and deliver to the resorts. This matter should be put to the people in a referendum. | 32.2.4A; 32.2.9N | A32.2.9N |
| 28274 | Davies, Richard | Please send me the link to comment on the gondola. It reads "site cannot be reached " | 32.29D | |
| 33522 | Davies, Rob | My name is Rob Davies and I am a registered Utah voter who is opposed to the gondola project proposed for Little Cottonwood Canyon. As someone who uses LCC for recreation throughout the year I think the environmental and aesthetic impacts of this project are just not worth benefits. The proposed project would forever alter the feel and draw of the canyon in negative ways. Other solutions should be sought! | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 29221 | Davila, Candace | This is ridiculous! Why would anyone change LCC? I use the canyon strictly to see God's creation. I am handicapped and need to be near my own vehicle. Since we are talking stupidity, why dont you build a tunnel? That would solve the weather issues and other possible problems. | 32.2.9G; 32.2.2C | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32782 | Davila, Nilda | Totally agreed with the common sense solution | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37770 | Davis, Alexis | I feel as though the gondola is NOT the answer for little cottonwood canyon. There are several people like the owner snowbird John Cumming, the GM of snowbird Dave Fields, Chris McCandless and Wayne Niederhauser who are all going to benefit from this. It is all about the money. These people all grew up in Utah and do not care about how invasive this gondola will be to the community, watershed, and wildlife. As we know the land was bought from a secret LLC that snowbird created so people wouldn't be concerned as to why they bought it. Chris McCandless and Wayne Niederhauser were both involved in selling the land and are both part of CW Management Corp. They were also involved in selling land at the bottom of big cottonwood where there was a bar called The Canyon Inn. Cottonwood heights cops were paid to harass the bar owner and staff to get it closed down and this is all public information. The Canyon Inn was one of the top 25 destination skier bars to go to that has been there Eight Settlers Restaurant and Distillery. If you really cared about you cities and your communities you wouldn't be closing down historical places. This is why I believe they do not care about little cottonwood canyon. Snowbird has also gone into business with IKON passes so that skiers will have the option to ski Snowbird, Alta, Brighton and other resorts in Utah. With this pass Snowbird is losing money since these people will no longer be buying day passes they are purchasing the IKON pass and having to share that money as opposed to paying \$120 for a day pass. Snowbird is looking to make more money which is understandable. My question is why wouldn't you do it in the most efficient way possible and try different options that will work before ruining such a beautiful canyon. Little cotton wood canyon is not Europe. Utah is not Europe. There are so many more options and solutions that even locals are not worried about doing because they are concerned for the canyon and community. Park city is having the same issue. So many people have moved to Utah in the last 4-5 years that it is no longer "small lake city". Just because thousands are moving to our state does not mean that we need to change things just to cater to them. Park city is now making people carpool and having you set reservations for parking spots so they can reduce traffic. Also enforcing a toll that you will have to pay, which locals don't mind! We do not want to ruin our canyons. Especially when the Gondola will only have 2 stops. Thats insanity. We are going to build a \$550 million dollar gondola that will only really be used and help a few days out of the year. Only for a few days in the winter? For less traffic? Is that worth it? No! There are only 2 stops and you will not even need to use it during the summer because the traffic is never bad unless it's Oktoberfest. So you will not even be able to use it to get dropped off at an earlier location to get to a hike that you like. This \$550 million could be used towards thousands of better things. Give it to the community, schools, help people and children in need. There are so many better ways to use this money than to bring skiers up a mountain so they don't have to wait in traffic. The thing that doesn't quite make sense to me is that people are still going to be driving up the canyon. There is still going to be a wait to park. Skiers and snowboarders are not going to stop driving up the canyon just because there is a gondola. I have listened to many interviews and podcasts with Dave Fields and Chris McCandless and they are trying to instill fear into the community by talking about how many avalanches there are up the long snake like canyon. Has it ever stopped anyone from driving up before? No. They want to make us nervous so we will agree with them and have them build a gondola so you can get up and down with no issues. What about the wildlife and how it is going to impact the lives of all of those animals that call this place their home? What bout the community and using taxpayers dollars for this project? What about our watershed and how it is going to be impacted when Utah already has enough issues with droughts and not enough water? So now we are going to put our watershed at risk when it is what we rely on for drinking water? It just does not make sense to me. They're promoting it as a heated gondola with charging ports and seats and all these fancy things. If I am not mistaken most cars driving up the canyon have heat and have charging ports. If you need to charge your items you bring with you on the gondola just be a responsible person and charge everything the night before or bring a battery pack. The main reason why I think UDOT should not move forward with he gondola is because it is for the wrong reasons. Listen to your city council members and leaders who really care about your city and want what's best for it and everyone living in it. Let's find a solution together to help the congestion in the canyon and to keep everyone safe including our wildlife, watershed and people of the community. Thank you. | 32.2.9E; 32.2.2K; 32.1.2B; 32.2.6.5G | A32.2.2K; A32.1.2B |
| 28450 | Davis, Brandon | I'm a 30 year Sandy resident as well as a regular Little Cottonwood Cayon user . I was both surprised and sickened to hear about UDOTS decision to move forward with the gondola. My days in the Canyon include every aspect of the canyon except the resorts. I'm completely heart broken that this obtrusive eyesore will now affect not only every aspect of my recreation but also my view of the canyon from my Sandy homes front porch. It's a incredibly sad day when corporate greed drives the decisions that affect us all. I would gladly pay tolls or even happily be excluded from entering the canyon on crowded days rather than look at this eyesore for the rest of my life. Please reconsider and keep the canyon as is. Limit car numbers and for once respect one of the natural treasures we have rather than destroy it in the name of money. | 32.2.9E; 32.2.2K; 32.2.9N; 32.1.2B; 32.4B; 32.2.2Y; 32.2.2PP | A32.2.2K; A32.2.9N; A32.1.2B |
| 37749 | Davis, Brian | I am not sure if I full understand all the ramifications of the gondola. I do not want to wait for long periods to wait for a gondola. In the summer I often ride my bicycle up the canyon. I want to continue to do so. It does not seem that the gondola will reduce congestion or wait to go up the canyon. If it is not going to reduce congestion and time then it is not worth it. It will just reduce the beauty of the canyon. | 32.1.2B | A32.1.2B |
| 32813 | Davis, Carter | As a native/lifelong resident of Salt Lake City I am writing to voice my opposition to the gondola proposed for Little Cottonwood. Not only would this project irreversibly deface one of Utah's greatest natural spaces, but it would cost resident tax payers an enormous amount of money. How can it be considered fiscally responsible to force utah tax payers to fund a project that will exclusively benefit two private businesses (Alta and Snowbird)?? I want to go on record as saying that I am vehemently opposed to this project. At a minimum if the project goes forward I suggest allowing the beneficiaries of the project (Alta and Snowbird) to fund it, not local residents. Regards, Carter | 32.2.9E; 32.2.7A | |
| 36414 | Davis, Dan | Utah resident with no activities at Alta or Snowbird should not be taxed to pay for this project. | 32.2.7A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28545 | Davis, Danielle | I think alternative options should be looked into like making reservations or something. A gondola will ruin the canyon. | 32.2.9E; 32.2.2K; 32.2.2PP | A32.2.2K |
| 36390 | Davis, Eli | <p>- Irreversible & Rushed Decision There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions. If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws. We have seen parking reservations work throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon. As Salt Lake County Mayor Jenny Wilson said, these are "common-sense solutions that are fiscally sound." - Tax-Payer-Funded, Serving Private Resorts Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses? As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging. They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses. UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]- Ignoring Local Public & Political Opinion 80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll. Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski and many other elected officials agree. "Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound," Wilson said at the Truth About the Proposed Gondola event in June. With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year. - Not a Convenient Solution If the gondola is built, your ski day will consist of parking off-site (or paying a premium for one of the limited parking spots near the base), taking a bus to the base station then riding the gondola 31 minutes to Snowbird or 37 minutes to Alta. And then doing it all in reverse order at the end of the day. How can it be assured the gondola will be used and actually reduce cars in the canyon? For the gondola strategy to be effective, there will need to be a major change in public habits. With no plan by UDOT to limit cars (it is our understanding they plan to implement bussing until the gondola is built but not continue the program afterward) or any analysis of demand, the original issue of traffic is not being solved. It will simply funnel more visitors to the resorts. - Increased Visitation Stress on LCC If those invested in the gondola are so interested in preserving Little Cottonwood Canyon, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. As our friends at Students for the Wasatch pointed out, if the gondola is implemented, the number of cars visiting resorts will remain the same while skier visits will increase by 20%, per UDOT's EIS. The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]- What Will it Really Cost? The proposed budget to build the gondola comes in at approximately \$550 million. But many estimate that number would ultimately come in closer to \$1 billion. We know projects of this size tend to go way over budget. Our new airport (which could use a gondola from Terminal B) was budgeted for \$1.8 billion and ended up costing more than \$4 billion. If the gondola is built, it would cost \$10.6 million annually just to operate. Plus, UDOT estimates an additional \$12.5 million in capital costs, expected by 2037, followed by \$16.5 million by 2051, according to the Deseret News. - Is a Gondola Even Necessary? How many days per winter are you in a complete standstill in Little Cottonwood Canyon? No doubt the red snake is real. But real enough for an expensive, permanent gondola? Plus, the gondola will not run when howitzers are active during avalanche mitigation in the lower canyon from Lisa Falls to Monte Cristo. And we can't even think of an argument for the gondola to be operating for the other eight months of the year. - Preserving the Beauty of LCC Little Cottonwood Canyon is a true treasure of our local environment and attracts skiers, climbers and hikers from around the world to enjoy its beauty. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of LCC would destroy the canyon's natural beauty. Altering the canyon's footprint will also destroy popular climbing and hiking areas including Alpenboch Loop Trail. - Push Traffic onto Wasatch Blvd. The gondola will not solve traffic issues. It will simply push traffic out of Little Cottonwood Canyon onto Wasatch Blvd, I-215 and surrounding neighborhoods in the Cottonwood Heights community.</p> | 32.2.2K; 32.2.4A; 32.2.7A; 32.2.6.5G; 32.1.2D; 32.2.0B; 32.1.2B; 32.2.6.5K; 32.2.6.5F; 32.2.6.5E | A32.2.2K; A32.1.2B; A32.2.6.5E |
| 29763 | Davis, Eli | <p>Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses?</p> <p>As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging.</p> <p>They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses.</p> <p>UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts."</p> | 32.1.2B; 32.2.6E; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 29762 | Davis, Eli | <p>There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions.</p> <p>If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws.</p> <p>We have seen parking reservations work throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon.</p> | 32.1.2B; 32.2.2K; 32.2.2M; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 26866 | Davis, Erin | I'd like to see a sustainable, cost effective solution that honors the residents wishes at the base of Little Cottonwood canyon and serves both the needs of the paying customers in LCC and the backcountry users. The gondola is not it! Especially when the burden of cost falls on the taxpayers, not the ski resorts it's solely serving | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 30884 | Davis, Garland | I may have a previous comment. I'm a sandy Ut resident and oppose gondola systems as proposed. This places a hugh burden on tax payers and may also not provide equal access to all. Try a phased plan fist to reduce impact to the environment and the local communities. Consider a toll, similar to Mill creek, American Fork or Mederia Canyon in Az. Annual permits or day use fees. Limit days, limit vehicle and head counts. Prioritize for residents, employees, in state residents , lodge guests. Population grown is putting a strain on recreation resources. Expand fleet of mass transit busses. I'd pay nominal fee for non ski access. | 32.2.4A; 32.2.2K; 32.2.9A; 32.2.6.3C | A32.2.2K; A32.2.6.3C |

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| 28604 | Davis, Garland | No, as I believe, less costly alternatives should be attempted first: enforce mass transit, annualized user fees/permits, restricted use. None are long term solutions as UT population grows, but neither would be a gondola. Traffic is like water, it follows path of least resistance, until volume exceeds capacity. Therefore restrict/limit access for the benefit to all. | 32.29R; 32.2.2K; 32.2.2Y; 32.2.2L | A32.29R; A32.1.2H; A32.2.6S; A32.2.2K |
| 30033 | Davis, Greg | <p>Dear UDOT!</p> <p>First if all does it really matter what the locals or the people that use the Canyon regularly or the homeowners at the mouth of Lcc have to say because a majority of the people do not want your gondola and yet here we are moving forward with the ridiculous gondola.</p> <p>how can u all b serious about destroying the canyon for 2 ski resorts that that stand to profit substantially at the cost going of everyone else.</p> <p>not only is the gondola not going to help it will actually things worse In my opinion. the Gondola will lead to even more people attempting to drive to the mouth of pristine Lcc where there will now be a parking lot for up to 2500 cars, a base station and 200ft plus size towers strewn along the entire canyon. (No Thanks) For what, 15 really bad traffic days u r willing to spend in excess of \$500 million.</p> <p>The vehicles that are attempting to get to the gondola parking lot which will b located near the mouth of the canyon will still be stuck in the same traffic as everyone else(Backed up to ft union on some occasions and even to 6200 s hwy exit) on days canyon is closed for avi control and crazy pow days. The GONDOLA will also not run while they are performing avalanche control. (2 hours and up) so now even more people will be waiting in there running cars with heat on till canyons open and the gondola to start running. A majority of locals do not want it nor do the communities near the mouth of Lcc.</p> <p>This gondola is nothing but a Sheep in Wolves Clothing for snowbird who dreams of the day they can advertise longest gondola in the world. snowbird doesn't care about the traffic otherwise they would limit the amount of people they allow on the mountain. do any of u actually recreate in these canyons. have u ever been to snowbird on a packed powder holiday weekend. there lines r out of control because they cannot currently handle that many people without ridiculous wait times at every chair and this gondola will only make those matters worse.</p> <p>once again its clear the wealthy r making the decisions for you because no-one in there right mind wud put a gondola in this canyon. we are europe nor do we wanna be. i have been lcc die local for the last 25 yrs. lcc is my home away from home where i recoup and escape the stresses of life. now ill have people zooming buy in this absolute waste of funding which needless to say only benefits those who can afford to ski which is a fairly limited amount of people. you all will still have to have police at the bottom but now it will require even more officers to control traffic flow.</p> <p>NO THANKS UDOT</p> <p>hopefully u all are actually reading all these comments because if you are there is no way in good faith you could move forward with such a blatant waste of state money or forcing tax payers to pay for something they don't wanna with the only benefits going to snow bird and alta.</p> <p>im trying to get my morgage to go down and every year its already increased because of these damm schools take 60 to 70% of property taxes i can't afford any more taxes. soon i won't b able to afford to ski.</p> <p>now you all wanna try and push this 500 million dollar joke on takes payers, no way guys!!! stop smoking crack it will help you all think clearer.</p> <p>Listen to what the people want NO GONDOLA PLEASE!!!</p> | 32.2.9N; 32.2.9E; 32.1.4J; 32.2.6.5E; 32.7C; 32.2.2K | A32.2.9N; A32.2.6.5E; A32.2.2K |
| 32185 | Davis, Jaren | I am in favor of the gondola, as I believe the majority of Utahns are. I posted below to social media as talking points.Let's talk about transportation in Little Cottonwood CanyonWhether you are a resident or guest, you quickly realize our use of the beautiful Wasatch Canyons has outgrown our ability for recreation enthusiasts to commute to desired destinations efficiently.It is often problematic for our transportation infrastructure organizations to plan for unknowns or obtain funding before needs arise. That is the case in Little Cottonwood Canyon. We have exceeded our ability to address the popularity of our outdoor recreation with current roadways and transportation systems.The Utah Department of Transportation (UDOT) was tasked with finding a solution to address the need. After sifting through many ideas, UDOT's engineers, planners, and other associated professional personnel found two possible solutions identified as preferred alternatives-one-enhanced busing with road widening, or two- a gondola.After further study, UDOT determined that the gondola was the best option. As expected, groups had formed, standing ready to oppose anything UDOT would propose. Their target has been primarily the gondola, yet they were against anything that would benefit the continued recreational uses of the canyon. It is important to note that the loudest voices are those who live near the mouth of the Cottonwood Canyons. I live there, too, and I know many people who don't want more people in "the neighborhood." With this emotion, the details of either proposal get exaggerated to the point that they seemingly don't make sense to those of us who seek a meaningful solution.As we talk, remember that our public lands aren't reserved for neighbors, no matter how loud their voices become.Let's look at these options without the neighborhood fluff or emotion. To start, we need to realize the demand isn't merely ski industry related; for those of us who have grown up accessing multiple uses in the canyons, we know it is everything from a relaxing drive to more intense services like hiking, biking, fishing, camping, birdwatching, and cooking a nice outdoor meal with family and friends.Do you wonder why UDOT picked the gondola as its first choice? I found that the interest was to preserve the canyon as the need for increased transportation is addressed and to provide a safe, reliable means of transportation for all users.UDOT found that the bus system would need to add sixty-six buses to the existing fleet and required placing two new dedicated bus-only lanes, one in each direction. As you think of the existing road, ask yourself if you would want one like Provo Canyon going up Little Cottonwood. That roadway is | 32.2.9D | |

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| | | <p>similar to what is needed to provide an adequate system carrying the passengers required. The Provo Canyon road changed the look of the canyon forever. The needed expansion for buses on the Little Cottonwood Canyon road would cover over fifty additional acres, where the gondola needs two-three acres to place towers. It would require destroying many popular roadway areas. No one who loves our canyons would want these improvements if there were an alternative. Would you agree? So far, I feel UDOT has it right. To stop the growth, the neighborhood groups quickly went to work telling horror stories, believing we wouldn't do any research, I guess? You have read funny things like no one will ride the gondola because the cabins will stink (I think these people feel the bus won't). Or, as reported in the Tribune, we won't need to do anything because global warming will decrease snowpack to the point that the resorts will close. That is dramatic, yet it shows how the opposition is willing to fabricate truth with intentions to create anger and fear. You may have heard more serious imagery, such as the towers will be "hotel-sized" structures and suggestions that we won't see anything but a gondola in the canyon. The facts about the gondola towers are that the footings are 40' X 40'. These are not only a mere fraction of intentionally misleading information but are barely visible due to the lattice-type construction used. Think of the structure of any gondola you have ever ridden. And, like me, think, I don't even remember seeing the footings. There are to be twenty-two poles in a nine-mile span; less than half of the stories of some opponents state there will be where 44 is being sold to the unknowing. Next on the anti-growth list is the parking structure and how it will be massive, underused, and carry lines of waiting vehicles. The structure is limited to a height below the existing road and has some floors below grade. It will be built to enable traffic at a higher capacity than expected. The traffic study shows that we will hardly have any line getting into the base station. That is excellent news for those who haven't seen those days in the canyon for years. Don't let the fact pass you that bus riders have to park. But the opponents are okay with that because they hope to push these lots into "other" people's neighborhoods. Any other argument needs to be seen for what it is, anti-growth. No one will ride. If true, it is the same for either solution. Yet most, if not all, want to ride a gondola where buses have no attraction, comparatively speaking. Surveys have shown that most residents won't ride the bus but will go on the gondola. You probably think, like me, UDOT thought this through because it makes sense when you strip out the misinformation. UDOT's study wasn't a knee-jerk reaction favoring special interest groups as anti-gondola propaganda wants you to believe. The distinguished professionals named above took five years to analyze 120 options and reviewed over 25,000 public comments. We need to consider more issues with the bus. They are petroleum driven, adding to an existing concern for pollution. You say, do electric. I did, but today's electric buses only last five hours and would cost significantly more to buy and operate. Not that it isn't a good idea, it just isn't practical. We'd add charging stations and hope they don't get stuck in severe weather without a charge. We don't need to talk about the need for drivers, as we learned recently that UTA is cutting half of the canyon ski bus routes due to a staff shortage. A gondola runs in expected winter weather when buses are stopped in the same traffic we experience today and requires far less staff. Let's talk costs as they, too, play a role. The opponent's gondola stories are that it will cost one billion dollars. The gondola's price is \$391 million, whereas the bus option exceeds that number, including the needed road improvements (if electric buses are used, they are almost twice as expensive). Another tactic is that these are today's costs and will likely be much higher. However, any potential increase in costs is affected equally by both options. For either solution, bus or gondola, the price will be paid for by the State similarly to all UDOT projects. More critical than initial costs could be the ongoing costs. UTA currently subsidizes bus ridership on average by 85% with public sales tax dollars. The estimated bus and road widening option will cost fourteen million dollars annually. By comparison, the gondolas operating annual expenses will be four million dollars and, with recent financial yearly projections, can provide the public with a surplus of nearly four million dollars due to its efficiency. The hope is that the gondola's surpluses will be sent to a dedicated fund to improve and maintain Little Cottonwood Canyon. We didn't even need to talk about how sexy the gondola would be in promoting our annual \$2.3 billion outdoor recreation industry, which brings in significant tax dollars... UDOT got it right. To finish, add to the gondola plan that Snowbird will place a conservation easement preventing further development on its hundreds of acres of privately owned land on the canyon's north side if the gondola is picked. Oh, that reminds me, the opposition says the gondola only benefits the resorts, as that is where the stops are. They must not have ridden the bus because that is where they also stop. The transportation issue in Little Cottonwood must be addressed! It is public land and needs a public solution. Please share your thoughts on why we wouldn't side with UDOT. I obtained my data from general searches and want to hear if I have missed something. We can debate facts; let's not get into the emotional battles these groups wish us to have. Thank you for looking at this critically with me.</p> | | |
| 34059 | Davis, Jeff | <p>I am strongly opposed to the Gondola alternatives. Much prefer Enhanced Bus. Would much rather take the savings from Enhanced Bus Service and add limited Bus Service in summer, making stops at certain trailheads. This would still help the ski resorts but serve a much broader population than just skiers.</p> | 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 34141 | Davis, John | <p>As a taxpayer, engineer, and multi-use outdoor recreationalist who frequents Little Cottonwood Canyon, I cannot emphasize enough how opposed I am to the proposed gondola as a transportation solutions vs. other more effective options. First, it is absurd to develop such an expensive project when the benefits of the project as proposed flow primarily to two private businesses. As a public transportation entity, UDOT should consider the broader transportation needs of the public as stewards of public funds. There are a myriad of public resources in the canyon that would not be serviced by the gondola.</p> <p>There are far better options for the canyons, including significantly enhanced bussing that leverages regional connections. Long term, some of the rail solutions proposed by Stadler rail seem far better when viewed in connection with regional connections in the valley and their ability to serve multiple uses year round via whistle stops.</p> <p>Please take stewardship of public resources seriously and invest those resources in transportation solutions that benefit all users of the canyon. Enhanced bussing with tolling at peak times is the best solution at this juncture.</p> | 32.1.1A; 32.1.2D; 32.2.2I; 32.2.2Y; 32.2.9A; 32.2.9E; 32.6A | A32.1.1A; A32.2.2I |
| 29755 | Davis, Joshua | <p>Save the canyons. There is no need to destroy the canyons just for convenience. It is unethical and will destroy so much. Do you see his many people are against it? It's not for the good of the people if everyone is trying to stop it</p> | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35293 | Davis, Kate | <p>Please reconsider spending such a large amount of money on a project everyone will try to avoid using.</p> <p>I am a mother of five children, a season pass holder to Alta, and no way would I be interested in loading my children onto a 55 minute gondola ride. We live in Park City, but prefer to drive up little cottonwood to avoid using PCMR's multiple gondolas. The gondola lines are so long; it takes forever to get on the mountain.</p> | 32.2.9E; 32.2.2K; 32.2.4A; 32.2.2M | A32.2.2K |

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| | | <p>LCC could implement much more cost efficient methods that would remedy the situation more effectively than a gondola including:</p> <ul style="list-style-type: none"> - continue the reservation parking system for busy days. The 2018 study was performed before parking reservations were required. The congestion was alleviated immensely following the reservation system. - charge a fee for vehicles carrying less than 3 people to be paid at the resort. - increase buses. If they came more often, it would increase their convenience. - enforce traction laws before a storm. Most accidents arise when two wheel drive cars cruise up on a sunny morning and get caught coming down during an evening storm. <p>Thank you for considering my opinion. I love Little Cottonwood and hope to continue to enjoy its vast beauty in the future.</p> <p>Sincerely, Kate Davis</p> | | |
| 33187 | Davis, Kate | <p>Please reconsider spending such a large amount of money on a project everyone will try to avoid using (a gondola).</p> <p>I am a mother of five children, a season pass holder to Alta, and no way would I be interested in loading my children onto a 55 minute gondola ride. We live in Park City, but prefer to drive up little cottonwood to avoid using PCMR's multiple gondolas. The gondola lines are so long; it takes forever to get on the mountain.</p> <p>LCC could implement much more cost efficient methods that would remedy the situation more effectively than a gondola including:</p> <ul style="list-style-type: none"> - continue the reservation parking system for busy days. The 2018 study was performed before parking reservations were required. The congestion was alleviated immensely following the reservation system. - charge a fee for vehicles carrying less than 3 people to be paid at the resort. - increase buses. If they came more often, it would increase their convenience. - enforce traction laws before a storm. Most accidents arise when two wheel drive cars cruise up on a sunny morning and get caught coming down during an evening storm. <p>Thank you for considering my opinion. I love Little Cottonwood and hope to continue to enjoy its vast beauty in the future.</p> | 32.2.9E; 32.2.2K; 32.2.4A; 32.2.9A; 32.2.2M | A32.2.2K |
| 31211 | Davis, Kellen | <p>I am firmly against the Gondola, the PPSL, or any other solution which threatens to permanently alter the recreational resources and natural beauty of LCC. I am in favor of pursuing significantly less impactful solutions to address the transportation problem. Specifically, an enhanced bus without roadway widening combined with tolling and other traffic mitigation strategies.</p> <p>It is devastating to think that we are at the cusp of irreversibly scarring one of the most beautiful natural wonders that our state has to offer. I understand the economic considerations and the uniquely difficult logistical problems that LCC creates, but it is simply unacceptable to go ahead with the gondola or the road expansion. Our priority must be to preserve the natural beauty that makes the canyon the attraction that it is, not permanently taint it in order to exponentiate the number of people who can access it on such a small and specific number of days each year.</p> <p>I am a season pass holder at both Alta and Snowbird. I am also a rock climber. There are a myriad of reasons that people choose to recreate in LCC each and every one of the 365 days of the year. Any "solution" permanently marring the canyon is not a solution at all.</p> | 32.2.9A; 32.1.2C | |
| 29042 | Davis, Kendra | <p>This plan still only serves ski resorts, there needs to be stops or improvements for other canyon users throughout the year including climbers and hikers. Furthermore adding the gondola still impacts climbing areas, introduces a lot of cost both upfront and for maintenance and can be an eyesore. Please get more creative, there are more solutions than just a gondola.</p> | 32.2.9E; 32.2.6.5G; 32.2.6.3C; 32.2.2PP | A32.2.6.3C |
| 35401 | Davis, Leslie | <p>Respectfully commenting...</p> <p>Having taxpayers foot the bill for a huge project that is of limited value to the majority of those taxpayers is a governmental boondoggle and not just because it will be unsightly, damaging to the fragile environment and of limited use each year.</p> <p>A more credible activity would be to put money into figuring out what we are going to do when there is no more water in the GSL and there is no more snow in the mountains. When I moved to SLC in 1975, we had FEET of snow in the valley, now we have almost none, even on the benches, and I see no forecasting that bodes well for our lakes, rivers or reservoirs in the future.</p> <p>Here we are in a drought and no limitations have been put on water usage. Please scrap the gondola and its catering to a limited population and concentrate on the truly important water issues staring us in the face.</p> | 32.2.7A; 32.1.2D; 32.2.9E | |

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| | | Sincerely, Leslie Davis Holladay, Utah | | |
| 28485 | Davis, Lindsay | We should follow our national parks' example of requiring reservations for lift tickets and parking to go to the resorts. There should be a maximum occupancy for everyone's safety and enjoyment. | 32.2.2K; 32.20C | A32.2.2K; A32.20C |
| 28470 | Davis, Lindsay | Why are we not considering permits and/or reservation system for people going up the canyon along with increased number of ski buses? We should do what is least destructive. | 32.2.2K; 32.2.9A | A32.2.2K |
| 36034 | Davis, Mackenzie | Why not do a bus shuttle system like in Zion's? Reduce the pollution and traffic, don't have to build the parking and waste so much of the beauty of the canyon making the roads wider. Please consider this as an option. There would be growing pains for people used to driving up, but nothing that a little getting used to wouldn't solve. The alternative is much worse in my opinion. | 32.2.2B; 32.2.9E | |
| 30913 | Davis, Marc | The parking reservation system is working. People no longer have to drive up at 5 am and wait or get turned away, needlessly wasting time and fuel and polluting the air. Why not start enhanced bus service now? I had heard of 4 hour bus rides on snow days last year and understand UDOT plans to cut back on bus service this year. This would be the least expensive way to fix the problem now while the proposal is being evaluated thoroughly. | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 29156 | Davis, Marc | This plan would be useful people who travel to the depot locations only, will not benefit summer recreation, will create an eyesore on our wilderness and cost taxpayers money to transport very few people benefitting only the owners of the gondola. It is a huge mistake. | 32.2.9E | |
| 33401 | Davis, Maria | I am a Utah voter and a user of Little Cottonwood Canyon for hiking. PLEASE do not build the gondola! The structure would be an eyesore that would serve mainly tourists and inhibit the enjoyment of the canyon for non-skiing locals. There has to be a better solution that would serve all users of the canyon, including those who live near it. PLEASE DO NOT BUILD THE GONDOLA. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 37578 | Davis, Nadene | I feel like the gondola is specifically geared to the wealthy who have the money to ski and the need to get there at their convenience and in a comfortable way. It seems like the rest of us will be the ones paying for their convenience and comfort. I was hearing that the gondola is run using a diesel power source. If this is true, I do not see how it will cut down on pollution. | 32.1.2D | |
| 28694 | Davis, Robin | I am strongly opposed to the gondola because 1) it will cost far more than simply increasing bus transport. Moreover, electric buses are already coming online, 2) a gondola will forever scar the natural beauty and pristine canyon. | 32.2.9E; 32.2.6.3F; 32.2.6H | |
| 32437 | Davis, Roger | I am against a gondola in Little Cottonwood Canyon for the following reasons: Little Cottonwood Canyon has a finite amount of space that can be utilized for recreation and the gondola does not take this into account. The gondola will serve an increasingly smaller demographic, but will be funded by the whole state. The gondola will only serve to benefit two companies. Not an effective economic decision. The road "problem" on snowy days is only for a couple of days a season. Waste of taxpayer dollars. The gondola attempts to resolve a problem that does not exist. Don't fix it. IT'S NOT BROKEN. It will disrupt our watershed. I will be a visual pollutant every day. The number of skiers is pretty much maxed out at Alta and Snowbird. Gondola parking will create massive problems at the base station before and after lifts open. When the gondola breaks, rescue programs are sketchy at the best and fatal at the worst. Non-users of LCC should not have to pay for something they do not use. The gondola puts up an additional monetary barrier for those who would like to ski. | 32.2.9E; 32.1.4I; 32.1.4D; 32.12A; 32.2.6.5E; 32.17A; 32.20C; 32.2.6.5K | A32.12A; A32.2.6.5E; A32.20C |
| 33649 | Davis, Rowan | Spend the 600M you would spend on the gondola on research and solutions for the GREAT SALT LAKE. What is the point of building a gondola if the this city will be inhabitable in 10 years? | 32.1.2B; 32.2.2E | A32.1.2B |
| 36785 | Davis, Sally | If those invested in the gondola are so interested in preserving Little Cottonwood Canyon, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. As our friends at Students for the Wasatch pointed out, if the gondola is implemented, the number of cars visiting resorts will remain the same while skier visits will increase by 20%, per UDOT's EIS. The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6] | 32.20B; 32.20C | A32.20C |
| 34576 | Davis, Sarah | Please do not build the gondola. An enhanced bus system can move more people for far less money and helps everyone, not just the wealthy. | 32.2.9A | |
| 26023 | Davis, Shana | Thank you for allowing me to comment on the gondola proposal. I have lived in Sandy for 25 years. I love Little Cottonwood Canyon. I've been up the canyon many times. We are so fortunate to have such a naturally beautiful place in our back yard. With that said, my family strongly opposes any time of gondola in this canyon. This gondola will financially benefit the ski resorts and the land owners where the | 32.1.2D; 32.2.9E; 32.2.6.5D; 32.2.6.5F; 32.6A | |

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| | | parking will be. It's a huge financial burden on tax payers. Many of us will never use the gondola. If you want to go hiking, how would one use the gondola? I fear that my 21 year old triplet sons will be paying for this for many years. Please record my opposition as a public comment. Thank you. | | |
| 32209 | Davis, Sheridan | I am strongly against the Gondola proposal from a fiscally conservative point of view. There are a number of much more affordable options that might assist in regulating the overwhelming numbers of cars and people streaming up and down Little Cottonwood Canyon on a regular basis. These include tolling at the mouth, investing in more buses, designating express bus lanes for 2 hours in the morning and two hours in the afternoon (a proposal that does not require building more lanes) as well as privileging car pooling and most importantly, setting human capacity limits based on scientific studies that need funding and which should guide all our decisions around access in LCC. Handing two privately held for profit businesses a billion dollar taxpayer funded boondoggle such as this Gondola is financially untenable. | 32.2.9E; 32.2.7A; 32.2.2Y; 32.2.9A; 32.2.9B; 32.20B | |
| 37483 | Davis, Sheridan | Before we use a dollar of taxpayer money for UDOT's preferred alternatives, let's disincentivize cars in the canyon by having express bus lanes using the current highway without expansion from 8-10am up and 3-5pm down daily. Only bus traffic will be allowed in the uphill lanes in the morning, and downhill lanes in the afternoon during those times. Let's use taxpayer monies and Snowbird and Alta subsidies to make those buses available at no cost to the public. And let's make those buses hybrid or fully electric to minimize their impacts. This will create high bus ridership, fewer car accidents during peak times and greater safety in the canyon overall. As an aside, if people won't ride buses as public transportation, what makes anyone believe they'd use an aerial tramway? Thank you for considering these ideas. | 32.29R; 32.2.6.3F; 32.7A | A32.29R; A32.1.2H; A32.2.6S |
| 32210 | Davis, Sheridan | I am against the Gondola and highway widening proposal as we should be in the business of eliminating cars and unlimited people from Little Cottonwood Canyon like Zion National Park's efforts to remove individual cars as a means of transportation to move through the park. Biofueled buses work there and can work here as well. Buses govern access. Limiting cars and using buses has quieted the canyon there and animals have come back down to the river level as a result. There is much to recommend setting limits on the number of people in Little Cottonwood, who aren't loving this place to death, they're killing this place we all love. Any efforts to remove the current cap on human access here--parking spaces and cars--by means of a taxpayer funded Gondola, or lane widening Highway 210, should be prevented. | 32.2.9E; 32.1.2B; 32.2.2B | A32.1.2B |
| 33796 | Davis, Sheridan | Expensive projects that build for capacity outliers (red snake days) don't solve the problem of traffic flow-they simply build a bigger pipe for more people to flood the canyon, be it by widening the road or building a gondola. And coming up with a workaround to override capacity limits (which currently are based on parking) is no solution. LCC doesn't have an access problem unless UDOT seeks to blow the lid off of current capacity restraints. And if you seek that, shouldn't you have to prove that won't irreparably harm the fragile ecosystem you're dumping more people on with some independent, science based human capacity studies and not simply the numbers resorts tell you they can handle? Isn't that what an effective NEPA process should gauge? Seems your preferred solution ignores that. | 32.1.2B; 32.2.9N; 32.7C | A32.1.2B; A32.2.9N |
| 31975 | Davis, Sheridan | I am strongly against the Gondola. Indeed, we do not have an access problem in Little Cottonwood. There is not another top tier mountain range in the world that can match ease of access. We are being destroyed by the easy travel access locals and outsiders have to this canyon. We need to study options that deliver fewer people in a steadier way AFTER we have independent, scientifically based human capacity studies done on current and future impacts to this environment. When we have those numbers, we can begin to assess how we protect this precious place. Putting privately held businesses and transportation departments at the head of such discussions is an absurd, backwards way to think about how to manage this beautiful, unique, and little canyon. | 32.2.9E; 32.20B | |
| 32212 | Davis, Sheridan | I am against both the Gondola proposal and highway widening ideas promoted by UDOT, as they have not listened to a primary community affected by their ideas--the Town of Alta. As a Councilwoman and citizen, both preferred alternatives ignore concerns we as a Town raised with UDOT. Both preferred alternatives would profoundly and negatively impact this beautiful place that is a natural treasure. Both preferred alternatives ignore other more incremental and flexible potential solutions to the sheer number of people and cars flooding Little Cottonwood. Local community control has been pushed aside in favor of a large agencies designs. That is wrong. | 32.2.9E; 32.2.9C | |
| 32554 | Davis, Sheridan | I am against the Gondola as a preferred alternative. I also feel that a phased alternative that required no infrastructure change should include an hour or two each morning and afternoon that allows a single up lane in the morning to be used for buses and carpooling vehicles. Similarly, a down lane in the afternoon peak hours should be dedicated to the same. This idea requires more buses as an investment and incentivises getting people out of their cars--or into cars with many other people joining them. Please consider adopting this idea as an immediate way to increase public transportation use. | 32.2.9E; 32.2.2D; 32.2.9A; 32.2.4A | |
| 31973 | Davis, Sheridan | I am strongly against the Gondola. Before any taxpayer money is spent on increasing people in this canyon, the public needs clear and transparent data about how Snowbird and Alta calculate the human capacity numbers they aspire to have at their areas. Those numbers need to be looked at critically through the lens of environmental impacts. Non resort industry, science based human capacity experts need to study the limitations of our Little Cottonwood Canyon when looking at culinary water quality, flora and fauna impacts, and the overall health of the forest. | 32.1.2B; 32.2.9E | A32.1.2B |
| 31901 | Davis, Sheridan | I am strongly against the Gondola/Aerial Tramway proposition because of the negative impacts it would have to the viewshed. Like The Green Mountain Parkway proposed as a highway across the top of the Green Mountain Range in Vermont in the 1930s, this aerial tramway would change the character of beautiful Little Cottonwood Canyon forever. It is a boondoggle and an absurd, shortsighted "solution" to the traffic dilemmas we face here in LCC. | 32.2.9E | |
| 31903 | Davis, Sheridan | I am strongly against the UDOT gondola as there has been no independent, scientifically based human capacity study done on the upper limitations of how many people we can continue to have in this little canyon and expect that we will not crash the fragile environment and culinary watershed of this area. If anything, we should be moving against a trend to continuously deliver more people to this fragile, beautiful canyon. | 32.2.9E; 32.20B; 32.1.2B | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31920 | Davis, Sheridan | I am against the Gondola as it is an old fashioned, fixed, unvariable means to transport people that is wildly expensive, will benefit two privately held snow resorts, and is proposed to be paid for with taxpayers dollars. Boondoggle by definition. Not able to adjust to the swift changes in transportation which are on the immediate horizon. | 32.2.9E; 32.2.7A | |
| 31897 | Davis, Sheridan | I am strongly against the Aerial Tramway aka Gondola proposal. Number one, the Wasatch Range is young and is growing by 1"/decade--astronomically fast by geological standards. You would be building across the Wasatch Fault in a zone prone to earthquakes. This is a deadly proposition in the near and long term. | 32.2.6.5K; 32.2.9E | |
| 33790 | Davis, Sheridan | It's amazing what organizations will do with other people's money. In this case, UDOT's preferred alternative Gondola is [REDACTED] expensive and spends taxpayers money to benefit two privately held for profit businesses. See the problem UDOT? | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9N | A32.1.2B; A32.2.9N |
| 35543 | Davis, Taylor | Gondola is a great idea but please have the ski resorts pay for some of it and include a free ride to their pass holders on the Gondola. If you have to pay for the gondola ride in addition to the resort fees many will still not use it and just battle the traffic. There needs to be some kind of thing to motivate commuters to use the gondola if it has a fee. Another simple option is to prohibit all car traffic (except for people working or living in the canyon and then simply provide free bus transit up and down the canyon for anyone that needs to travel up and down. I'm not sure what this would cost but it seems to be a simple solution however the cost of buses drivers and fuel may make this option costly. I assume this has already been thrown out there. I support the gondola option but the ski resorts and skiers should be the ones to pay for it rather than the other 80% of the population that never travel in the canyon during winter. -- Taylor Davis USA [REDACTED] | 32.2.9D; 32.2.7A; 32.2.2B | |
| 31310 | Davis, TJ | I have yet to see a compelling reason to not just go with a plan that builds parking, adds free busses, and tolls cars to pay for it. We can manage demand without destroying the skyline or expanding the roads. I am really disappointed that we are going with the gondola instead of more practical and less disruptive solutions. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 25964 | Davis, Tj | I am confused why we can't just toll the canyon and use that to fund a bus system that works. Let's build park and ride and have bus only days. | 32.2.9A; 32.2.4A; 32.2.2B | |
| 31473 | Davis, Todd | How did this gondola become the preferred solution to the traffic issues in Little Cottonwood Canyon when 80% of Utahns oppose it and it's exorbitant cost. Not to mention it doesn't actually address or incentivize less private vehicle traffic! Because of its cost riding it will be expensive and there is no data that people will use it. There are simpler, less costly and more effective solutions to this problem. | 32.2.9E; 32.2.9N; 32.2.4A | A32.2.9N |
| 25418 | Davis, Wylie | No one locally wants the gondola, you're gonna ruin the canyons by constantly having construction up there for the next 5 years while it's being built and your gonna destroy so much of the land just trying to get construction equipment into these areas the gondola is gonna go, do not build this gondola | 32.2.9E; 32.2.7C; 32.2.4C | A32.2.7C |
| 37844 | Davis, Zachary | I think the gondola would be great. I would love to take my family up the canyon and enjoy the views. | 32.2.9D | |
| 25350 | Davison, Chantal | Please do not build this. Not only will it negatively impact the climbing in the area but it will also ruin the mountain. Environmentalism over profits. | 32.4B; 32.29D | |
| 31263 | Dawes, Michael | I am an avid skier/climber/mountaineer that accesses LCC frequently. I have four main reasons the gondola is a TERRIBLE idea and not worth \$550M: 1- At best, it might save some time accessing the upper canyon maybe 15 days out of any given year. 2- It limits the backcountry access. Backcountry skiers would never use the gondola because they need mid-mountain access at various spots. 3- Families would never use the tram because they need their vehicle at the resort parking lot for storage. Where else are we going to store our families' extra layers, goggles, gloves, food, water, sunscreen, snacks, diapers, dry socks, first aid kit, helmets, picnic supplies, rain gear, cameras, lawn chairs, blankets, stoves, firewood, climbing gear, snowshoes. 4. There will be extreme and irreversible damage done to our beautiful canyon. I am so sad that greed has overtaken logic on approving the gondola. The reality is that very few people will use it, traffic might be better for a handful of days, our canyon's beauty is destroyed, and those that approved the project have pockets lined with cash. | 32.2.9E; 32.1.4C | |
| 33913 | Daws, Angelika | Awesome post. | 32.29D | |
| 29583 | Dawson, Andrew | I think that the gondola is a great idea. Utah is growing and all of the people moving into the state will only add to the congestion on the roads. The need for public transportation is clear. If the Gondola is built and maintained in a financially sound manner, then i whole heartedly support it. | 32.2.9D | |
| 26541 | Dawson, Paige | This will ruin the beauty that the canyon is. Maybe try putting in other driving or bus restrictions before doing a gondola. Or honestly just add more buses to the rotation. The people of Utah DON'T WANT A GONDOLA. | 32.2.2B; 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E | |
| 29014 | Day Spa, Utah | Build the parking lot for cars to park. Wrap the busses with a picture of gondolas. | 32.2.9A | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>It seems to me UDOT solved the transportation problem by offering bus rides up the canyon. If we have more people, UDOT will offer more busses. Problem solved.</p> <p>Next complaint we will have will be "pick me up at my house, I am too lazy to get to the bus stop."</p> <p>The canyon is beautiful just as it is. We need to learn to change our habits not change the world to adjust to me. I have lived here for 67 years. I may not like changes, but I love Utah. Want to ride a gondola, go to Deer Valley. They have destroyed an entire mountain by the Jordanelle. But there is a gondola . . .</p> | | |
| 35883 | Day, Breton | I think the enhanced bus service makes the most sense for LCC. I can tell that UDOT has considered so many facets of each of the alternative plans and presented the information in an easy to digest format. I prefer the enhanced bus service without road expansion as it leaves the canyon without high visual impact. I also like the flexibility that bus service can offer. Busses can be added or removed as needs change, stops can also be added or removed, while a gondola is a permanent fixture. If a gondola is chosen going forward, as a climber I hope there is a plan to disturb as few boulders as possible and to not limit access to bouldering and climbing. | 32.2.9A; 32.2.9E; 32.1.2D | |
| 29824 | Day, Dylan | If this impacts the climbing in Little Cottonwood we will be moving away from the stewards of the outdoors that we are. Please do not take this decision lightly. | 32.4B | |
| 27046 | Day, Dylan | I don't think this is a solid solution. Your talking about more infrastructure in the canyon, which is what your trying to avoid. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 27588 | Day, Jen | <p>My heart is broken. I am devastated that you would choose to deface our beautiful canyon with a gondola. In your videos, you reference the year 2050. By then, there will barely be enough snow to ski for 3 months at Alta. Yet you are willing to ruin the entire canyon forever, simply to squeeze as much money out of the next few decades of resort skiing that are left and leave the canyon in disgrace once ski seasons are over? This is a terrible legacy to leave for our grandchildren.</p> <p>The problem is NOT "how can we get more people up the canyon", but rather the problem is and always has been-"how can we REDUCE the number of people up the canyon" to preserve our beautiful landscape and water resources. The gondola does not help solve the problem. It furthers the problem by shuttling more people up the canyon and destroying its beauty and resources!!!!</p> <p>There is no need for a gondola. Toll booths, mandatory bus travel, or permits (like Zion national park) would solve the ACTUAL problem and preserve our canyon. We are no reason for you to take such drastic measures when techniques within our own state have PROVEN effective at reducing traffic and preserving the beauty and integrity of our natural places.</p> <p>Please, we beg you to STOP this terrible gondola and save our canyon!!!! Listen to the voice of the people who live in the community. 80% do NOT want this gondola. How can you disregard the popular vote of those of us who have lived here our entire lives, 40+ years???</p> <p>With ALL my concern, Lifetime resident of cottonwood heights, Jen Day</p> | 32.2.9E; 32.2.2E; 32.2.2K; 32.2.4A | A32.2.2K |
| 35558 | day, joe | <p>All I can say again and again is this. Snowbird and Alta bring the majority of the people up the canyon, Snowbird year round, Alta mostly in the Winter but they are bringing more people up the canyon every Summer, with less profit I suppose.</p> <p>They are the ones causing the problem, and profiting from it. There for I feel they should be responsible to fix it, and pay the costs involved to get the masses to their product efficiently.</p> <p>As a backcountry user I don't want a gondola at the mouth to take me to a resort. There have been no talks of Service for the human-powered crowd that I am aware of.</p> <p>So now it sounds like their will be a toll someday to access my National Forest, because the ski resorts have bought so much traffic to the area it has hit critical mass.</p> <p>Just my 2 cents.</p> | 32.2.7A | |
| 29199 | Day, Joe | <p>Are there stops for other activities other than skiing at the resorts ? Stops other than snowbird and alta. What if I want to put my mountain bike on the gondola or go climb in the canyon. Who is paying for this project ? My tax dollars ? I certainly hope not.</p> <p>My 2 cents</p> | 32.2.6.5G; 32.2.7A; 32.2.6.5I | |
| 30032 | Day, Joe | Who is paying for this. Shouldn't Snowbird and Alta pay for it because they are the ones that will continue to profit ? Will there be stops for non resort traffic ? Can I take my mountain bike on the gondola. | 32.2.7A; 32.2.6.5G; 32.2.6.5I | |
| 29723 | Day, Shane | God awful wasteful idea that needs to be canceled Immediately. Electric or even hydrogen buses should be used. | 32.1.2B; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.2B |
| 31215 | Day, Stefani | I am strongly against the gondola proposal. Yes, there are traffic issues and environmental issues that need to be addressed but the gondola will be an eyesore and is basically a give-away of taxpayer money to private ski areas and Gondola Works. Many other users of the canyon will be adversely affected without any benefit. PLEASE try implementing less harmful and destructive measures before permanently scarring this beautiful canyon! | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29562 | Day, Steven | In my opinion, the tram will be wasted tax money. As long as driving is the quickest route, people will drive. What is needed is a limit on use of the canyon. The idea that the bus is an undesirable form of transportation is just a false notion the gondola supporters are promoting. The only difference is that the tram will be off the ground. The resorts will survive, they can just charge more money, the wealthy are the only ones who can afford to ski anyway. They can afford a little more if that is what the resorts need. | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.9E | A32.1.2B; A32.2.2K |
| 31241 | Day, Wayne | The gondola is the ONLY solution to slow more access without more traffic and more pollution. Expanded roads or more parking will only lead to more damage to the environment. The cost is high, but I have yet to see another solution that is better. | 32.2.9D | |
| 28046 | Daynes, Tyler | Please do not construct the gondola. This idea is flashy for tourists, but will do little to actually solve the traffic issues Little Cottonwood Canyon faces. The gondola will lead to long wait times and busy parking lots at the bottom of the canyon, only service the ski resorts, and it will disrupt the beautiful scenery in the canyon. Simply improving the bus service by increasing the amount of buses and creating priority transit lanes will drastically improve traffic conditions and provide additional benefits to those not visiting the ski resorts. Traffic could be improved even further by restricting the road to workers, emergency vehicles, and buses. While the gondola may be the most economical option, the benefits from improving the bus system drastically outweigh the limited options provided by the gondola. The gondola is a bad and unpopular idea that is clearly being pushed by special interest groups. Many Salt Lake County residents, including myself, will be incredibly disappointed if our tax dollars are used to fund this waste of money. Please reconsider this decision. | 32.2.9E; 32.2.9A | |
| 26116 | Daynes, Warren | I'm all for the gondola!!! Best proposed solution. | 32.2.9D | |
| 36507 | Daytona, Jackie | I would suggest NO GONDOLA...ESPECIALLY on the backs of tax payers when the resorts NEED TO FIGURE IT OUT...NOT everyone skis, some hike and want to preserve as much as we possibly can bc unfortunately the earth can't make more mountains after developers strip them clean! I imagine they could figure this out at \$100+ ticket for a day pass. DON'T PUT THIS ON OUR BACKS or our beautiful canyons | 32.2.9E; 32.2.7A; 32.1.2D | |
| 28013 | Dayton-kistler, Katherine | I don't approve of spending public money for the profit of ski resorts and the pleasure of those who can afford this 3 month sport. I do not approve of marking the gorgeous canyon with gondola installation. There are many better, cheaper, less invasive and less destructive options such as fewer skiers, more buses, ski slope owners paying the freight. | 32.2.9E; 32.2.2K | A32.2.2K |
| 32918 | Dayton-Kistler, Katherine | I am in favor of parking reservations and ride sharing including micro buses. I am totally opposed to tax payer money being spent to benefit ski industry only. | 32.2.2S; 32.2.2K | A32.2.2K |
| 28432 | Dayvie, Erik | I am happy with the proposed solution. I think the gondola will bring many benefits to the area long term and the phased implementation is sensible. Excited to experience the positive impacts of this project. | 32.2.9D | |
| 33788 | De Anda, Oscar | Why would we even take tax payer money to build a gondola for private companies? Instead why not charge a toll for cars to try to encourage people to take public transport. More parking with more busses even if the parking is a bit further from the mouth of the canyon. Also, not to mention the fact that we have a possible future fresh water shortage and we want to possibly taint one source of our water with construction for a gondola in that valley? | 32.1.2F; 32.2.2Y; 32.2.7A | A32.1.2F |
| 32432 | De Angelis, Christina | The Gondola is a TERRIBLE idea. There are many lower cost ideas that have been put forward that should help BOTH canyons that will not increase our taxes for many, many years to come. Projects this large rarely if ever stay within budget so the tax burden is likely much higher than proposed and this proposal should be scrapped. | 32.2.9E | |
| 29826 | De Assis, Slow | Suggest; add a bike lane both ways along 204 | 32.2.9D | |
| 31438 | de Jong, Andrew | I am opposed to the gondola solution for 2 reasons. 1 The problem is a seasonal and limited issue. 2. If you think a gondola is a good mode of transportation go to DisneyWorld and see if you like using their gondolas to move about the parks. Especially at closing. It would be just like the end of the day at a ski resort. multiple hour long lines with no other solution to exit the canyon. | 32.2.9E | |
| 25999 | De Schweinitz, Rebecca | A gondola is sexy but an inflexible choice that won't address traffic at the mouth of the canyon. We need improved public busing. I am opposed to UDOT decision and the use of tax dollars to build huge towers in the canyon. | 32.2.9E; 32.2.6.5E; 32.2.9A; 32.7B; 32.2.7A | A32.2.6.5E |
| 34093 | de St Germain, Monika | The gondola is a financially irresponsible choice benefiting primarily private resorts and developers. | 32.2.9E | |
| 31502 | De Vries, Blake | The proposed gondola plan is a large waste of tax dollars, cuts into the visual aesthetics of the canyon, harms natural resources, and only serves a percentage of canyon users during winter months. It seems that increased bus transit with more stops throughout the canyon (or other alternate solutions) could serve not only skiers at the two resorts, but those who visit the canyon year-round and desire to backcountry ski, snowshoe, hike, bike, climb, birdwatch, etc. The gondola only serves resort-goers and is a strenuous impact on the tax paying citizens of Utah as well as the natural environment of the canyon. Wouldn't it be better to increase/improve bus operations and hours of the day for a much smaller investment while reallocating much of the proposed gondola budget to improve mass transit throughout the rest of the Wasatch Front? Perhaps two rail lines for the FrontRunner? Additional rail lines? Utah's governing authorities could provide solutions that majority of Utahns (not just those who support two ski resorts) can benefit from -- especially as our population will begin to reach 4 million people by 2032. This seems like a narrow-minded proposal which aims to benefit the few and privileged who can afford to ski at these two corporations, line the pockets of legislative landowners where the parking garages will be built, impact the aesthetics and wildlife of the canyon, and not address/fix the underlying issue with overcrowded canyon use. | 32.2.9E; 32.1.2F; 32.1.5C; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.2I | A32.1.2F; A32.1.5C; A32.2.2I |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | I know this solution seems exciting and like a fun way to advertise tourism to our great state. However, for the reasons above, please reconsider and think long-term about the impact of your decision to support on current residents, future generations, wildlife, water resources, erosion components, and sustainable solutions. | | |
| 31520 | De Vries, Kyle | <p>The proposed gondola plan is a large waste of tax dollars, cuts into the visual aesthetics of the canyon, harms natural resources, and only serves a percentage of canyon users during winter months. It seems that increased bus transit with more stops throughout the canyon (or other alternate solutions) could serve not only skiers at the two resorts, but those who visit the canyon year-round and desire to backcountry ski, snowshoe, hike, bike, climb, birdwatch, etc. The gondola only serves resort-goers and is a strenuous impact on the tax paying citizens of Utah as well as the natural environment of the canyon.</p> <p>Wouldn't it be better to increase/improve bus operations and hours of the day for a much smaller investment while reallocating much of the proposed gondola budget to improve mass transit throughout the rest of the Wasatch Front? Perhaps two rail lines for the FrontRunner? Additional rail lines? Utah's governing authorities could provide solutions that majority of Utahns (not just those who support two ski resorts) can benefit from -- especially as our population will begin to reach 4 million people by 2032. This seems like a narrow-minded proposal which aims to benefit the few and privileged who can afford to ski at these two corporations, line the pockets of legislative landowners where the parking garages will be built, impact the aesthetics and wildlife of the canyon, and not address/fix the underlying issue with overcrowded canyon use.</p> <p>I know this solution seems exciting and like a fun way to advertise tourism to our great state. However, for the reasons above, please reconsider and think long-term about the impact of your decision to support on current residents, future generations, wildlife, water resources, erosion components, and sustainable solutions."</p> | 32.2.9E; 32.1.2D; 32.1.2F; 32.1.5C; 32.2.2I; 32.2.9A; 32.2.6.3C | A32.1.2F; A32.1.5C; A32.2.2I; A32.2.6.3C |
| 36977 | de Vries, Ryan | The Gondola is an inappropriate use of our money to only support 2 businesses in the winter. It will have such a local impact that the actual locals should be able to vote and decide on if it is appropriate. It is not. It is an expensive solution that won't actually solve the issues at hand. Please try other options that have less of an impact. | 32.2.9E; 32.1.2D; 32.2.6.3F; 32.2.9N | A32.2.9N |
| 31991 | Dean Hanniball, Ann | <p>I wish to comment on UDOT's selection of Gondola Alternative B in the Final Draft, Little Cottonwood Canyon EIS. Thank you for the opportunity to do so.</p> <p>Gondola Alternative B fails to address in any meaningful measure most of the objectives outlined in the EIS, to:</p> <ul style="list-style-type: none"> Improve peak-hour per-person travel times, except for a select group of users during the winter months Reduce vehicle backups on S.R. 210 and S.R. 209 Meet a reasonable level of service on Wasatch Boulevard Improve reliability and safety in 2050 Reduce avalanche delays and hazards for most users Reduce traffic conflicts and improve roadway safety at trailheads Reduce or eliminate roadside parking <p>Regarding the environmental and regulatory impacts, the effect of Gondola Alternative B will be significantly negative with dire impacts to the natural resources in this beloved and heavily used Wasatch Canyon, and to the built environment and quality of life in the affected Salt Lake Valley communities.</p> <p>This project offers marginally improved access for one group of users only, prosperous downhill skiers wishing to access the ski resorts of Snowbird and Alta during the commercial ski season. It offers no benefit - and active harm - to the growing number of other Canyon visitors, including the very large numbers of spring, summer and autumn visitors and winter visitors planning to access the backcountry on Nordic skis or snowshoes or for a myriad of other purposes. Its damaging impact on the visual integrity and beauty of the Canyon is truly shocking. Its cost is prohibitive.</p> | 32.2.9E | |
| 25482 | Dean, Charlie | Taxes should help the people paying for the service, not increase revenue for private business like Snowbird and further reduce ability for everyone (especially locals to ski). Why not build a tollbooth booth like millcreek canyon? This way canyon traffic decreases, crime/graffiti decreases, and the money is used to maintain the canyon. How does a gondola have anything to do with sustainability or access?? | 32.2.9E; 32.2.4A; 32.2.2Y; 32.2.7A; 32.1.2B | A32.1.2B |
| 35367 | Dean, Daniel | I am strongly opposed to the proposed gondola. Alta's parking reservation system had a very noticeable effect on LCC traffic in the 2021/2022 ski season and clearly demonstrated that UDOT's goal of a 30% reduction in canyon vehicles can be accomplished through ski resort parking policies, increased lift ticket and season pass prices at ski resorts, tolling, and improvements to the existing bus system. Secondly, the removal of satellite bus service to the proposed gondola base station in the final EIS is a terrible change. This will force a large number of vehicles onto Wasatch Boulevard that currently are able to avoid Wasatch Boulevard entirely. We should be providing more options for people to park-and-ride before ever reaching Wasatch Boulevard, but the final EIS does the opposite. Finally, a huge, huge part of the current reliability problem is UPD/UDOT's failure to enforce existing traction laws. The vast majority of accidents and slide-offs are due to 2WD vehicles and/or vehicles with poor tires. Tractor-trailers and other large commercial vehicles are even common sights in LCC when 4x4 restrictions are in effect. It is absolutely insane that these existing laws are not enforced. | 32.2.9E; 32.2.2K; 32.2.2M | A32.2.2K |
| 34880 | Dean, Jake | <p>I strongly oppose the implementation of a gondola in Little Cottonwood Canyon. I have been a resident of the Salt Lake Valley my whole life and strongly value LCC.</p> <p>A gondola will impact the aesthetics of the canyon tremendously. I believe we should try less invasive solutions first like tolling, more buses or carpool incentives.</p> <p>I think it is wrong for tax payers to foot the bill for a gondola when Snowbird and Alta profit heavily and many Utah residents don't even ski.</p> | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Please consider alternate solutions and preserve the beauty of Little Cottonwood Canyon. Thank you, Jake | | |
| 27777 | Dean, Larry | Why is UDOT moving forward with the plan to build a gondola up Little Cottonwood canyon? Given the rapid changes to our climate I'm not sure there will be enough snow to attract skiers. And if they do come to ride the gondola, they should be expected to pay for it. Utah taxpayers should not be expected to foot the bill for a bunch of spoiled skiers. Once this monstrosity is built we will be stuck with it forever. There are other solutions that add value for more than skiers in the winter. | 32.2.9E; 32.2.2E | |
| 35369 | Dean, Liz | I am strongly opposed to the proposed gondola. Alta's parking reservation system had a very noticeable effect on LCC traffic in the 2021/2022 ski season and clearly demonstrated that UDOT's goal of a 30% reduction in canyon vehicles can be accomplished through ski resort parking policies, increased lift ticket and season pass prices at ski resorts, tolling, and improvements to the existing bus system. Secondly, the removal of satellite bus service to the proposed gondola base station in the final EIS is a terrible change. This will force a large number of vehicles onto Wasatch Boulevard that currently are able to avoid Wasatch Boulevard entirely. We should be providing more options for people to park-and-ride before ever reaching Wasatch Boulevard, but the final EIS does the opposite. Finally, a huge, huge part of the current reliability problem is UPD/UDOT's failure to enforce existing traction laws. The vast majority of accidents and slide-offs are due to 2WD vehicles and/or vehicles with poor tires. Tractor-trailers and other large commercial vehicles are even common sights in LCC when 4x4 restrictions are in effect. It is absolutely insane that these existing laws are not enforced. | 32.2.9E; 32.2.2K; 32.2.2M | A32.2.2K |
| 26390 | Dean-perry, Clay | I feel the Gondola is the wrong solution for LCC. 1) The visual intrusion of 250ft+ towers 2) The inflexibility of the system to future changes 3) limited stops 4) pushing the traffic on to Wasatch Blvd 5) The stench of cronyism with Snowbird Building a regional hub at the gravel pit and limiting cars is the right answer for both canyons. You don't need extra lanes if you cut out 60% of vehicles. | 32.2.9E | |
| 37201 | Dean-Perry, Clay | A gondola is a horrid idea. It is obtrusive and a financial mystery. We can accomplish traffic control for much less using consumption models and tolls. | 32.2.9E; 32.2.4A | |
| 32600 | Deans, Jennifer | I oppose building the Gondola. It will deface our Canyon forever, remove climbing areas, and will increase traffic on Wasatch and 9600 S to access the parking. It only serves two resorts and residents should not have to pay for the gondola to serve them. It ignores the needs of other recreators and other year-round canyon users. The cost per ride would also make it inaccessible for local residents. Reserved parking has been very successful at reducing canyon traffic. The bus service can also be increased significantly and additional bus routes could be made available. | 32.2.9A | |
| 34972 | Deans, Kyle | The Gondola is the right choice for the canyon transportation issues. Someone said the top operator would travel up the canyon each morning, I assume that isn't the case, as that defeats the purpose of avoiding avalanches. The top operator needs to stay at the top. There should be times during the year, other than ski season that it also operates, such as October Fest. | 32.2.9D; 32.2.6.5F | |
| 35816 | Dearden, Daniel | I am a rock climber, bicycle rider, hiker and skier. I spend a lot of time in little cottonwood canyon. I am in favor of the gondola and options as currently proposed by the UDOT. | 32.2.9D | |
| 32386 | Debenham, Samuel | Us locals LOVE snowbird and alta! i myself have skied in LCC for almost ten years, but if you build that massive, hideous gondola, which will cost taxpayers so much and serve only to benefit the super wealthy, LCC will never be the same again. skiing is already so freakin expensive, how are you going to make it even more of the rich man's playground? | 32.2.9E | |
| 30054 | Deblase, Fred | Please build the gondola! It's the best solution. | 32.2.9D | |
| 38525 | DeBruille, Shannon | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 38526 | DeBruille, Shannon | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 30201 | Debruine, Sean | I am strongly in favor of the preferred gondola alternative. For the "price" of short term construction and a slight visual intrusion it has the huge benefit of reducing vehicle traffic and the attendant noise and pollution. It's high time we stop letting cars define our world. | 32.2.9D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25712 | Debry, Jacob | Thank you for considering all possible options. I agree that the gondola B plan is the best. I'm looking forward to reduced traffic and being able to rely more on public transportation. Thanks for all your hard work. | 32.2.9D | |
| 37362 | Decker, Emily | The gondola is not needed. We should be trying charging for parking and giving incentives for carpooling before spending such a large sum of money. The parking reservation system at Alta last year helped a ton. I am against the gondola. It will only push the traffic problem into our neighborhoods at the base of the canyon. | 32.2.9E; 32.2.2K; 32.2.6.5E | A32.2.2K; A32.2.6.5E |
| 36084 | Decker, Jarom | Please don't do the gondola. | 32.2.9E | |
| 29883 | Decker, Lori | We live at the mouth of the canyon and have been well acquainted with the cars that congest the road leading to the canyon after a fresh snowfall. We also observed how when Alta and Snowbird required parking reservations, the congestion improved considerably. The problem is that too many cars have one individual inside going up the canyon and the need for a reservation was impetus enough to modify that behavior. We are skiers but can't figure out why we as taxpayers we should be footing the bill for a gondola or widening the road when the solution lies with the ski resorts. All they have to do is limit the number of cars that can park in the lots. They could also offer specific parking times to regulate the flow up the canyon. We understand the resorts don't want to limit the number of paying skiers for monetary reasons, but why should taxpayers foot the huge bill for gondola when it is the ski resorts who will benefit? The skiers won't benefit with longer lift lines and crowded slopes. The time that would be saved in using a gondola would be lost in the long lift lines because of too many people on the slopes. The taxpayers lose and the skier/snowboarders lose and we are all paying to help the ski resorts. It's just plain foolish. | 32.1.2B; 32.2.2K; 32.2.7A; 32.2.9E | A32.1.2B; A32.2.2K |
| 26664 | Decker, Mark | I am in 100% in opposition of the Final EIS preferred alternative. I will not support this alternative and urge UDOT and all other stakeholders to consider the removal of the Ikon pass or any other services that subsidize access to Little Cottonwood Canyon to travelers. I want you consider the economic impact this will have for the state. Yes there is economic stimulus from the Ikon pass but how many years will it take for that stimulus to out weigh the cost of the gondola? Also, please consider the experience the gondola and parking structures will have for the end-users. Also consider the strain on our neighborhoods and surrounding areas the support traffic to this parking structure. They are not designed to handle this type of traffic. Lastly, consider all of the other days in the calendar year when the gondola is not needed. | 32.2.9E; 32.2.2K | A32.2.2K |
| 27028 | Decol, Lynne | I support the gondola as the best option and really the only long term viable option for sustaining Little Cottonwood Canyon | 32.2.9D | |
| 29671 | Decola, Josh | Ski resorts should pay half of the proposed 500 million gondola project. Or half of whatever the final bill comes to. | 32.2.7A | |
| 27112 | Dee, John | NO GONDOLA. LCC is natural and wild and beautiful and not an amusement park. A gondola would be disgusting and so environmentally terrible. Not to mention it will not help transportation issue at all. No one benefits but the rich and greedy. Who don't care about the environment or our community. | 32.2.9E | |
| 28534 | Deer, Marlene | NO to building a gondola system in Little Cottonwood Canyon. Rather than using that half billion dollars to benefit a couple of ski resorts, use it for projects that will attack our dirty air problem!!! | 32.2.9E; 32.1.2B | A32.1.2B |
| 29182 | Dees, Haley | As both an inbounds and backcountry skier, the current option does not give backcountry skiers access to the backcountry trailheads. There need to be bus stops at several places along the canyon to account for the fact that we can no longer park on the road in most areas and the number of parking spots are being reduced. Please take back country users into account when making the final plans! I am also devastated to think about all of the destruction the gondola will create, including the destruction to popular climbing boulders. We should be trying to limit the environmental impact as much as possible. Whatever we decide to do can never be undone. We are affecting the canyon permanently for every generation after us. Please try to preserve the canyon for everyone, not just inbounds skiers. Everyone should have the opportunity to enjoy the outdoors, and that can be easily accomplished by taking a bus! Thank you and I hope a decision is made that has the least impact on canyon. | 32.2.6.5G; 32.4B; 32.29G | |
| 33443 | Deesing, Jonathan | As a lifelong resident of Cottonwood Heights and current homeowner at the mouth of the Cottonwood canyons, I am STRONGLY OPPOSED to UDOT's plan to build a gondola up Little Cottonwood Canyon. Beyond the exorbitant price and blatant (borderline cynical) corruption meant to line the pockets of property owners at the base of the canyon, the plan itself is asinine, poorly thought out, and clearly not chosen objectively. Costs will balloon, public lands will be poisoned by the shoddy no-bid contractors you hire, and ultimately the only ones to benefit will be the goons in the state capitol and their cronies. I look forward to you gleefully ignoring mine and everyone else's feedback. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 26140 | Deforest, Nick | I think putting in a gondola is going to completely ruin the beauty in the canyon and will disrupt the wildlife in the canyon. There are many other ways to prevent traffic other than adding a big tram in thr middle of such a beautiful canyon. Having more busses to and from, charging for season ticket canyon passes and widening the road are huge ones. | 32.2.9E; 32.2.4A; 32.13A; 32.2.6.4; 32.2.9A; 32.2.2PP | A32.13A |
| 27483 | Defries, Tony | The gondola is not the right answer - its expensive and not needed and will damage the canyon. The best solution is distributed car parking in the valley - the quarry, at LaCalle, and in car park structures close to the I-15 in Sandy. Electric or hydrogen powered buses should then run up the canyons. Cars should be banned from the canyon - not tolls. If this does not work then build the the tram, but it should. This would also work for BCC too. It's a no brainer. The sooner BCC has this the better, as it has the same issues as LCC | 32.2.9E; 32.2.2I; 32.2.2B; 32.2.6.3F | A32.2.2I |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28800 | Degen, Kody | The funding we currently have is inadequate and will take many years to save up for, it's not worth it. It would take hundreds of millions of dollars. Yes, there may be less traffic once this is in place, but its not worth the wildlife being harmed or relocated. It's not the right solution | 32.2.9E; 32.2.7A; 32.13A; 32.1.2B; 32.2.2PP | A32.13A; A32.1.2B |
| 37303 | Degen, Scott | I personally am against this idea of installing a gondola in Little Cottowood canyon. I think it will be a waste of TAX PAYER \$. Im not going skiing. Besides we are in a DROUGHT THIS YEAR & I BELIEVE WE WILL BE IN FOR YEARS TO COME. I want to say im against it. Thats all. | 32.2.9E; 32.2.7A; 32.2.2E | |
| 25714 | Degerberg, Jan | Learn from Breckenridge, when it's windy the gondola can't run. Then what? Not a good option for you all. Not the solution!!! | 32.2.9E; 32.2.6.5K | |
| 37889 | Degeus, Michelle | Absolutely want the Gondola and save the canyon. Vote yes for the gondola | 32.2.9D | |
| 37893 | Degeus, Michelle | Vote yes for the gondola!!! | 32.2.9D | |
| 31711 | Degiorgio, Joan | Dear UDOT Team, I am writing in opposition to the preferred alternative. As a Utah native who has recreated for decades in Little Cottonwood Canyon I have seen the increase in visitation and agree with the need of addressing the ever increasing use. However, I think the preferred alternative is a VERY EXPENSIVE, LIMITED ,NON-SOLUTION to these problems. As many others at the highest levels have pointed out - this is a VERY expensive project that will benefit two private businesses and some of their guests at the expense of the irreplaceable scenic beauty of Little Cottonwood Canyon. A better long-term solution is demand management where the focus is on parking management, multi-passenger vehicle incentives, traction device requirements, regionally placed mobility hubs, carpooling, tolling etc. What is particularly disturbing with the choice of this alternative is that it would add increasingly more people before we have a capacity/visitor analysis. UDOT has no idea about biological thresholds where adding more people crosses a line that impacts water quality and watershed health. Let's wait until we have that level of information before making decisions where there is no going back. Plenty of projects to implement that will address the issue, benefit more users, over a longer time with fewer impacts. Thank you for the opportunity to comment. | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.2I; 32.2.2M; 32.20B | A32.2.2I |
| 36605 | DeGraw, Courtney | Absolutely AGAINST this gondola. It will ruin the natural views of one of the beautiful canyons that make Utah what it is. Don't ruin this place for those of us who live here in the surrounding county permanently and have to deal with the fall out, for the few who visit to ski. No more letting money and corrupt politics rule out, a gondola is wrong. | 32.2.9E | |
| 25806 | Dehaven, Alec | Again the Utah Government wishes to destroy its natural resources for the profit of a few. The canyon is a beautiful place for all to use and should be protected and prioritized as such. The Gondola does not do anything but harm the existing resources and should not be considered at all! | 32.2.9E; 32.1.2B; 32.1.2B; 32.2.2PP | A32.1.2B; A32.1.2B |
| 29610 | Dehner, Charlie | Irreversible and rushed decision. You want tax payers to help pay for this. It only supports two private businesses. Environmental and fiscal nightmare. Consider limiting/removing lkon pass and improving bus services first. This is our watershed, not Disneyland Resort | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |
| 27247 | Dehner, Charlie | NO GONDOLA. Stop ignoring the public. Y'all are beyond shady. | 32.2.9E | |
| 30024 | Dehner, Charlie | No gondola, public is pretty unanimous in opposition. | 32.2.9E | |
| 36975 | Dehnert, Ginny | Big dollar gamble or giant boondoggle. No. Not only would that project would delete the views for everyone including photography opportunities to take views. Also think about how many times a rider would have to carry their gear! Once from the house to the car, from the car to your gondola building, then onto your ride but again once they arrive to the resort. They have to use a locker, then pack up for the ride down and then load the rear back into a car and go home. Is it just me or will this be a major pain in the [REDACTED] for skiers. Think about that!!! You'd be better off widening the road. | 32.2.9E | |
| 25822 | Dehnert, Ginny | I think the gondola will be an expensive boondoggle- if it costs riders they'll go the less expensive way. And if it's a hassle, it'll be a turn-off. | 32.2.9E; 32.2.4A | |
| 26776 | Dejong, Paige | This gondola would only benefit developers and the ski resorts. We don't need any more money to go in the pockets of developers destroying all of our land with a high density building and now massive, hideous towers up the entire mountain. This is a waste of taxpayer dollars when there are better more eco-friendly options that would benefit the citizens as well. | 32.2.9E | |
| 26774 | Dejong, Paige | I don't want this gondola. Leave our mountains as untouched as possible. We don't need more ways for more people to access and ruin our mountains + the environment and ecosystems that exist. | 32.2.9E | |
| 34633 | Dekeyzer, Aaron | The "phased approach" is advocated for by overwhelming numbers in our community and a majority elected officials. There are no good arguments against the phased approach, other than it is not one of the two final alternatives. This makes me question what consideration it received, and how it was eliminated. I also wonder how it was that this whole process was kicked off. There were political insiders who knew they could personally benefit from this process, like our | 32.29R; 32.2.6.3D; 32.2.9N | A32.29R; A32.1.2H; A32.2.6S; A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>former state senate president, who passed SB71 to allow for tolling.</p> <p>I also want to know how common it is for a third party group like Gondola Works to be as involved as they are in an EIS. The amount of marketing and advertising they have subjected our community to is staggering. Why do this if it is not a popularity contest?</p> <p>Representative Bennion and Senator Anderegg have called for an audit, and as far as I know nothing has happened. It will be critical for the audit timeline to go back far enough so that we may understand how the original 100 million dollars was appropriated to create the original need for the project. Also, I believe that GRAMMA requests for communications between February 24, 2020 to September 3, 2021 are important because this is the timeframe that the gondola base station land was under contract. There would have been a number of communications to assess the risk of purchasing such a parcel as the EIS was less than a year underway. It seems that the political insiders and developers knew the gondola would be chosen before it was because of the land purchase timeline.</p> <p>This process is corrupt, and while it may not be illegal, it stinks to high heaven. It is so sad and unfortunate that two former politicians/developers and two ski resorts will benefit from taxpayer dollars against the wishes of the community. This is wrong.</p> <p>It seems that it is too late to turn back or select neither of the alternatives. I would just hope that decisionmakers at UDOT understand just how detrimental this decision will be on the community they are supposed to serve.</p> | | |
| 36711 | Dekeyzer, Aaron | <p>32-104 "As part of the Final EIS process, UDOT updated the La Caille parking structure from 1,500 parking spaces to 2,500 parking spaces and conducted a new traffic analysis and still found that North Little Cottonwood Road and Wasatch Boulevard would operate at acceptable levels of congestion. The 2,500-parking space structure would eliminate the need for the mobility hubs and bus service."This is an increase of 66% in the size of the parking structure. Why did this change? One of the major issues concerning the affected neighborhoods and communities is the induced demand this will bring. We never saw this coming, and is a perfect example of how misleading and deceitful the process has been. What is the new traffic analysis and where can I see it? What was level of service for each road? How exactly does the 2,500 structure eliminate the need for bus service?32.7 D "With the additional capacity, UDOT expects that there would be about a 4% increase in traffic on Wasatch Boulevard compared to the No-Action Alternative."Please explain this more clearly. If there is only a 4% increase why the need to expand the road? What "traffic" is this referring to? Ski traffic? Commuter traffic? Which direction?Based on this information I am concerned about the traffic study documents and data provided by Fehr & Peers and Hales Engineering and believe that similar and more specific questions from others needs to be reexamined.</p> | 32.2.6.5E | A32.2.6.5E |
| 33058 | Del Fiol, Guilherme | <p>The Gondola is an expensive solution that will only serve a very small group of people during the skiing season. It will ruin the beauty of LCC. The evidence that it will solve the traffic problems at LCC is very weak and based on overoptimistic assumptions. It is also useless outside the skiing season. Other solutions such as expanding the bus system coupled with paid parking at all ski resorts are cheaper, simpler, more equitable, and more environmentally friendly.</p> | 32.2.9E; 32.2.9A | |
| 38137 | Del Fiol, Sofia | <p>The Gondola is an unnecessary solution that will be very detrimental to LCC. Building it will be expensive, and not yield any benefits besides a temporary adjustment to traffic on certain ski season days when people have work or school off. The cons outweigh the pros when it comes to the Gondola, especially in a community full of climbers, mountain bikers, hikers, and skiers who value the outdoors and the preservation of it.</p> <p>There are alternate solutions to this problem. The bus system could be expanded, or ski resorts could require paid parking/reservations to ski. Either of these options would help solve the problem in a quicker and more cost-effective way, while still preserving the beauty and spirit of LCC.</p> | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2K | A32.2.2K |
| 28184 | Delahunty, Mollie | <p>Hello, My name is Mollie Delahunty. I'm a outdoor enthusiast and recreate in Little Cottonwood Canyon. The purpose in writing to you today is that I am extremely concerned about what has been proposed for the canyon. I have been following this for over a year and a half now, I have worked with Save Our Canyons and the Salt Lake Tribune about this issue. And I'm concerned that while the proposal for the gondola has been met with extreme resistance, that UDOT and EIS have still selected to go forward with the alternative B, the gondola. It is our responsibility to protect the natural beauty of the canyon and do all we can to leave as little trace. I have written ideas, argued for a more sustainable solution and I would like to share that article with you all. You will find it attached. In the end, we want the same thing. A resolution to the traffic concerns. I truly believe that we can work together to come up with a solution that will work just as well as a gondola and have a low impact on Little Cottonwood Canyon.</p> <p>Kindly, Mollie Delahunty</p> | 32.2.9E; 32.2.9N; 32.2.9PP | A32.2.9N |
| 26243 | Delahunty, Mollie | <p>I do not support the gondola being constructed in Little Cottonwood. We have a responsibility to the canyon and to the future generations to preserve it how it naturally is. A gondola will scar the canyon permanently. Please look at less radical solutions.</p> | 32.2.2PP; 32.2.9E | |
| 30323 | Delano, Casey | <p>UDOT should consider organizing access like Zion Park on peak traffic days only. It seems irresponsible to radically alter the mountain face and ask the valley to pay for it for an issue that is seen on maybe 30 days out of 365 of the year.</p> | 32.2.2B; 32.2.9E | |
| 27692 | Delano, James | <p>No Gondola. No change is needed.</p> | 32.2.9G | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32007 | DeLany, Hunter | The current EIS undervalues recreators that are not at the ski resorts. The gondola would reduce access for hikers, rock climbers, and backcountry skiers across the entire year. | 32.1.2D | |
| 26277 | Delany, Will | I do NOT support this decision. The decision to implement a gondola will undoubtedly limit access to public lands and take advantage of taxpayer funding to serve privately owned ski resorts. It represents an inappropriate use of public funding that should be focused elsewhere. | 32.2.7A; 32.2.9E | |
| 29169 | Delisi, Charlie | Please don't put a stupid big gondola up. I would never ride a gondola that takes 1 hour to get to the top of the canyon. That's ridiculous. I also don't think anyone from salt lake that has a vehicle that can make it up the canyon would park their car. Get in a long line. Then get on an hour long gondola to the top. Maybe some tourists that aren't staying at the resorts would ride the gondola. But most of the traffic up the canyon is caused by locals anyway. Their would most likely still be traffic and also a stupid, ugly, and expensive gondola. Please don't do that to the canyon. Maybe make some sort of snow shelters for the road over avalanche areas. Widen the road. Anything but put a dumb stupid ugly expensive gondola there. Thanks | 32.2.9E; 32.2.9K; 32.7A; 32.2.4A | |
| 30335 | Delmerico, Vanessa | With environmental disaster looming from the great salt lake drying up, the money proposed for this project could benefit many more people if allotted in other ways. The gondola will not fix a problem without causing more issues for the people who live here. | 32.2.9E; 32.1.2B | A32.1.2B |
| 28327 | Delong, Jeffrey | I am not in favor of the Gondola. It is an expensive solution to a manageable problem, which if implemented would take away from other needed infrastructure projects. I am in favor of a combination of metering, paid / reserved parking at the resorts, earlier snow removal, and better enforcement 4WD / AWD with 3 Peaks tires on snow days. | 32.2.9E; 32.2.2K; 32.2.1M; 32.2.2II | A32.2.2K |
| 30660 | DeLuca, Kara | This is absurd and not a solution , do not put a gondola in little cottonwood | 32.2.9E | |
| 35622 | Delvie, Kevin | Listen to the overwhelming voice of SL residents - no Gondola! My extreme worry is that the Gondola solution stands to majorly benefit for profit corporations instead of meeting the needs of the Salt Lake residents or tourists. Additional worries of mine are that congestion will only be moved down canyon, creating a bottle neck we are already familiar with. We should incentivize public transit, and integrate it with the existing transit systems. A highly expensive and invasive gondola system does not meet the needs of our particular problem, and the scar on the landscape is of additional concern. | 32.2.9E; 32.1.2D; 32.2.6.5E; 32.2.2I; 32.1.2F | A32.2.6.5E; A32.2.2I; A32.1.2F |
| 36657 | DeMarco, Daisy | Much to say here regarding the decision to go ahead with the gondola project for Little Cottonwood Canyon (LCC) - I am very much against it - though there are a couple of key points I would like to highlight. #1: There are many ways to address the problem prior to building a gondola, including the important step of creating a bus depot (where the parking for the gondola is planned to be) and testing out various bus options before any additional steps are taken. The depot could range from one extreme, shutting down public access to the canyon for several months/weeks/days per year - save residents/workers (e.g. Zion NP), to simply enhancing the bus boarding/unboarding process via the depot. Buses also have the additional benefit of being able to service far more places in the canyon (e.g., trailheads - not everyone wants to go to Snowbird or Alta) and if the buses are electric - which has been proven to work in the canyon - then the environmental impact is lower. #2: While you cannot place a price on this, the aesthetic loss of value within the canyon itself is worth noting. Currently the sightlines, the contours of the granite walls near the mouth of the canyon and the unobstructed views up the various gulches and forks (Tanner's Gulch, White Pine Fork, Red Pine Fork, etc.) are highly valued by those of us who utilize the canyon year-round. The varied gondola towers, cables, and cars would permanently scar the canyon and the natural feeling currently cherished throughout the canyon would be lost. #3: One underlying assumption behind building a gondola is the thought that far fewer cars will drive up the canyon in the winter (part of the environmental impact study). That is a questionable assumption at best. Yes, some will decide to take the gondola up rather than driving - particularly during storms...this of course assuming the gondola itself isn't shut down due to high winds during said storms. Given the projected travel time for the gondola it will be faster to travel via personal vehicle, which will be especially true if some cars are removed via the gondola. Meaning the same number of cars will use the canyon, and more people in total would be up the canyon with gondola usage - which highlights yet another ignored issue: what is the tipping point for usage in LCC? The failure to address this critical issue is point #4. #5: The fact that the public is footing the bill for a solution that will only run 6(ish) months out of the year, and one that will only benefit two entities, is concerning to say the least. Make it a shared expense between UDOT, Snowbird, and Alta and the public could stomach the costs more. Nothing has been stated to indicate this has been discussed. #6: The increased traffic wherever the gondola is built (currently slated for the land purchased by LCC Base Property LLC, which of course is owned by Cummings family - who also own Snowbird) will be severe even on good days. Between the entry areas for Snowbird and Alta there are currently five places where cars can gain access to those resorts. Even if there are two entry points for the gondola base station the strain felt on high snow days will be immense. Getting into, and then out of, the base station will simply be a traffic nightmare - at the base of the canyon! - and the rational option for most drivers will be to drive up the canyon. #7: In terms of avalanche mitigation/avoidance - one of the main arguments stated for building a gondola - there could be tunnels built in certain places/high slide areas to (a) ease the problems caused by slides and (b) allow for wildlife to move more freely across the canyon throughout the year. This further avoids the | 32.2.9E; 32.2.2I; 32.2.9A; 32.2.2B; 32.2.6.3F; 32.2.7A; 32.2.6.5F; 32.1.2D; 32.2.6.5E; 32.2.6.5G; 32.2.2E | A32.2.2I; A32.2.6.5E |

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| | | <p>footprint of the gondola towers which would be massive.</p> <p>#8: If the public is footing the bill for a gondola system it seems to further bolster the argument that everyone should have access to the areas the gondola is feeding - namely snowboarders accessing Alta. I won't weigh in on my opinion here, just a logical ramification that needs to be considered and addressed.</p> <p>#9: Something that thus far has been overlooked is the fact that the projected snowpack in the canyon will decrease over time (if weather patterns/warming continues). Meaning the financial projections for Snowbird and Alta will further become strained as time goes on, which will then nullify the gondola and make it go the way of the failed Moab lift system - albeit with a much higher cost and environmental scar.</p> | | |
| 30493 | Demetropoulos, Nikos | we tryna climb stop [REDACTED] ruining mother nature | 32.29D | |
| 35573 | Demiris, Chris | I feel that the gondola options completely ignore the fact that the gondola itself will increase use of the canyon as a tourist draw in and of itself, and may end up not reducing canyon traffic at all, instead simply increase overall canyon use. Additionally, since the gondola serves only the ski resorts, they should be paying for construction and upkeep. It seems to me like tolls and increased bus service would be obvious to try first since they would have the least visual and environmental impact. | 32.1.2B; 32.2.7A; 32.2.2Y; 32.2.9A | A32.1.2B |
| 37452 | DeMonte, Anna | <p>UDOT,First off, I'd like to make sure to separate the two main issues that I believe are most at-play when it comes to the EIS proposal.1. Improving the mobility and reliability of transportation in S.R 2102. Preserving the beauty of Little Cottonwood CanyonThe reason for clear separation of the two is to acknowledge that, while I am passionate about preserving the beauty of our mountains, I understand that it can be difficult to look at an issue objectively when there is passion involved. With that, I'll first start by focusing on the first point above; improving the mobility and reliability of transportation in S.R 210.I am an avid visitor of Little Cottonwood Canyon, but the gondola recommendation by UDOT would certainly not improve mobility and reliability for those like me. Why? In both the summer and the winter, I spend the majority of my days visiting trailheads all along the canyon's length, not at the resorts. Two destinations I rarely visit are Alta and Snowbird, which happen to be the two locations in which the gondola recommendation would operate. For backcountry users in both summer and winter, there needs to be a long-term solution that also addresses areas I use in the canyon such as White Pine trailhead, Grizzly Gulch, and Gate Buttress.When considering the current scope of the Final EIS statement - My recommendation is enhanced bus service without road expansion in S.R. 210. This is the best solution moving forward as it is a scalable solution that minimizes permanent environmental impact in S.R. 210. Per page 2-142 of the Final EIS, "the cost of phase implementation is \$110 Million with a \$7 million operating budget." This solution can be implemented without permanently changing the landscape. This solution has a 54 minute proposed transit concept which is one minute shorter than the Gondola B alternative as recommended by UDOT.Additionally, it would be fiscally irresponsible for UDOT to recommend moving forward with a \$550 Million dollar construction project that will still require the \$110 Million cost of the enhanced bussing to bridge the time gap. That brings the total of the gondola system to a baseline of \$650 Million, not adjusting for price changes between 2020 and 2025 or later when the construction would begin.The enhanced bus system can be rolled out in smaller phases and tested/proven method while it is initiated. Per UDOT statements, they acknowledge that the current SKI bus system frequently reaches max capacity and there is an issue with lack of parking based on current infrastructure. During Free Fare February 2022. Page 7 of the UTA_ Free Fare February 2022 final release statement shows an increase of 14% for weekly riders. People will take the bus when you make it convenient and affordable.The cost analysis provided in the FEIS statement has many ambiguous statements that demonstrate that the cost for the Gondola is a rough estimate and that if any design and construction changes are required, UDOT might need to re-evaluate the Environmental analysis - 2.6.4.1.6. This would include several large construction projects that have highly variable costs and have seen a 30% minimum increase since the EIS baseline cost set in 2020.Now, to touch on the second issue I highlighted above-- preserving the beauty of Little Cottonwood Canyon.I keep this issue second because I realize that it is not UDOT's intention to harm or sacrifice the beauty of the canyon. A transportation issue was identified and it is reasonable that some of the proposed solutions may have a visual effect on the canyon.That being said, given my already-outlined points above (lack of service in all areas of LCC, the financial impact, etc), adding a gondola with two large diesel tanks at both angle stations would without a doubt be a tragedy. Once permanent modifications to Little Cottonwood Canyon begin, they can never be undone. The stunning canyon that has shaped the lives of generations will no longer be the same.This option presents potential for large scale environmental impacts into our watershed if there were any damage to the containment system and an oil/water separator system is not installed.Multi-year civil construction throughout the canyon will require intense SWPP mitigation programs. UDOT has proven in Millcreek that your projects have contaminated the watershed to the point that it was not safe for human interaction. The acreages that would be impacted by the Gondola are primarily in Little Cottonwood Canyon by the Angle stations, switching stations, and 22 Pole foundations.Why permanently damage the beauty of such a dearly-loved canyon when other viable options exist that ALSO serve not-just resort visitors?We seek sensible solutions that look at a holistic view of the canyons and not a fiscally irresponsible band-aid that is funded by the taxpayers. The canyons need to be preserved for generations to come and as a community we will work together to alter our habits for a sustainable future.Best,Anna</p> | 32.2.6.5G; 32.2.9A; 32.1.2F; 32.2.7A | A32.1.2F |
| 26180 | Denbraber, Deb | I oppose the proposed gondola as a reasonable solution to the increased traffic in LCC. The funds needed to complete this project, in addition to the disruption it will create to these wild spaces is unacceptable. | 32.2.9E | |
| 34219 | Denbraber, Deb | I am opposed to the gondola system. There are environmental and access issues to consider. Please do not move forward with this proposal. | 32.2.9E | |
| 29836 | Dencic, Alex | I don't believe the proposed gondola solution is the appropriate way forward. Use of existing infrastructure and increased bus service make the most sense financially and ecologically. Any traffic issues can be easily addressed through requiring ski resort patrons to ride the bus up the canyon, and allowing private vehicles only for backcountry and trailhead use. Please don't permanently damage our canyon when there are better transportation options available. | 32.1.2B; 32.2.2B; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |

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| 30768 | Deneris, Angela | I have skied Alta for years and I am adamantly opposed to the gondola plan B proposal!!! It would ruin our gem of a mountain forever! Build a parking lot at for both Little and Big Cottonwood Canyons and require everyone to take the bus. Have buses arrive every 15 minutes. I'm angry about the money that will be spent and the physical beauty lost as a result of this stupid proposal. | 32.2.9A | |
| 32433 | Deneris, Angela | The gondola is an expensive and ridiculous proposal that will only make our canyon ugly and only benefit the dying ski industry. DO NOT BUILD THIS BOONDOGGLE!! | 32.2.9E; 32.2.2E | |
| 29884 | Deneris, Kimberly | The gondola spoils the natural beauty of the environment. There will be no gondola. This is not going to happen. | 32.2.9E | |
| 35192 | Denison, Nicole | <p>I am writing as someone concerned with the gondola drama. I am hoping and praying that perspective can be used and a choice can be made that is good for the residents, not the tourists, good for the community, not the money hungry ski resort conglomerations, and good for our canyons and ecosystems, not special interest groups or pockets of elected officials and money-powered decision makers. I don't know anyone who lives here who wants the gondola or wants any widening of lanes or further development of these canyons. It's a nice place to live, please don't ruin it my commercializing it to oblivion. I don't even see that we have a problem that needs a solution, other than our political problem. If you want to make money, have a locals pass toll booth. Charge a toll for the tourists and leave us out of this entire money grabbing racket, unless you want to use those funds to pay teachers a reasonable salary.</p> <p>Sincerely, Nicole</p> | 32.2.9E; 32.1.2D; 32.2.4A | |
| 28128 | Denk, Anne | I do not feel a gondola is the best solution to traffic in LCC. It will not help hikers or anyone who uses the canyon other than skiers at Alta and Snowbird. We need a better year round solution for everyone. There is not enough parking at trailheads for hikers or cross country skiers. More buses that stop at trailheads all year would be a good solution. | 32.2.9E; 32.2.6.3C | A32.2.6.3C |
| 27624 | Denman, Gayle | No to gondola, great salt lake is in danger, most taxes sb directed to water conservation (ex nevada) | 32.2.9E; 32.1.2B | A32.1.2B |
| 35889 | Denna, Tate | <p>I'd like to express my disappointment of and opposition to the recent recommendation for the LCC gondola project.</p> <p>My list of reasons is long and far reaching. Perhaps aggravated by the purported extensive research and evaluation process yet still coming to what must be the worst and most expensive option that could be proposed.</p> <p>Two things in particular of high on that list.</p> <p>One, that fact that this is marketed as a solution to the LCC traffic problems is at best false. Traffic problems are real in the canyon, but they are not limited to the handful of powder days each year. Traffic is an issue all year. October is one of the busiest months of the year with Oktoberfest and the fall colors. Hordes of people make the trek up the canyons.</p> <p>The gondola as proposed would only be operational during the winter months. Leaving the busy warmer seasons right back to square one with the original issue at hand.</p> <p>If it was decided that the window could be extended to warmer seasons, the monumental shortcoming would remain, the gondola is only intended to serve the two primary private businesses located at the top of the canyon.</p> <p>Bypassing the 8 miles of recreation spots in between. Still making it a gigantic, expensive, useless eyesore.</p> <p>My second reason is this. LCC is not unique in its traffic issues. Just as severe is BCC next door.</p> <p>No mention has been made of those issues? Is it because the two private businesses located at the top of that canyon are not forcing the issue through a corrupt process?</p> <p>Are we going to have to build another horrifically expensive chair lift to those two resorts in the near future as well?</p> <p>Or will the awful decision be made to bridge over the mountain ridge and extend the LCC line into BCC?</p> <p>Bottom line, the gondola is not a solution. It does not solve the traffic problem. Nothing has been said of the rider cost. Who's to say people will want to pay the cost? Or instead opt to just drive themselves up the canyon?</p> <p>It's been stated that avalanche work will shut down the gondola anyway. Those are generally the days with the worst "red snake" anyway. So again, the gondola will be useless in solving the problem it was created for.</p> | 32.2.9E; 32.2.6.5F; 32.1.2D; 32.2.6.5G; 32.2.9A; 32.2.2Y; 32.2.2M; 32.2.2D | |

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| | | <p>This is nothing more than a flashy toy for two ski resorts to slap on their brochures to coax skiers up the the hill to spend their money. All at the expense of every tax payer in the state.</p> <p>MUCH can be done with much less to alleviate the traffic problem. Enforcing the traction laws. prioritizing uphill/downhill traffic, tolling, increased/reliable bus services can combine to dramatically mitigate the issue.</p> <p>Not to mention, the budgetary difference would be astounding.</p> | | |
| 35040 | Denna, Tate | <p>I would like to "cast my vote," on the proposed Little Cottonwood Canyon gondola solution.I am in strong opposition to the proposal of using a gondola to solve the traffic issues up the canyon for a variety of reasons of which I will specify a few in particular.First, why in the world would state taxpayers pay such an enormous bill that almost exclusively benefits two private companies.It's awful rational when considering the MANY other needs the state faces that could that money to better use. For example, that same money could go towards drought measures that would far better protect Little Cottonwood Canyon long term than a Gondola could ever dream of.Second, the proposal and decision making process reeks of manipulation and secret glad-handing.It has been highly publicized that the comment period collected the highest response in UDOT history.Based on news article comment threads. I'm going to confidently guess those were largely in opposition to the gondola. Yet, even after 14,000 comments, UDOT still recommended it as the best course of action.Then I heard Snowbird quietly purchased the land that would host the parking structure at the mouth of the canyon and it was clear to me that the public would be fleeced by this entire scheme.Third, The Gondola only serves one user group. Leaving out all other canyon recreaters, including myself. Again, only supporting the customer base of two private companies, yet every single one of use will be held footing the bill.Fourth, I don't care about making a record of the longest gondola in the US.It would come at the cost of the most awful visual scar in the canyon that we can comprehend.Instead, there are a litany of simple, far less expensive solutions that when combined could offer some measurable improvement without the monolithic mistake of this gondola.</p> | 32.2.9E; 32.1.2B; 32.1.2D | A32.1.2B |
| 30460 | Dennis, Alison | <p>I travel to Utah specifically to climb in areas including Little Cottonwood Canyon. A gondola would destroy the world class climbing in this area which would decrease the incentive to come to Salt Lake City. There are other options to reduce traffic congestion that would be far less impactful to the environment. I believe the least environmentally impactful options should be tried first.</p> | 32.2.9E; 32.4B | |
| 30661 | Denos, Braxton | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>Thank you!</p> | 32.2.9E; 32.29F; 32.2.6.5E; 32.20B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

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| 30176 | Dent, Alan | Please do not enact tolling on SR 210! Skiing is already too expensive as it is. I already have to pay \$25 for a reservation to park at Alta Friday thru Sunday, please don't make me pay to drive up the road too! My car is always full with my family (4 to 5 skiers) so we are doing our part to carpool, but riding a bus or a gondola with a bunch of equipment for small/young skiers is not a practical option for me. We bring our lunches and use our car as a dining room. We can't afford to pay for food on the mountain and need to bring our lunches with us. Please don't make skiing a more expensive proposition than it already is. The cost and hassle is ruining the experience, and having to ride a bus or a gondola will add greatly to the hassle for my family. Thank you. | 32.2.4A; 32.2.2Y | |
| 27727 | Denys, Josh | I am very disappointed in your decision to make a gondola the preferred solution to Little Cottonwood Canyon's traffic woes. I will list my four main concerns with the gondola concept and then offer a simple solution. Concerns: 1) Ugly- a gondola would irreversibly mar the unique beauty of the canyon 2) Expensive- this should not be a taxpayer funded initiative. It is outrageous to ask taxpayers to foot the bill for something that primarily benefits Alta and Snowbird ski resorts 3) Drinking water- during construction, the gondola would likely have a negative impact on water quality in the canyon 4) Ineffective- even with a gondola, most people will still choose to drive personal vehicles up the canyon Preferred Solution: Simply provide economic incentive for people to leave their personal vehicles and ride the bus: 1) Paid parking- require ski resorts to charge additional fees to park private vehicles 2) Toll- charge a toll for each vehicle to enter the canyon (similar to Millcreek but it would be more effective to charge upon entering the canyon instead of exiting) 3) Enhanced bussing- use revenue from parking and tolling to heavily subsidize bus service in the canyon. If busses are convenient and cheap, more people will use them. Busses need to come more often. We should have express busses to the ski resorts and also "local" busses which would stop at trailheads along the canyon. The beauty of my proposed solution is that it won't cost anything and you can easily limit vehicle traffic to desired levels simply by increasing the toll- if five dollars per car doesn't yield the desired result, ten dollars or fifteen dollars per car will. If the cost of driving a personal vehicle is high enough and the alternative bus is convenient and cheap enough, people will choose it. | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 27158 | Deollos, Alessa | No to the Gondola! Save our cantons, save taxpayers money. There needs to be alternative solutions. | 32.2.9E | |
| 25400 | Depaulis, Patrick | I am against the gondola in little cottonwood canyon and feel this is a tax payer give away to Alta & Snowbird. The public voice needs to be heard and your going to destroy our canyon just so ski resorts and politicians make money while the price of lift tickets for Utah residents will be increased. This whole thing is wrong! | 32.2.9E; 32.2.7A; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 33544 | DePola, Michael | Please seek alternatives to the gondola in LCC! All alternatives should be exhausted before considering ruining the canyon by adding gondola towers - which would ruin many of my beloved climbing crags. As I'm sure UDOT is aware, alternatives include: mobility hubs, enhanced buses, tolling infrastructure, trailhead parking, parking management strategies (smartphone travel app), multi-passenger vehicle initiatives, and expanded traction device requirements. | 32.2.2M; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 82.2.9A; 32.2.9E; 32.4B; 32.2.9R | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |
| 27729 | Deppe, Aliz | No gondola! Why should tax payers finance something most locals do not want! | 32.2.9E | |
| 35565 | DEPUTY, Sheila | My husband and I live right at the mouth of little cottonwood canyon. We think the best option is the gondola. We know it won't be finished for many years. But we hope to see it finished in our lives. Get busy!! Thank you all that have worked on this. | 32.2.9D | |
| 27496 | Derezotes, Tami | please, do not allow a gondola in the canyons as a means of transport. it is going to ruin the canyon in so many ways. there are other options to keep it open and regulated. | 32.2.9E | |
| 26273 | Derks, Thomas | This has to be the biggest waste of taxpayer money you imbeciles have come up with. There is no consideration for any outdoor enthusiast besides the greeting hands of Snowbird and Alta. I would love to hear how you plan on evacuating people from the gondola. Will you need to construct roads so that an evacuation would be possible?? Wouldn't that harm the environment and ecosystem? Do you guys really believe this is the right choice or has greed, once again, gotten the best of you. I hope you guys will open your eyes to the bigger picture and not just the 10-15 days in the winter that the canyon is overly congested. | 32.2.6.5K; 32.2.6.5L; 32.1.2B; 32.1.2D; 32.1.3A; 32.2.2PP | A32.1.2B; A32.1.3A |
| 36731 | Derman, Stuart | As a resident of Salt Lake County and frequent user of Little Cottonwood Canyon, I'm extremely invested in the outcome of this potential project, and hope to utilize this public comment to clearly and concisely express my perspective on the Gondola project in Little Cottonwood Canyon. I've been deeply involved in this debate as a member of the Central Wasatch Commission Stakeholders Council, Executive Director of Wasatch Mountain Arts and engaged member of our beloved Wasatch community. The gondola is without question a mistake that will permanently alter one of our state's most incredible natural treasures. But the many reasons that this option is a mistake, goes far beyond the visual alteration of the canyon views. 1) Practicality - It is clear that consideration around where canyon users are coming from has not been accurately accounted for. We need a solution that gets canyon users from their local area to the areas they wish to enjoy. This involves looking at bus routes from Salt Lake City and other towns/cities where canyon users originate their trips rather than just the base. The proposed Gondola will not make sense on the majority of winter days for users resulting in a high likelihood people will just drive up the canyon anyway. I'm one of them. Why would someone commit to a guarantee of slower transportation vs the risk of making it up and down the canyon faster. 2) Ecological Impact - Little Cottonwood is a key watershed. We can't even have dogs in the canyon. How can we possibly accommodate the construction from 22+ towers being constructed and all the roads that will need to | 32.2.9E; 32.2.6.5G; 32.2.6.5F | |

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| | | be built. This seems like a nightmare for our water supply. 3) Traffic Estimates - The numbers presented around current vehicle volume and projected volume simply don't add up. They look hyper inflated to justify the project. 4) Long Term Traffic Volume - While foreseeable future winters will hopefully remain strong, the longer term outlook is not as positive. It seems like this long term growth justification for the project is based on unrealistic snowfalls and powder days. 5) Only 2 Stops - The Gondola only would stop at Alta & Snowbird. What about that many other places in the canyon that people use? Backcountry skiing and winter human powered recreation is growing at rapid rates and this project doesn't account for these users.6) Not Year Round Solution - Based on all the messaging, the gondola is meant to solve winter traffic. But what about the summer? Increasing bus service would solve this problem. The resorts are not the only place people are going to recreate and in the summer I would argue trails off resorts are more popular. Such complex issues like the gondola that would change the face of our community should have broad consensus from the public, local government and some level of agreement by community stakeholders. The gondola clearly has none of that. It has divided our community and choosing to move forward would only further erode public trust. I hope you choose to make the right decision and not proceed with the construction of the gondola in favor of more measured, responsible and flexible solutions that can adapt with the needs of our community. | | |
| 36624 | Dern, Deveraux | I first skied Alta in 1971. As a local it was always my first choice to ski. Alta has the best snow conditions and runs it my opinion. But the Alta ski destination was not my only enjoyment. I enjoyed every minute of my drives up and down the canyon in my CJ 5 Jeep no matter the weather conditions. The uninterrupted scenery of the granite walls, pines, quakies and peaks is always spectacular. This was my favorite time of the year to drive my Jeep with no top and enjoy the fall colors. This will all be ruined with the addition of structural towers and maintenance access roads to gondola towers. I would like to know how much terrain will be disturbed for towers and maintenance roads versus improving the existing roadway. Not to mention \$550 million in taxpayer money for private businesses. NO GONDOLA! IT IS NOT NEEDED. THERE ARE OTHER OPTIONS. DON'T BE PUSHED AROUND BY ALTA AND SNOWBIRD. | 32.2.9E | |
| 31491 | Dernbach, Alison | I support the phased approach B to the full gondola implementation. Building the gondola is costly upfront and will create a construction nightmare in the canyon and at the base. Instead, I fully support enhanced bus transportation and tolls or carpool incentives in the canyon in order to reduce congestion and environmental impact. These solutions seem like the best way to move forward with keeping LCC a great place to recreate without the hassle and costs associated with building a gondola. | 32.29R; 32.2.9A | A32.29R; A32.1.2H; A32.2.6S |
| 35876 | DeRoche, Bronti | I am a Salt Lake Resident and am concerned about the construction of the Gondola in LCC. That canyon sees a lot of use and the wildlife and watershed are greatly impacted because of this. With the construction of a gondola, the watershed will be further impacted and wildlife will be pushed outside this canyon. I think further time and consideration need to be allotted to this issue before anything is decided. Placing a toll at the base of the canyon and funding more busses seem to be a less drastic option that can be initiated in the near future. | 32.2.9E; 32.1.2F; 32.2.2Y; 32.2.9A | A32.1.2F |
| 33904 | Derouin, Brian | The speeds that are being experienced on Route 210 beginning at Fort Union Boulevard and going South are unacceptable. There is no reason for vehicles to be travelling through that intersection at 50-60 miles per hour. As Southbound cars approach that intersection, that would be a perfect place to reduce the speed limit to 35 miles per hour. The distance from Fort Union Boulevard to the High T intersection is approximately 2 miles. Reducing the speed from Fort Union Boulevard to that intersection from 50 MPH to 35 MPH would add 60 seconds of travel time. Given the delays getting up the canyon, arriving at a backup of traffic 60 seconds later would not make a difference. Surely that is a small sacrifice in order to maintain safety in these neighborhoods. Other things that should be addressed on Route 210 are: • The merge sign for Northbound traffic just beyond the High T intersection is confusing. It shows traffic from the High T merging into the left-hand lane but ignores the fact that the right-hand lane disappears and that traffic has to merge into the left-hand lane. • The "Your Speed Is" sign for Northbound traffic approaching the High T intersection is located where there is no change in the 50 MPH speed limit. It should be located further North just before Kings Hill Drive where the speed is supposed to drop to 40 MPH and where there is a blind intersection. • Speeds in that stretch of road should be monitored and enforced. I have lived here for almost 40 years and travel Wasatch Boulevard almost daily. In that time, I have yet to see a vehicle pulled over for speeding or seen the use of radar to control speeds. | 32.2.6.2.2A | A32.2.6.2.2A |
| 33348 | Derr, Alicia | I am a life-long resident of Salt Lake City. I strongly oppose the gondola up Little Cottonwood Canyon. Out of all the proposals, this one made the least sense for Utah and I'm appalled UDOT wants to move forward. I'm opposed to the astronomical cost, the environmental impact and it's inability to serve the entire canyon. This is NOT a project that best serves the interests of Utahns. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30157 | Derr, Brooke | I object to the toll booth starting further up Big Cottonwood Canyon and think it should start just before the S turn. BCC has more summer than winter traffic and rodeside parking at the S turn is a huge problem. I am the lower canyon representative for the BCCA. | 32.1.1A; 32.1.2B | A32.1.1A; A32.1.2B |
| 31650 | Deseelhorst, Alex | I'm glad we're taking the congestion and pollution issues in our cantons seriously. This seems like a logical solution. The toll seems expensive but necessary. Can't wait to see the gondola in action | 32.2.9D | |
| 34252 | DeSeelhorst, Nic | I a resident of SLC, born and raised in Sandy Utah, have lived within the ski industry my whole life. The gondola is unnecessary to support our demands. Alternative options will serve the community just as good if not better. The rapid bus system will actually drive valuable economic resources within cottonwood heights and will allow us to keep world class bouldering and recreation a part of our community. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 27710 | Desimone, Vincent | This does not provide for public access to other recreation lands in the canyon. It only benefits the ski resorts. Let them pay or if public is paying provide more bus improvements. Environmental impact of the tram system is important. That impact is likely to be high. | 32.2.9E; 32.2.7A | |
| 31276 | desmeules, emily | No to the gondola! How will it fix the issues if it won't be finished for years? What happens in the meantime, and then if the meantime plan is adequate why don't we just continue with that? The gondola will only benefit rich tourists at the detriment of working class locals who are the backbone of the community. Not to mention destroying the natural beauty of the canyon. | 32.2.9E | |
| 26173 | Desmeules, Emily | Literally no one wants a gondola except the people that will make money off of it. It will ruin the iconic beauty of Little Cottonwood and I doubt it will do anything to improve the traffic as the tickets will likely be so expensive that they are only available to rich tourists and not to any of the working class locals. | 32.2.9E; 32.7C; 32.2.9N | A32.2.9N |
| 35452 | Despain, Charlene | We need to continue using the bus service when the parking lots are full. Do not destroy the canyon with the tram. It is too costly and really just serves the ski resorts not the general public. | 32.2.9E; 32.1.2F; 32.2.2K | A32.1.2F; A32.2.2K |
| 36637 | DeStefano, Jerome | As a frequent, year round user of the canyon, I would like to see alternative measures implemented before the gondola. I enjoy bouldering and climbing on the north side of the canyon and feel the gondola would interfere with the opportunity to recreate. As a Snowbird employee, I use canyon transportation or buses to get up and down the canyon in summer and winter. I would like to see and expanded shuttle and bus system implemented before deciding on a gondola. Thank you. | 32.2.9R; 32.1.2D | A32.2.9R; A32.1.2H; A32.2.6S |
| 35749 | DeStigter, Vonda | Please-tolls! No gondola. | 32.2.2Y; 32.2.9E | |
| 35579 | DeTar, Carleton | We are long-term residents of Salt Lake City and avid outdoor recreationists, particularly in the Wasatch mountains. Here are our brief comments about the final EIS. The EIS is deficient because it lacks an analysis of the optimum maximum carrying capacity of Alta and Snowbirds. We expected to see results of a survey asking skiers on peak days whether they were happy with the current crowding on the slopes. Knowing the ideal number of skiers per day would provide the basis for determining the cost-effectiveness of the various alternatives considered. The EIS appears to assume that with the population in the valley growing, the need for transportation to the ski slopes will continue to increase with no regard to the quality of experience that may result from an increase. A gondola will severely degrade the visual experience of those who do not ride it. The final recommendation does not give this consideration sufficient weight. Why? A gondola does not solve the problem of year-round trailhead congestion, since it can't stop at the many popular trailheads and it is unlikely to run frequently outside the ski season. Buses are far more versatile. The bus alternative was inflated to include extensive road widening. This, in our opinion, is unnecessary -- limited widening to make room for stops should be sufficient. Toning down the bus alternative would make it much preferable to the gondola. Vehicle tolls should be instituted and set high enough that the bus alternative becomes preferred. That will solve the congestion problem. Thank you for the opportunity to comment on the Final EIS. Carleton DeTar Laurel Casjens | 32.2.20C; 32.2.6.5F; 32.2.6.5G; 32.2.9A; 32.2.4A | A32.2.20C |
| 28126 | Detmers, Jackie | I am not in favor of spending tax dollars to benefit the private ski resorts. | 32.2.9G | |
| 37179 | Detwiler, Rachel | Hi, I think the enhanced bussing is the way to go to solve the current mobility issues while preserving the beauty and values of the Wasatch. The fact sheets and videos really make the current plan clear, however I am deeply concerned by the intentions behind the gondola proposal. I think the current improvement to bus service sounds like a great option especially paired with incentives to take the bus and disincentives to single or low occupancy vehicles. One thought I have to improve upon this plan is consideration of school parking lots as bus stops on weekends. I think piloting this with express busses from the U could be a good first step, but limited times for routes to hit all elementary schools would be really awesome! I love taking public transit and would like to see summer routes and increased bussing in BCC also. I think that would be well utilized, especially by people passionate about reducing their carbon footprint. Another concern of mine is the UTAs recent statement that bussing including ski bussing is to be reduced this year due to difficulty with staffing (at the current wage.) This reads to me like there isn't really an effort being made to enhance bus service and that plan A will purposely be a failure to push the gondola agenda. Thanks for listening! I am looking forward to learning more and seeing how this project evolves! | 32.2.9A; 32.2.2I | A32.2.2I |
| 32597 | Deus, Corvin | No Gondola!!! | 32.2.9E | |
| 25933 | Deutsch, Robert | I fully support the gondola. I believe it is the best, possibly only approach that solves the traffic problem over the long-term. It's different and new, so I understand that people are skeptical. But ten years from now, people will look back and say "what a great decision". | 32.2.9D | |
| 33902 | DeVeny, Peggy | The current proposal of a gondola system is not the right solution to alleviate traffic in an ever more congested Little Cottonwood Canyon. The money spent on this multi-year until it is complete boondoggle will not reduce traffic in the canyon. The money would be better spent on building a larger parking structure at the mouth of the canyon and then increasing busses up and down the canyon. | 32.1.2B; 32.2.9A; 32.2.9E; 32.7C | A32.1.2B |
| 26615 | Devico, Corby | This is a wonderful idea and I fully support it. Trying to get up the canyon is so hard and as a native I want my children to enjoy skiing as I did. Please use this option and help reduce pollution | 32.2.9D | |
| 26617 | Devico, Matt | I support this | 32.2.9D | |
| 36357 | Devin, Devin | A gondola is a ridiculous way to address the traffic and pollution problems in the canyon. Why would you spend so much money and create so much new infrastructure when you can just have more frequent and regular bus service? Why re-invent the wheel here? I would gladly take a bus but taking a gondola sounds slow and irritating. | 32.2.9E; 32.2.9A | |
| 32848 | devine, courtney | I believe that electric buses with frequent service, required parking reservations (paid, if necessary) at Snowbird and Alta, and adding a toll would offer a much better solution for reducing vehicular traffic (and encouraging carpooling) in Little Cottonwood Canyon. Keep raising the toll as necessary to encourage carpooling. I am strongly against the Gondola, which would forever scar the landscape and diminish the beauty of the canyon. Just because we can cram more people into the canyon does not mean that we should. Stop the Gondola. | 32.2.2K; 32.2.2Y; 32.2.6.3F; 32.2.9E | A32.2.2K |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35707 | devine, dennis | A gondola is not the right answer. Add more frequent electric bus service, a toll in each direction, with a reduced rate for those who carpool and increase the cost of parking at the resorts. | 32.2.9E; 32.2.6.3F; 32.2.2K | A32.2.2K |
| 26616 | Devine, Gretchen | The gondola is not the correct solution for increased traffic in the canyon. It is costly, mars the landscape, and doesn't make as much impact as bus and community centered solution. Improving and supporting increased bus options would not only positively affect the canyon, but improve transportation and safety in the rest of the valley. We don't need to do some much damage to our landscape to provide better access to it. | 32.2.9A; 32.2.9E | |
| 36413 | Devlin, Amy | Please consider something less invasive, less permanent, less expensive! | 32.2.9E | |
| 27678 | Devries, Michael | the easiest plan is to cap the number of cars allowed up LCC daily. udot just has to [REDACTED] and do it. the resorts can reward people who carpool. nearly free and easy. no gondola. | 32.2.9E; 32.2.2K | A32.2.2K |
| 28834 | Devries, Shelley | I DO not want a Gondola blocking the view just for skiers at the resort. You are not catering to hikers, back country skiers, people going on a summer picnic just ski resorts. NO | 32.2.9E; 32.1.2D | |
| 34368 | DeWaal, Diandra | As a life long Wasatch Front and Little Cottonwood resident, I can confidently and firmly say NO to the gondola. It is a costly, inefficient, inconvenient method to alleviate canyon traffic. Not to mention takes away the natural beauty of Little Cottonwood Canyon and turns it into an amusement park ride. All to operate for 3-4 winter months of the year. DO NOT forget that this will NOT benefit hikers, mountain bikers, climbers etc. Who use this canyon year round. Local residents will not use the gondola. There is no incentive. It will only serve out of town visitors, who make up a much smaller portion of regular ski resort visitors. An increased bus service system, designated bus lanes would be more efficient, cost effective, resort friendly, and can be adjusted for seasonal need. The gondola cannot. NO GONDOLA! NO GONDOLA! NO GONDOLA! | 32.2.9E; 32.2.4A; 32.2.9B | |
| 35629 | DeWaal, Nico | No gondola. Please. Traffic is bad enough. The resorts are screwing us over with their parking situation. We need more freedoms on ways to get there than less. Gondola will be too slow and is so ugly. I hate it. Don't do this. | 32.2.9E | |
| 34475 | DeWaal, Patrick | Dave Fields is sitting in bed with all the other corrupt rich [REDACTED] who want to destroy our home, for their own benefit. Snowbird had already lost its love among the locals. We don't care about tourists coming to OUR mountains. But that's all our ski resorts have turned to money instead of preserving our beautiful canyons. No gondola should ever be allowed in our canyons. If the state approves this deal, every single person involved in the deal should be arrested for corruption. State leaders should resign for not listening to the people that voted them in, and their bank accounts need to be monitored. If this isn't an inside deal, I don't know what is. Utah's ski resorts have been ruined. The Epic and ikon passes have destroyed our sport, our passion. Stand up for Utah, protect her, and oust the corrupt that try to ruin her! | 32.2.9E | |
| 29339 | Dewaal, Patrick | Do NOT do the Gondola. It will RUIN the beauty of the canyon. I don't care about what the ski resorts say. They want money, not preservation! | 32.2.9E | |
| 34827 | Dewitz, Elizabeth | It is completely irresponsible to have taxpayers fund this proposal that benefits private business! Furthermore it would cause irreparable damage to the canyon with access and maintenance roads on top of the unsightly towers, cables and cars ! Toll booths or bus only options with a reasonable ride fee is the best option for the canyons and the locals that use, support and would need to fund any improvements. | 32.1.2B; 32.2.9A | A32.1.2B |
| 32806 | Deyerberg, Rob | The Gondola Alternatives are not the best long term actions... The best actions, for long term costs, long term effectiveness, and environmental and recreation resource protection, are a combination of Enhanced Bus Service, dedicated bus service lanes, and avalanche mitigation snowsheds. | 32.2.9B | |
| 30402 | Dhonau, Hannah | We (the majority of people in and around salt lake) are against the gondola, but you already know that. We see the greed of this generation and of allies made in boardrooms being held more important than the good of the earth or the community. Like it's always been done. Profits over people. Profits certainly over the earth. To say that a newly constructed, permanent, structure, serving only a few, is the solution? We see right through that. We know that people take the bus when it's available. We know that parking for the bus is the bigger issue-that more would bus if the park n ride lots not full by 8am. There is your solution. There is the thing that the people desire. | 32.2.9E; 32.2.9A | |
| 34371 | Dhondt, Justin | No gondola! No road expansion! Close the road to traffic during the winter unless it's for residents or deliveries. etc. Build the parking infrastructure at the base of the canyon and run lots of electric buses up and down the canyon. That would have the least environmental impact and greatly reduce the traffic and parking issues. | 32.2.2B | |
| 37815 | Di Iorio, Brad | Yes, gondola or cog rail would be best and I believe that they toad should be a taxed for folks that want to use it heavily now. I was up there this sunday just trying to get to Alta and the current mergin system doesn't work. It should be a single lane road on both sides until the raised, flagged concrete divider near Snowbird. Limit buses and cars cuz its only going to get more crowded causing more damage. It's like the Olympics. We can't have the Olympics in Utah cuz it will fuin everything here. It's about preserving and its a fair, equitable way to stem the crowds. If they don't like it they can go to Snow Basin. | 32.2.9D; 32.2.9F; 32.2.4A | |
| 35515 | Di, Christina | The gondola will NOT solve the congestion problem in Little Cottonwood. It is irresponsible to use taxpayer dollars to fund a gondola that services only private ski resorts. Focus on less extreme and more accessible solutions first. | 32.2.9E; 32.2.7A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37273 | Dial Santoro, Jennifer | <p>I live between the bases of LCC and BCC. My family skis in LCC many months of the year. We take the 953 (which I was very sad to see is suspended this year).</p> <p>The gondola is not a solution for this canyon.</p> <ol style="list-style-type: none"> 1. It stops only at the resorts and doesn't take into consideration dispersed users. 2. It will make skiing so expensive, most of the passholders in town won't be able to continue to ski. That's on top of charging us in taxes. Although the resorts make money on visitors, the passholders open the doors every year by purchasing those passes before we have a chance to see what kind of snow year it is. We also were here recreating and buying food on the mountains when nobody wanted to get on a plane during covid. And we're not happy. 3. That is an immense amount of destruction to our land. Every tower will have some kind of cleared access and infrastructure. When Snowbird wanted to put in a rollercoaster across the road, we all said "no" and they were not permitted. This is infinitely more destructive to the land, and will forever scar the gorgeous canyon. 4. People take the bus, when the bus comes. Except when there's no parking for the bus. Numerous times last year we were forced to drive away from our house the opposite direction of the canyon to find parking at a bus stop. Fix the parking and you'll mostly fix the bus. 5. How about certain hours of the day are "bus only" I mean after the parking problem is fixed. That way employees and prime time skiers (say, 8:00-10:00 am and 3:00-5:00 PM) would take a bus more often if they knew there would be parking and the bus would not have to compete with cars. In the last few years parking has been taken away, making the bus a harder option. <p>There is a much easier, less expensive, less destructive model. More parking down here, more busses going just from parking to the resorts and the stops in between for trailheads for dispersed use. Please do not go against the will of the majority of people who live here just because a few affluent developers have money. In the long run, we don't want this thing and it's not reversible.</p> | 32.2.9E; 32.2.6.5G; 32.1.2D; 32.7A | |
| 32604 | Dial, Jaimee | A gondola is a horrendous idea. For all of us Utahns, for wildlife and for our children. | 32.2.9E | |
| 33697 | Diamandis, Peter | I'm against the gondola...waste of money | 32.2.9E | |
| 28319 | Diamond, Adam | <p>I support the gondola option A from the mouth of LCC, with buses feeding the terminal.</p> <p>I suggest the first item to put in are the snow sheds.</p> <p>I also suggest a terminal at White Pine.</p> <p>Mountain bikes need to be allowed. Needs to operate 365 days a year.</p> | 32.2.9T | |
| 25715 | Diamond, Larisa | I am against the gondola. I think that the best option is to make a large parking garage at the base of big and little cottonwood canyons both with limited to no uphill driving by private cars on busy days. The Uta can then have much more frequent bus service up the canyon from the lots at or near the base. The biggest deterrent to people taking the bus is the fact that there isn't enough parking by the bus stops and the buses don't run often enough. If you change those problems, the bus is a viable solution for all. Having to wait 20-30 minutes for a bus if you miss one is a major deterrent to bus use, as is not having a spot to park once you get there. If you make a big parking area, people wouldn't be backed up trying to go up the canyon. Ditch the gondola and improve the parking/bus situation and problem solved. They make electric vehicles to cut down on pollution too. | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 33943 | Diamond, Luke | I am against the LLC Gondola project. I am a Utah voter and I ski, mountain bike and rock climb in Little Cottonwood Canyon. I would like to see the money going into this project used for a better way to solve the transportation problem such as improving the bus system, promoting carpooling. Thank you, UDOT for getting to the bottom of this. I hope Utah's voice is heard. | 32.1.2.B, 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9N | A32.2.9N |
| 32360 | Dianne Strasser, Dilworth | I support Salt lake County ideas on ways to help the canyon problems this year and not funded or support the .goggle plan | 32.2.9E | |
| 37451 | Diaz, Regina | I am sharing my thoughts regarding the proposed Gondola in LCC. I don't see this as a benefit to families with small children. Our national parks have started using a reservation system. Let's set up some type of reservation system with mandatory ride share or min # of people in a car. Increase buses. Protect our water shed. I don't see how the Gondola benefits anyone. | 32.2.9E; 32.2.2K; 32.2.9A | A32.2.2K |
| 37374 | Diaz, Roberto | <p>Please NO to the Gondola. There has to be another solution. This will harm the canyon with the infrastructure alone. License plate restrictions, electric UTA buses, front wheel car restrictions. Widen the road.</p> <p>No gondola.</p> | 32.2.9E; 32.2.2K; 32.2.6.3F; 32.2.2M | A32.2.2K |
| 35299 | DiBella, Edward | <p>To whom it may concern,</p> <p>I am very much opposed to the construction of a LLC gondola.</p> <p>Actually, I can't believe it is even being considered. That I, as a taxpayer, would help support people who wish to ski snowbird and alta? (and I do ski there and love it). Even if the cost was far far less it would not be a good solution - the impact on the canyon, the destruction of bouldering areas (that I use), losing the feeling of being at least somewhat in nature are dramatic and incalculable losses.</p> <p>I am even more appalled when I read that ski bus service will be curtailed due to difficulties recruiting staff. Please move money to that! And to increased bus</p> | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.4A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>service.</p> <p>I also support a toll for those who use the canyon. (hopefully in some manner so cars do not need to stop at a booth! EZ-pass systems are in widespread use in the East, for example)</p> <p>Thank you, Ed DiBella [REDACTED]</p> | | |
| 36358 | Dickerson, Alex | <p>I am opposed to the gondola. This would only be a benefit to the resorts and would ruin the beauty of the canyon. It would greatly impact my photography in the canyon as well as hiking and climbing.</p> | 32.2.9E; 32.1.2D; 32.1.2F | |
| 32528 | Dickerson, Clayton | <p>There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions.</p> <p>If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws.</p> <p>We have seen parking reservations work throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon.</p> <p>As Salt Lake County Mayor Jenny Wilson said, these are "common-sense solutions that are fiscally sound."</p> <p>Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses?</p> <p>As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging.</p> <p>They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses.</p> <p>UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> | 32.2.9A | |
| 26467 | Dickerson, David | <p>Please please please reconsider the permanent impact this gondola will have to LCC. This plan only sets to benefits two private companies, and forever changes the wild nature of this beautiful canyon.</p> <p>How will having a massive parking lot help traffic leading to the canyon? Everyone will still be heading to the exact same location on a busy day, clogging the streets surrounding the mouth of LCC. We are also just trading the canyon traffic jam, for a lift line traffic jam. We need to limit the number of users, not create an unsustainable system by increasing human traffic year after year. The gondola option is a tax payer funded money grab for two privately owned companies and a gimmicky attraction for out of state vacationers.</p> <p>This gondola is only good for getting people to the ski areas! Why not implement a system that gets people to other biking areas, climbing areas, and hiking areas all year and not just mainly in the winter??</p> <p>I am SHOCKED this option has made it this far, and it disgusts me seeing PAID FOR ADS from "Gondola Works" being promoted on local news outlets.</p> <p>Please make a decision that won't negatively change the canyon forever and LISTEN TO THE LOCALS!! NO GONDOLA!!</p> | 32.1.2B; 32.1.2D; 32.2.6E; 32.2.7A; 32.2.9E; 32.2.9N; 32.6A; 32.7B; 32.7C | A32.1.2B; A32.2.9N |
| 33088 | Dickert, Sheryl | <p>A gondola is not the solution. The money for this project could go a long way to serve both canyons. Like many others, I don't want a gondola in my backyard and humming overhead while I hike or bike or climb in the canyon. Not to mention the boulder problems that will likely be destroyed during the building process. I don't want to see the towers and cables in what is now a pristine landscape. Often I have found myself at gate buttress for a couple hours of solitude among the boulders. All for the sake of getting more skiers to two resorts? It doesn't serve anyone but them. Not the hikers, climbers, backcountry skiers. It doesn't help anyone in Big Cottonwood at all. The road will still be crowded. The lift lines will be even worse. Before something so extreme, tolls and adequate bussing needs to be implemented. If it is done right and easy to use, people will do it. The reason I choose to carpool instead of taking the bus is because it doesn't come often enough. The resorts also need to take some responsibility. Alta's reserved parking is a start. Capped capacity on busy days like Deer Valley and Big Sky has done helps too.</p> | 32.2.9E; 32.1.1A; 32.1.2C; 32.2.9A; 32.2.4A; 32.2.2K | A32.1.1A; A32.2.2K |
| 33090 | Dickert, Sheryl | <p>A gondola is not the solution. The money for this project could go a long way to serve both canyons. Like many others, I don't want a gondola in my backyard and humming overhead while I hike or bike or climb in the canyon. Not to mention the boulder problems that will likely be destroyed during the building process. I don't want to see the towers and cables in what is now a pristine landscape. Often I have found myself at gate buttress for a couple hours of solitude among the boulders. All for the sake of getting more skiers to two resorts? It doesn't serve anyone but them. Not the hikers, climbers, backcountry skiers. It doesn't help anyone in Big Cottonwood at all. The road will still be crowded. The lift lines will be even worse. Before something so extreme, tolls and adequate bussing needs to be</p> | 32.2.9E; 32.1.1A; 32.2.0C; 32.2.2K; 32.2.9A; 32.2.9R; 32.2.7A | A32.1.1A; A32.2.0C; A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |

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| | | implemented. If it is done right and easy to use, people will do it. The reason I choose to carpool instead of taking the bus is because it doesn't come often enough. The resorts also need to take some responsibility. Alta's reserved parking is a start. Capped capacity on busy days like Deer Valley and Big Sky has done helps too. | | |
| 26128 | Dicks, Trent | Please try improving bus travel and encourage carpooling in creative ways like giving free parking at resorts to cars with 3 or more people in them! Nobody wants a gondola | 32.2.9E; 32.2.4A; 32.2.2Y; 32.2.9A | |
| 37730 | Dickson, Karina | I believe this gondola is a huge mistake. It's going to greatly impact wildlife in the area. You're going to take the homes of lots of animals who won't have a choice. They'll probably move into dangerous areas and possibly invade our homes and yards. Which in turn will become a pest problem. The gondola will be such an eye sore. Why can't there be specified days for people to go up the canyon. With a certain pass only people can go up even days or those only on odd days. Offer the bus passes as part of the season pass. Maybe give people incentives to ride the bus. Like if you ride the bus you get ski cash to buy food or drinks up there on the slopes. Please there has to be a better way. | 32.2.9E | |
| 36755 | Dickson, Lloyd | Build it!! Electrify it and run it year round. This will greatly help in all ways. It's a nighare during the winter months getting up and down the mountain. | 32.2.9D | |
| 36964 | Dickson, Rochelle | I personally would hate if the gondola went through. I've lived 5 minutes away from little cottonwood canyon my whole life. This would severely impact the natural beauty that Utah's Wasatch mountains hold. When you're at the top of little cottonwood canyon looking down, imagining a gondola there, just really breaks my heart. There's so many different ways to impact the traffic issue little cottonwood canyon is experiencing. Toll days. Either 1\$ every day of the year, or 3 dollars every other day. Free if you have more than 1 person in your car, or reduced cost. Multi level parking garage. Electric buses. There's so many ways to improve other than this awful gondola. Thank you for your consideration, have a great day. | 32.2.9E; 32.2.4A; 32.2.2K; 32.2.6.3F | A32.2.2K |
| 34808 | Dickson, Rochelle | I do not want a gondola in little cottonwood canyon. It would be so hideous. Snowbird, alta and Brighton should make a multi level parking garage to fix the parking problem and toll \$1 out of the canyon on even days of the month like Millcreek canyon does | 32.2.9E; 32.2.2Y | |
| 34013 | Didas, Chase | You're going to take away hiking spots, climbing spots, and fishing spots my family has been using since before I was born. This truly only benefits big resorts, and is a complete cash grab. If you care about Utahns you will not proceed with the gondola. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 25734 | Didier, Isabella | This is a massive waste of taxpayer dollars. This equates to \$120+ dollars per Utahn. And it will only help a small minority of Utahns for approximately 12 weekends in the year. Completely impractical, irresponsible use of resources and damaging to the canyon. The citizens of these canyons and the surrounding areas DO NOT WANT THIS. | 32.2.9G; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 30262 | Didier, Krissie | No gondola ? let people use busses- leave the mountain alone Ave save nature. You're dumb gondola will ruin the beautiful scenery and natural wonders for stupid ski/snowboarding traffic. Let them eat snow! | 32.2.9E; 32.2.9A | |
| 32839 | Diegel, Paul | <p>Regarding choosing Gondola Alternative B as its preferred alternative:</p> <ul style="list-style-type: none"> - Expense: The initial cost proposed by UDOT was \$550M. It is highly likely that this will increase dramatically. - Economic benefit: The EIS states: "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." It is not the mission of UDOT to subsidize private businesses nor is that a responsible use of public funds. - Greatest public benefit: The latest Snowsports Industries of America (SIA) participation numbers (2021-22) show a nearly 6% decrease in resort skiers and a 96% increase in backcountry skiers. Data from the National Ski Area Association (NSAA) shows participation in resort skiing essentially flat for the last 30 years. More broadly accessible, dispersed activities such as backcountry skiing, snowboard touring, Nordic skiing and snowshoeing on the other hand are among the fastest growing segments of the snowsports industry. Alternative B ignores these increasingly popular activities and appears to focus on propping up an industry that is not on the rise. - Gondola fees and ease of access: There has been little discussion regarding fees for riding the gondola. It seems logical that high fees to ride the gondola will drive ridership down. Likewise, it seems unreasonable that people will embrace parking in one location, queuing up for a shuttle ride to the Gondola base, then queuing again, often with kids and extra gear, to get on the Gondola. - Seasonality: As currently proposed, the gondola will only run from December through April. This confirms that this is NOT a public transit option and is instead a wholly-taxpayer-subsidized ski and snowboard lift. - Dispersed Use: Backcountry users want to be able to use public transit in lieu of their own vehicles to access the canyon, but that is not possible under the current proposal. UDOT claims to have "Consideration of all canyon users, not just resort visitors" but by only having resort terminals and not operating year-round it's clear that this is disingenuous at best. | 32.1.4I; 32.2.9E; 32.2.6.5N; 32.1.1A; 32.2.9N; 32.2.4A; 32.2.6.5K; 32.2.6.5G; 32.1.2F | A32.1.1A; A32.2.9N; A32.1.2F |

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| | | <p>- Risk/Flexibility: UDOT's consideration of a gondola as a transportation solution is highly risky. There is little discussion in the DEIS for how a gondola system would be modified physically or operationally if that becomes necessary, or who would be in charge of making those determinations, and on what basis, and for what cost, and what the direct, indirect and cumulative impacts of those changes would be. This creates an inadequate basis for a decision to select the gondola alternative.</p> <p>- Controversial: The mayors and councils of two of the biggest stakeholders - SLC and SLCO - have taken strong positions against the preferred alternative. All of the largest and most engaged environmental and dispersed recreational groups have done the same. Public letters overwhelmingly favor a bus alternative.</p> <p>- Tolling: Alta Ski Lifts parking fees this past winter and the effects on LCC traffic show clearly that they impact traffic and parking. Yet there is almost no discussion about how/when tolling could be implemented as part of the preferred alternative.</p> <p>- Big Cottonwood Canyon: - UDOT has chosen to not consider BCC traffic and parking issues despite signs that BCC is just as popular as LCC and has similar problems. Traffic and parking problems have shifted to BCC and other canyons as access to LCC has diminished</p> <p>- Avalanche Mitigation: The use of artillery to control avalanches is projected to continue into the future. Once anti-personnel shells are launched over a gondola the gondola has to be cleared again for use. The gondola will not run while avalanche control work is happening; in fact, there may be even more downtime than simply opening the road when - as is most common - the avalanches do not reach the road. UDOT does not state how long it will take to unload cars, inspect cables and towers, and reload cars during routine avalanche control.</p> <p>- Viewshed: The effect of 200-foot tall towers and 35-person gondola cars will be an eyesore that a majority of many constituents, to whom such infrastructure will be visible whether they are hiking, climbing, or skiing.</p> <p>Please ' refer to the original scope and need and include these concerns as you review the DEIS and reconsider the Preferred Alternative.</p> | | |
| 35070 | Diegel, Tom | <p>My name is Tom Diegel, and I have lived in Salt Lake City and recreated in Little Cottonwood Canyon for 23 years and visited prior to that consistently since the mid-80's. I have spent a lot of time in Europe's mountains - including this past summer - and have seen and ridden on a wide array of gondolas and cog railways. I appreciate that UDOT recognizes that bus-oriented and tolling solutions are good short term options, but it's clear that the goal is gondola, as soon as funds are available. I was initially mildly in favor of the LCC gondola, but have since become strongly against it, for a variety of reasons:</p> <p>Seasonality - I do not have to tell UDOT that LCC receives a LOT of traffic outside the ski season. During its Oktoberfest Snowbird consistently parks more cars per day than it ever does on winter powder weekends. Just as SkiLink was weakly portrayed as a "transportation solution," the LCC gondola - by limiting its use to winter - is clearly also not a transportation solution but a taxpayer-financed chairlift. To say that the gondola is intended to address the acute nature of winter mornings and afternoons is to ignore that the SL Valley and the Cottonwoods need transportation solutions year round.</p> <p>Dispersed use - I also do not have to tell UDOT that the White Pine lot in particular and the other roadside parking areas get a lot of use with an increasing trend. UDOT claims that by "taking cars off the road," the traffic on the highway will be alleviated, but this does nothing to address the parking there, and also ignores the fact that dispersed users would also like to have enhanced transportation solutions, and the new White Pine lot design does not come close to addressing the parking demands there. Not addressing dispersed users (trailheads in addition to the resorts) does not address the EIS goals of "improving air quality," (continuing to encourage SOV's), "improving safety," (less parking=more roadside parking), and "increasing the quality of life for residents and canyon users by reducing traffic congestion as private vehicles shift to transit.," (no options).</p> <p>Inconsistent funding goals - as noted above, I appreciate that UDOT recognizes the needs and desires of the community to improve dispersed use parking lots, bus, tolling, etc. but it seems that there's only one pot of money, and based on the EIS UDOT is clearly targeting the gondola, which is financially challenging, and therefore is disincentivized to provide complete funding and effort to the alternatives.</p> <p>Partnerships - While UDOT and UTA are both state agencies, historically there is little coordination between them, and this season is a perfect example of that because UTA is cutting service, even as the enhanced service initiated two seasons ago was widely seen as successful. There is not an obvious funding mechanism to "do it all," and history does not suggest that dramatically-increased level of partnership between UDOT and UTA will occur.</p> <p>Reliability - Avalanche mitigation is a huge deal in LCC, and UDOT has no plans to curtail use of the howitzer/anti-personnel bombs that are integral to that. From what I can see in the EIS, the only acknowledgement of avalanche mitigation is snowsheds, however, there is nothing in the EIS that addresses gondola operation in conjunction with over-line howitzer use.</p> <p>Expense - I understand that public works are expensive, and things like freeways, bridges, and other major infrastructure are necessary to address the needs of a mobile community. However, at a proposed price tag of \$550M this is pushing this state of 3M people to an average cost of almost \$200 for every single citizen, regardless of where they live or if they ever travel up LCC. For a family of 4 that's \$800 of taxpayer dollars, and this is only for the major proposed alternative that is unproven and committing, not for the additional improvements (enhanced bus, improved trailheads, etc) that may come prior to gondola construction. Committing the state's taxpayers to an expense that will likely be pushing \$1B by completion for a seasonal chairlift targeting only resort patrons is an egregious misappropriation of funds.</p> <p>Ski resort trends - While Ski Utah has done a good job of luring more ski resort patrons here from other states over the last few years, resort skiing nationally has been flat for 40 years (always in the 50-60M user days/year). Snowbird's ticket prices this year are \$167-\$200, Alta's are \$120-\$150. Lift ticket prices have historically gone up faster than inflation. By the time the gondola goes in the lift tickets will be well over \$200. Additionally, global warming will harm the ski industry worldwide. The EIS does not take into account macro trends that have the potential to limit the numbers of skiers using the expensive, committing infrastructure.</p> <p>Overall Wasatch transportation - UDOT has focused all of its energies on LCC and effectively ignored both BCC and/or the ability to move people from other parts of</p> | 32.2.9E; 32.1.2C; 32.2.6.3C; 32.1.4I; 32.2.2E; 32.1.1A; 32.20C; 32.20B | A32.2.6.3C; A32.1.1A; A32.20C |

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| | | <p>the valleys to the mouths of the canyons, despite increasing traffic problems. Adding a huge parking lot at the mouth of LCC simply shifts the problem, and BCC traffic will continue to worsen while UDOT does nothing for it. The EIS does not consider a broader transportation system that takes into account the equally-affected adjacent areas.</p> <p>Overcrowding - the addition of the gondola will simply increase the number of people in the canyon. One of the reasons that Ski Utah has been effective at luring skiers from Colorado is that Utah has a far-lower skier density than Colorado. Implementation of the gondola will only add to the numbers of visitors to LCC (people will still be driving their vehicles without any traffic restrictions) the density of skiers will increase the need for associated development. What is the capacity of LCC? The EIS mentions a lack of a visitor use study as a complaint in the DEIS comments, but the final EIS does not address canyon capacity. Is it hundred thousand people? 7000 people, 50,000 people? The proposed gondola capacity could push this over the limit.</p> <p>I appreciate the complexity of the problems associated with canyon transportation solutions, but by keeping the gondola option as the alpha solution is a risky, expensive, crowded, inefficient (relative to personal vehicles filled with people with powder fever) and threatens to detract from implementation of the lesser, simpler solutions that are currently proposed only as stopgap solutions.</p> | | |
| 34890 | Diehl, Cameron | <p>While I appreciate the phased concept, I oppose a gondola now and in the future. Once a gondola is built, LCC becomes a magnet for additional development that would negatively impact the watershed and the remaining wilderness areas. Before the massive taxpayer investment to solely benefit privately owned ski resorts, let's invest in a vigorous bus or shuttle service and implement tolling and paid parking. A gondola also would not serve summer hiking trailheads or areas beyond the ski resorts but would be a year-round scar on the landscape and fundamentally change the canyons forever. We should not prioritize the ski resorts during winter weekends over all other uses year-round and that's what the gondola would do. Let's implement the initial phases successfully so that we never get to the gondola.</p> | 32.2.9E | |
| 26184 | Diehl, Michael | <p>I am 110% opposed to the construction of a gondola in Little Cottonwood Canyon. We would be spending \$500 million dollars to relieve traffic congestion that only occurs 10-20 days per year and only for a few hours on those days. We need to try other less expensive solutions first.</p> | 32.2.9E; 32.1.2B; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 36369 | Diehl, Rachel | <p>Please, no gondola! It just subsidizes the ski industry and doesn't improve access for other recreational activities throughout the rest of the year.</p> | 32.2.9E; 32.1.2D | |
| 34749 | Diehl, Ray | <p>It is my opinion that the proposed Little Cottonwood Canyon gondola would lead to other development activities and would hasten the destruction of natural beauty in the canyon and negatively impact summer canyon experiences for Wasatch Front residents. I also have concerns about the level of public funding required for the proposed gondola - which will benefit a relatively small percentage of Utahns.</p> <p>For example, many years ago there was discussion of an inter-connect system that would connect the Alta and Brighton areas with a gondola. This idea was scrapped with many of the arguments against it based on the negative impacts a gondola would have on currently undeveloped areas of Little and Big Cottonwood Canyons. It is logical to assume that if a gondola is built in Little Cottonwood Canyon then the inter-connect proposal would likely arise again along with its related destruction of more wild and undeveloped areas.</p> <p>I have ridden multiple gondolas in both the United States and Canada. Generally the gondolas are surrounded by maintenance roads and/or areas that have been cleared of trees for skiing. The maintenance roads allow access for maintaining gondola towers and also provide access routes for rescuing gondola riders in case of a breakdown. While the initial gondola proposal may not include maintenance roads, I think there is a high likelihood that they may be added in the future and further erode the canyon's scenic and habitat values.</p> <p>And while the current proposal is geared primarily for winter transport, it is not hard to imagine that if built it may eventually be used for summer transport as well. Both Big and Little Cottonwood canyons see heavy summer usage currently. One proposal someone has floated is to have a shuttle run between the Snowbird gondola station and the White Pine/Red trailhead should the gondola be operated during the summer months.</p> <p>On the surface this is a great idea. But thinking back to a public hearing I attended when Snowbird development was first proposed, there was a great deal of discussion about whether White Pine Canyon would be included in the resort's boundaries. Luckily it was not - and it has been preserved as a popular summer hiking area without tree clearing, lift towers or other development. But I could easily see a time when someone may suggest that it would be easier to service that area if it was a part of the resort. Since Snowbird has already expanded over the ridge from its original developed area into Mineral Basin, and expansion up canyon is blocked by Alta, it is not unreasonable to suspect that down canyon expansion might be proposed in the future. If this were to occur, then the scenic beauty and undeveloped nature of White Pine Canyon would be at risk once again.</p> <p>I am also concerned about funding for the proposed canyon gondola project. Not only is it a very expensive proposition, but its direct benefits are limited to a relatively small segment of Utah's population - particularly if it is limited to winter-only use.</p> <p>The Cottonwood Canyons are a gem for the people of the Wasatch Front. Very few large metropolitan areas have relatively undeveloped canyon and mountain areas within such easy reach of their residents for both winter and summer recreation. The canyons are under constant threat of over-development which may destroy much of the natural beauty found within them. The proposed Little Cottonwood Canyon is a threat to both the canyon's beauty and the recreational value for current and future generations of Wasatch Front residents.</p> | 32.20F; 32.20H; 32.20T; 32.1.5B; 32.2.6.5B; 32.2.6.5AA; 32.1.2B | A32.20F; A32.20H; A32.1.2B |
| 32542 | Diehl, Rebecca | <p>Please do not put a gondola in Little Cottonwood Canyon- this idea does not fit the site. It is not Chamonix and the character of the Canyon should be preserved without adding an eyesore to the vista. The impact on the unique ecosystem would be mightily degraded and the outcome would still not solve the overuse problems. Many people visiting the canyons stop well before the resorts to seek solitude in the landscape. Dissecting the canyon with a gondola will win favor with those who frequent Disneyland, but not the fall leaf peekers, the backcountry hiker or skier searching for the gifts only nature can bring. Instead, UDOT should focus on public transportation! This option has only lightly been explored. Bring more creativity to this- how about glass dome buses and a schedule with a parking lots that really incentivize people to use it! For cars, require a Canyon pass much like Millcreek to offset costs of the public transit system that has so much room for improvement. I immediately settled on staying in Utah after a drive and a hike up Little Cottonwood Canyon in October of 2000. It is a very very special place (and I</p> | 32.2.9E; 32.1.4F | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | have worked and lived in both Yosemite and Grand Canyon National Parks). Yes- the visitation has increased substantially- and like so many beautiful places, it needs to be preserved in as close to its natural state as possible- that includes to view-shed too. NO GONDOLA!!!! | | |
| 26785 | Diehl, Susan | I am strongly opposed to the gondola, even though I am a skier. The money it will cost is needed for many other higher priority items. The traffic congestion it will theoretically help with exists only a small number of days every year and will really only benefit the two ski resorts, not any other destinations in the canyon. It will also be an eyesore. Stick with the buses, carpooling, paid parking on weekends at least and timed entry type ideas! | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.2QQ; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 31804 | Diener, Sarah | I am writing to express my opposition to the proposed Gondola alternative B. I do not think any gondola should be permitted in the canyon. A gondola would wipe out much of the climbing and bouldering that is precious to the rock climbing community as well as being expensive and unnecessary. I would support the same big parking garage at the base of the canyon to be serviced by a fleet of electric buses. Once again, I, a Salt Lake resident for almost 20 years, outdoor enthusiast, skier and parent strongly oppose a gondola. | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 28129 | Diener, Sarah | Hello as a SL valley resident I would like to formally state my opposition to the proposed ski gondola. The Hinkley institute poll shows that 80% of Utahns oppose it. Instead looking at creating more electric or fuel efficient buses as is being done anyway in the interim is much preferred by the outdoor enthusiasts, environmentalists and tax payers. Listen to what the people want. Best, Sarah Diener | 32.2.9E; 32.2.9N | A32.2.9N |
| 31266 | Dietlein, Quinn | I am hopeful for the Gondola. It is exciting to dream about my family and I easily accessing the canyon in this manner. Thank you. | 32.2.9D | |
| 28828 | Diezma, Christophe | What a horrible solution .. to sacrifice little cottonwood canyon for the monetary gain of a few .. this is not ok to do. period. having large parking lots at the bottom of the canyon and e-buses going up and down every few mins should be the solution. Please reconsider ... thank you. | 32.2.9A; 32.2.6.3F; 32.1.2B; 32.2.9N; 32.2.2PP | A32.1.2B; A32.2.9N |
| 31882 | Diezma, Christophe | to destroy a beautiful canyon for the economic gain of skiers is WRONG!!!! no gondola. make everyone bus up n down but no gondola!!!!!!!!!!!! | 32.2.9A; 32.2.9E; 32.1.2D | |
| 34995 | Dignard, John | I feel the gondola is the safest, economical, and best option for the cottonwoods. Europe is a prime example.. it just works!! | 32.2.9D | |
| 32064 | Dignum, Mark | This gondola seems like an extreme measure for a fairly limited problem. The problem exists on a small number of days a year - snow days and weekends. This proposal also seems to do nothing to actually reduce traffic - all it seems to do is provide a way to get more people up LCC. As far as safety, this proposal also does nothing to improve safety of the road. The road is in many significant avalanche paths, and avalanche sheds have proven quite effective, so I'm not sure why they're not included. They would allow the road to be open more frequently, allow it to stay drier, two things that would allow traffic to flow more smoothly on the worst days. Based on my experience driving up and down these canyons a simple measure would go a long, long way to alleviating traffic. Enforce the existing traffic laws. LCC and BCC are two lane roads - it takes one car on bad tires to back them up. In hundreds of winter days driving up and down I've seen them enforced once and only at the mouth - never driving down. That is pathetic. If people start getting turned around for having inadequate tires traffic will flow more smoothly and there will be less slide offs. In short, I'm firmly against the Gondola and I think we should try some of the low-hanging fruit solutions that are right in our face first (enforce traction laws) | 32.1.2B; 32.2.2M; 32.2.9E | A32.1.2B |
| 26621 | Digwood, Brett | Along with 80% local residents I am not in support of this decision. This is plenty of alternative that make more sense including alternating traffic. It is unfortunate that we are destroying a canyon for 11 days of extreme traffic so that few can profit. | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.9E | A32.1.2B; A32.2.2K |
| 31524 | Dillard, Cassie | I live at the base of Little Cottonwood Canyon so this issue is being discussed all around the community. In those discussions I have NOT met one person who is in support of the gondola. If you push forward with the gondola agenda, in opposition to local citizens support, you will certainly show your true colors and prove that you are in fact NOT in service to your community, their desires and the overall well being of environment. Please consider these things as you make decisions. | 32.2.9E; 32.2.9N | A32.2.9N |
| 29086 | Dille, Jackson | I understand concern over the visual impact of a gondola but it's kind of ironic given the point is to access an area riddled with ski lifts. There's huge value in avoiding potential back up on the road. Within a few years the gondola could become an attraction in and of itself, offering beautiful views of the canyon. | 32.2.9D | |
| 27826 | Dillman, Elsa | Hello, I am a lifetime SLC resident. I'm deeply concerned about the proposed gondola in little cottonwood canyon. This is an outrageous solution to the canyon traffic issue. It doesn't serve the residents of this state. It well negatively impact many recreational opportunities in the canyon (there's more than just skiing). It moves congestion further downhill which is incredibly bad currently even without additional issues that the gondola would create. The gondola will impact climbing as well which is a prize that we should cherish. It is short sighted. There are other ways to improve traffic and accessibility without destroying the environment. For instance, we could implement a better bus system, more frequent with busses designated to skiiwrs, climber, hikers, and bikers. We | 32.2.9E; 32.2.6.5E; 32.2.4A; 32.2.2K; 32.2.9A; 32.2.6.3C | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | could impose a road toll for single passenger vehicles, parking fees... The residents of the area are begging you to be more creative in the solution. We love our canyons and a gondola is not the answer. | | |
| 31223 | Dillon, James | I feel like I am in the majority when I express my dissatisfaction with the latest decision to move forward with the Gondola alternative. I live and work in Little Cottonwood Canyon and have yet to meet a single individual who is in favor of building a gondola up LCC. Why haven't the options of the train and/or snowsheds been higher priority? They are safe and surely more cost effective than a half billion dollar piece of machinery. There is so much more that we could do with the excess money for our state than creating an unsightly, and frankly, inefficient piece of (seasonal) infrastructure. Either the train or the snowsheds would create a plethora of jobs for Utahns and help develop a certain culture and atmosphere around the canyon and the ski areas. An atmosphere quite different and more welcomed by the ski community than the 'latest, greatest and biggest'. That attitude may have a place elsewhere but the users of Little Cottonwood Canyon are not ones to embrace such gawdy and unsightly things. We love these canyons and this amazing area. Please don't ruin it for the sake of 'progress'. | 32.2.9E; 32.2.9F; 32.2.9K; 32.7E | |
| 34367 | Dimond, Jeremy | Absolutely NO Gondola ! There must be a better, more feasible way. Alta & Snowbird need to bear a significant financial burden to accommodate their resorts. This idea feels like political corruption. Who is in charge and who profits from this nonsense? | 32.2.9A; 32.2.7A; 32.2.9N; 32.1.1B; 32.6A; 32.6C | A32.2.9N |
| 30009 | Dimond, Jeremy | Absolutely NO Gondola! This idea is complete nonsense. I suspect political corruption. | 32.2.9E; 32.2.9N | A32.2.9N |
| 36056 | DIMOND, MARK | I have no interest in riding a Gondola to the LLC ski resorts. I've been a season passholder for resorts in LLC since 2000. I've read the case for the Gondola and it doesn't pass the common sense bar. Frankly I didn't think that the traffic was much of a problem last year, but I only ski some 40 days a year. | 32.2.9E | |
| 38056 | DiNardo, Julia | It feels overly optimistic to assume that there are that many ski seasons remaining to make a gondola-especially when it is at the sacrifice of the warm weather sport and beauty of the canyon-really worth it | 32.2.9E; 32.2.2E | |
| 25410 | Dingman, Emma | The gondola is a terrible idea | 32.2.9E | |
| 25947 | Dingman, Emma | Please no gondola | 32.2.9E | |
| 36742 | Dinh, Tina | I do not support the construction of a gondola through LCC. It's a wildly expensive project that can easily be solved by increasing the number of buses that run. It will not solve Salt Lake's air quality problem in the same way that Texas hasn't solved its traffic problems by adding more highway lanes. | 32.2.9E; 32.2.9A | |
| 29362 | Dinoto, Jennifer | This isn't a solution to the issue, this is a publicly paid option for snowbird to have more business. It's shameful that we'd even consider destroying the sanctity of the canyon for this. We shouldn't be looking for ways to get more people up the canyon to destroy the environment further we should be telling resorts to do things provide transit, force transit options and limit visitors to a sustainable level to alleviate the congestion. Widening roadways and building major structures on the publics dime when it's a resort issue is irresponsible. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2QQ; 32.2.2PP; 32.2.9E | A32.1.2B; A32.2.2K |
| 35465 | Dinwoodey, Mark | How about a hydrogen train up LCC that tunnels to BCC and then on to Park City. This would be expensive but a phased approach would spread out cost and attract monies from the feds and would benefit SO many more than JUST those going to Alta and Snowbird. Money spent on a gondola is a ton of expense for such a limited scope...it could instead be a good down payment on something truly amazing! | 32.1.5B; 32.2.9F | |
| 36395 | Dippo, Cassia | I am opposed to the Gondola in Little Cottonwood Canyon. I favor an incremental approach with guidelines for reassessment, that when reached would remove the Gondola from consideration. Though I have many reasons for my oppositon, I know that many have already been address. So I will try to not be redundant. 1. If the Gondola fails, how will mitigation work without millions upon millions of dollars. Will there be a required bond for this? My guess is that it would just remain forever an eyesore. Remember this would be the longest Gondola in the world. What could possibly go wrong? Note the abandoned Gondolas in Moab. 2. Is there really a problem to be solved. At present, on average there are only congested traffic on fewer than 2 dozen days a year. On a really big year there might be 3 dozen. Are the people of Utah willing to spend enormous amounts of money for something that is needed on fewer than 10% of the days per year? Climate change may reduce this number even further due to decrease snowfall. 3. What happens during the days that there are considerably fewer skiers? Do they continue to run empty cars up and down the canyon all day to service the 100 or so riders, who may choose to end or start their day at different times. The Gondola is not scalable. 4. There is no benefit to either the skier/snowboarder experience, or the watershed, by putting more an more people in the canyon. The Gondola presents one of its selling points as the the 1000's of people/hour it can transport. Presently parking is the limiting factor that insures the protection of the watershed, and preserves the visitor's experience. Please consider these comments in you deliberations. Sincerely , Cassia Dippo | 32.2.9R; 32.2.9E; 32.2.6.5K; 32.1.2B; 32.1.2B | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B; A32.1.2B |
| 30126 | Dirats, Spencer | Good afternoon, I would like to begin by being up front and admitting that, having just read "Chapter 32: Response to Comments" of the LCC EIS, I have nothing to add that wasn't already shared by apparently thousands of other commenters. The case against the gondola has been made 14,000 times over. | 32.2.9E; 32.2.9N | A32.2.9N |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>All that I can add is, first, gratitude that you are evaluating the situation in LCC (and taking the community's perspectives into account) and second, yet another voice of opposition against the gondola.</p> <p>I don't envy the scope of the task you have at hand, but I do hope that you take our community's clear decision into strong consideration. I understand that community preference isn't exactly a primary influencing factor (I know that this isn't a democratic process), but as a public institution, I should hope that it still matters to you.</p> <p>Sincerely, Spencer</p> | | |
| 31188 | DiRocco, Dave | The B Plan is nonsensical. The purpose of the gondola is to avoid snow sheds and buses. The Gondola should be fast tracked and nothing else should be done in the interim. Buses should not be in the Canyon period. If you want buses in the canyon then put a separate lane and snow sheds all the way up, destroy the canyon, forget the Gondola and be done with it. Such stupidity | 32.2.9D; 32.2.6.5Z | |
| 33928 | Disney, Julia | I am a resident and homeowner in Salt Lake County, as well as a frequent enjoyer of LCC. I strongly encourage UDOT to reconsider their proposal of a gondola. Increased public transit as well as tolling for use of the canyon (especially for ski resort-specific traffic) would be a much less invasive means of managing traffic, preserving the beauty of our canyon as well as providing a means of revenue to support maintenance of the road and toll. A gondola will not only destroy the natural beauty of the canyon but is also jumping over so many less aggressive solutions. | 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9N | A32.2.9N |
| 26373 | Distefano, Kelly | While a gondola has the advantage of reducing car emissions - how much emissions will be produced in the prolonged building phase ??? And in additional cars and visitors coming to this canyon to ride this new and exciting gondola ??? Please consider modifying what we have in place now and use this money to save our salt lake so that this city is LIVEABLE in 15 years when this project is done. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.10A | A32.1.2B |
| 29491 | Dittmore, Calvin | This appeases companies and does not help our community. Create an electric bus shuttle lot. Wasting money on a gondola that will support a drying industry. | 32.1.2B; 32.2.2E; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.2B |
| 25616 | Dixon, Adrienne | I fully disagree with needing a gandola for the canyon. You are only catering to people who ski, but you are making taxpayers pay for the gandola. I know how expensive skiing is, so if the gandola is to help with the ski season, make the ski resorts pay for the gandola. Hikers, bikers, joggers, etc. will not be using the gandola. It is ridiculous, and on top of that a gandola is going to make the canyon look so ugly. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 30098 | Dixon, Anthony | NO to gondola!! No taxpayers money to benefit for-profit ski companies. NO to gondola | 32.2.9E | |
| 35999 | Dixon, Brian | It seems HIGHLY foolish to build a gondola. Spending the millions of dollars that a gondola system will cost only benefits two ski resorts. The people that live close to the resorts reject the idea. I believe that other solutions including resort appointments like the system used by Arches National Park, a better bus system, and incentivized remote parking, will be more effective and much more cost-conscious. The commercials mistakenly dump on riding the bus and that is ridiculous...especially since the TRAAX system operates busses. Electric busses can be environmentally-conscious too. | 32.2.9E; 32.2.2K; 32.2.9A; 32.2.6.3F | A32.2.2K |
| 27507 | Dixon, Carol | Yes I would love to have gondola. They work well in many places like Europe. | 32.2.9D | |
| 31977 | Dixon, Darrel | I have been skiing, Biking and hiking in the canyons ever since I came to Utah for school and then business. I taught at Snowbird for almost 30 years. The changes that I have seen are huge. I would love to go back but that is impossible. The best alternative is the Gondola and although I don't really like it, I think it will eventually have to happen. I skied in Europe for 3 years and there were numerous Gondolas and Funiculars that you have to take take to get to the slopes. Eventually the same here. | 32.2.9D | |
| 34761 | dixon, des | stupidest ever | 32.2.9D | |
| 26331 | Dixon, Lynn | I strongly oppose the Gondola in Little Cottonwood Canyon. I oppose it for many reasons, both environmental and financial. It is WRONG to have tax payers pay for something that really only benefits the privately owned ski resorts. I live in Cottonwood Heights and while traffic is certainly an issue, the answer is not a \$500+ Million dollar gondola that will destroy the beautiful canyons that we moved here for. There are common sense ways to alleviate the traffic and honestly, the traffic is only bad on snow days and big ski days (It's not a 365 day/year problem). We need common sense, affordable solutions like: requiring minimum riders in a car, more bus access (clearly marked where to get and ample parking at those bus accesses), reduce number of IKON pass holders (that's a huge part of the problem!! and not one that tax payers should pay to resolve) All in all, my family is strongly opposed to the gondola. We enjoy the canyons regularly, are skiers and tax payers: there is a better way forward. NO TO THE GONDOLA. Thanks for hearing from those residents and tax payers that this will affect. Lynn Dixon | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.7A; 32.6A; 32.1.2B; 32.2.2Y; 32.2.2K; 32.2.2PP; 32.2.9N | A32.2.2K; A32.1.2B; A32.2.2K; A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30909 | Dixon, Lynn | NO on gondola. It is a irresponsible use of taxpayers money. Local people will be paying for something that will mostly benefit out of town tourists and the ski resort. The traffic is only bad a few weeks out of the year. It makes no sense to implement such an expensive solution when the problem only exists a few weeks. As a taxpayer, I refuse to pay for this gondola. NO on gondola!!! | 32.2.9E; 32.1.2B | A32.1.2B |
| 36696 | Dixon, Mark | I urge the consideration of other alternatives to a gondola for Little Cottonwood Canyon. Frankly, it would be heartbreaking to see the canyon cluttered with a structure like a gondola, particularly considering the invasive construction that would be necessary. Please, let's not subject the beautiful canyon to the abuse, which construction of a gondola would represent. Thanks for your thoughtful consideration. Regards, Mark Dixon [REDACTED] | 32.2.9E | |
| 35545 | Dixon, Taube | This gondola is a very unwise proposal. Serves very little purpose for the area, except adding dollars to taxes that could be spent on more urgent needs. Also, it is very ugly. | 32.2.9E | |
| 33404 | Dlouhy, Alexa | I am a frequent user of LCC (climbing, skiing, hiking) and a SLC resident. I am opposed to the gondola. A better solution in my opinion is more park and rides and increased frequency of buses. Tolling is also a great idea. Thank you for your work and for representing the community. | 32.1.2B; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 34899 | Do, Tiffany | Little Cottonwood Canyon is home to many, from plants to animals to even people who enjoy the landscape for what it has to offer. However, building a gondola destroys the nature of Little Cottonwood. You're disrupting the habitats of organisms living there. You're also taking away precious areas for climbers. Utah is known for winter tourism BUT it is also well known for it's landscape and other outdoor recreation such as climbing. Your decision may benefit the ski resorts but you are harming all other aspects of the area. Th tax payers money going into this decision but it seems as though the corporation are getting the benefits, not the people. If you want a holistic view of what people want, then you need to consider those that use the area for other recreation, not just those utilizing it for winter sport. You need to look at more than just who will use the gondola. You need to look at who is affected by it. Many people will experience a loss if a gondola created. I believe utilizing other resources such as improved bus system is not only better in an environmental impact perspective but also better for other recreational uses. Other alternatives that are less problematic in funding, environmental, and year-round tourism/usage should have been recognized in place of the gondola. | 32.1.5C; 32.2.9E | A32.1.5C |
| 38180 | Do, Vanessa | Hello UDOT, I know that a lot of time and effort was put into making the decision that narrowed it down to Gondola Alternative B, but I kindly ask that you reconsider as this would highly affect climbers, hikers, and canyon users such as myself mentally and spiritually. I was born in Utah and as a climber and hiker myself, it's heartbreaking that multiple things will be taken away as the benefits will mainly go towards skiers. The purpose is reduce traffic congestion, however in my opinion, I see that this will increase the number of people coming which in turn may not completely put an end to the overall issue. Furthermore, the natural canyon views, the historic world-class climbing, the peacefulness, and natural wildlife will never be the same again once this project is started. I kindly ask that you reconsider buses or electric buses as the permanent solution for now as people may carpool together to decrease the traffic congestion as well. Thank you for your time. | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.6.3F | A32.1.2B |
| 30189 | Doane, Kerry | Thank you, Josh and UDOT for the thorough analysis and communication that has been done for this EIS. It is clear that there is not enough funding for the proposed action: Gondola B Alternative. However, it is my understanding that there is also no funding for the phased implementation of increased bus service. I would like to go on record with a comment that I do not support using funds that UTA currently uses for valley bus service to be diverted to canyon service. With the reduced scope of the tolling, including hours of day and length of the canyons, that funding source is not likely to be enough to fund the increased bus service, especially for both LCC and BCC. I appreciate the State's increase in interest and financial support of transit solutions, however, the TTIF fund is not designed to be used for operations cost. A separate, dedicated, ongoing and reliable funding source must be implemented in order to successfully phase the solutions you propose. Thank you, Kerry Doane | 32.2.7A | |
| 27205 | Dobitz, Carly | Please don't ruin our canyons with a gondola. It'll take away the beauty of the canyon. Keep it natural not industrial. There are always alternatives to make this work. Ski lifts go down all the time which means the gondola will require maintenance causing people to be stranded. Do not ruin our canyons! | 32.2.9E; 32.2.6.5K | |
| 36525 | Dobson, Seth | The residents near the mouth of the canyon that I know are largely against the gondola project. That in and of itself should be a great reason against the proposal. I personally do not want to park at the base of the canyon and ride a crowded gondola with my skis and ski gear up the canyon to a ski resort. | 32.2.9E | |
| 31252 | Dockstader, Kirsten | I'm opposed to the gondola. Lower cost, lower impact solutions like increased and improved bus services have not yet been attempted. Please try that first. | 32.2.9E; 32.2.29A | |
| 32537 | Dodd, David | This is far too expensive as a solution. That money must ultimately come from skiers and taxpayers. And many of us cannot afford to ski then and cannot afford much larger taxes. Skiing will diminish with global warming and may be gone completely. | 32.2.9G; 32.2.2E | |
| 38084 | Dodge, Roger | I am apposed to the tram option in Little Cottonwood Canyon. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26117 | Doe, John | I cannot believe Utah in general, nor specifically Cottonwood, is considering abusing yet another natural waterway for humans (who happen to occupy the desert). At the same time, I'm roughly equally unsurprised this option is the selected path forward. The state lacks potable water and has a record drought, but is green lighting dumping even more humans into its limited water area. Go Utah. | 32.29D; 32.12A | A32.12A |
| 27139 | Doe, John | I can personally see both sides so I will list a positive and negative. Positive being it will reduce congestion on the roads, negative being it will create a parking issue at the base of the canyon when the lots fill up. | 32.2.9D; 32.2.9E | |
| 29862 | Doe, John | Tolling is a much better option. No one wants the gondola. | 32.2.4A; 32.2.9E | |
| 35374 | Doerner, Corinne | A billion-dollar gondola, or in other words, a glorified bus in the air, is truly one of the worst options proposed to improve transportation in Little Cottonwood Canyon. This amount of time and money should be put toward improving bus services, running buses more frequently, and limiting the number of personal vehicles entering the canyon. In this (common-sense) bus-improvement alternative, UDOT would actually be able to improve transportation in a way that is affordable and feasible for those wanting to access the canyon. Gondola Alternative B will ruin the reasons that people enjoy being in Little Cottonwood Canyon. It is extremely invasive and will destroy vast amounts of scenery, nature, and wildlife in the canyon. Please listen to everyone voicing an opinion against the absurd "Gondola Alternative B" plan and think pragmatically about the solutions to improve transportation in Little Cottonwood Canyon. | 32.2.9E; 32.2.9A; 32.1.2F | A32.1.2F |
| 26568 | Doherty, Mark | Please consider alternatives to the Gondola Project. Here is what I propose: 1) Canyon Entry Fees for every car, similar to what is done through the National Park System. Travelers can pay daily, or can purchase a winter/summer pass. These fees can be set high enough to substantially discourage excess travel and ENCOURAGE bus transit. 2) Widen the canyon road to accommodate a full, upcanyon bus lane. 3) Establish transit hubs throughout Draper and Cottonwood heights which will disperse traffic congestion. We as a state simply should not build a gondola which would serve only two, medium sized ski resorts during a four month season. The entire state tax base would shoulder the bill for a project that will undoubtedly cost three times the estimated costs after all of the legal and environmental issues come into play. Finally, with the impending decline of the Great Salt Lake, the certainty of enough snow to keep Alta and Snowbird viable as resorts becomes a legitimate question. If we propose anything that requires massive state wide tax based funding, it should be along the lines of pursuing a pipeline from the Pacific Ocean to regenerate the Great Salt Lake. Thankyou for considering my thoughts. Mark Doherty 40 year resident of Utah. | 32.2.2E; 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.9B; 32.2.9E | A32.2.2K |
| 32237 | Doherty, Michael | A Gondola is a terrible idea!! We can do better than that, Quit trying to get more and more people up there. | 32.2.9E; 32.1.2B | A32.1.2B |
| 38192 | Dohm, Keegan | The little cottonwood canyon gondola is at a glance an unnecessary project. On further inspection it becomes clear that it is a flagrant waste of taxpayer money. It is an outrage that a project that provides minimal or no benefit to your typical Utah taxpayer would be paid for with public funds, especially considering that it stands to grossly increase the profits of highly profitable ski resorts that could certainly pay for it themselves. From every perspective the gondola is a waste of taxpayer money that would be better spent on improving public transportation within Salt Lake City itself. If there is to be a gondola, let the resorts fund it. If the state is to solve the transportation problem, implement policies limiting the number of cars allowed up the canyon and expand the bus system. Limiting the number of cars going up would encourage more people to use the bus. It is clear from the documentation that UDOT has not fully explored these alternatives. As a resident of Utah and a Salt Lake City local, I am painfully disappointed in our administrations choice of direction on this. We can do better. | 32.2.9e, 32.1.2d, 32.2.7a, 32.2.2K; 32.2.9A | A32.2.2K |
| 31279 | Dohman, Helen | It is unfair to think that all taxpayers should pay for this when only 2 ski areas and skiers and boarders will benefit. Close the ski areas when they've reached capacity. Or, close the road to vehicles that do not have a pass. Increase electric bus service. No to the gondola. | 32.2.9E; 32.2.6.3F; 32.2.2K | A32.2.2K |
| 27347 | Dohmen, Brensley | I am for the gondola. I think it a great alternative route and the best one. I will definitely be using it once it built. | 32.2.9D | |
| 36671 | Dokmo, Jeff | There should be a bus system instead of a gondola. The gondola is a stupid idea | 32.2.9E; 32.2.9A | |
| 37197 | Dolan Mitchell, Cate | I am writing in opposition to use of the gondola, and in support of increasing bus access to the canyons. I also have additional questions and concerns about the implementation of the enhanced bus service - how will the canyon toll be collected (to avoid affecting traffic flow), and will this toll reduce the number of low-income visitors from other parts of the valley and region? There is very little information about this in the EIS documents. Also, as someone who rarely visits resorts but who frequently visits trailheads/backcountry, I am concerned about the cost and ease of access to trailheads - I would ride public transit if this was an option to access a trailhead in a timely/efficient manner. I am concerned about the visual impact that a gondola would have, permanently altering the character of the canyons. In the Impact Summary, enhanced bus services reduced traffic buildup by 70-80%, whereas more expensive options only reduce traffic by 75-95% -- is the increased cost of more expensive options like the gondola worth the marginally greater reduction in traffic buildup? I don't see a compelling reason to add a gondola to the canyon other than to benefit ski areas - and I don't think that this is an appropriate use of tax payer money. | 32.2.9E; 32.2.9A; 32.2.4A; 32.1.2D; 32.2.7A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32275 | Dolan, Cindy | NO GONDOLA! | 32.2.9E | |
| 31698 | Dolan, Kevin | I and my wife strongly oppose the gondola solution choice for LCC. I am a senior citizen and longtime resident of the Sandy/Cottonwood hts. area as well as an avid hiker, skier, and biker. I want to regulate the number of visitors to LCC throughout the year, but want to explore many other options before taking the plunge for a gondola for these reasons: 1. I don't want to saddle Utah taxpayers with the huge burden of paying for the gondola. The ski resorts should be shouldering the bulk of the cost. 2. I don't want to see giant gondola towers spoiling the LCC view and environment. 3. I encourage requiring a reasonable daily fee or local resident pass to use the canyon, similar to Mill creek canyon. 4. I strongly encourage improving bus service (electric if possible) to relieve the pressure of excessive numbers of vehicles. | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.6.3F | |
| 33730 | dolan, kevin | I'm a long time resident of Sandy and CH as well as an avid road biker along Wasatch for many years. I strongly urge you to consider the options presented by Savenotpave.org through Micki Harris and team. We need a separate bike lane and pedestrian walkway alongside any widening of Wasatch. In addition, we do not need five lanes of fifty mph to accomplish any improvements. Please keep speeds to 40 mph with only three lanes and controlled crosswalks with lights. Again, please listen to the savenot pave.org recommendations. Your data regarding traffic on Wasatch is flawed and there is no need to increase number of lanes and keep speeds at fifty mph. thank you for listening. -Kevin Dolan | 32.2.2III; 32.2.6.2.2D | |
| 37771 | dolan, kevin | I'm a long time utah resident, biker, skier, hiker and strongly support the savenotpave.org options for both Wasatch blvd and the LCC traffic problems. For Wasatch I encourage UDOT to use the savenotpave.org option for three lanes and separate bike lanes on either side of Wasatch. For LCC, listen to the public and do not use the gondola option. Do not fall for the cronyism of Niederhauser and Mccandless to stick utah taxpayers with a 600 million dollar debt for a gondola that we don't need. Please explore other cheaper options first; e.g. electric buses, canyon fees, etc. | 32.2.9E; 32.2.4A; 32.2.6.3F | |
| 31995 | Dolan, Kevin | NO GONDOLA! 1. Is a gondola even necessary? Does a gondola really reduce the number of cars up LCC? And what of back country boarders, skiers, and non winter hikers below snowbird? 2. Why are utah taxpayers being burdened with the cost of this sham, when Alta and Snowbird will reap the benefits? Public money for private corporations. 3. Why is UDOT ignoring public opinion - majority of Utahns polled, do not want a gondola. 4. A gondola will be a forever scar on LCC, that cannot be hidden, improved, or made to blend in with the natural beauty of LCC. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.4A; 32.2.9N | A32.2.9N |
| 32087 | dolan, kevin | I'm a CH resident, road biker, skier, and hiker. I'm very concerned about the plan for Wasatch blvd from Ft. Union to 9400 South. We need to plan for and accommodate bikers and pedestrians along both sides of Wasatch. I agree with the Savenotpave plan to provide protected bike and pedestrian paths on both sides of Wasatch. Please expand to only a turn lane and one lane on either side of the turn lane. Also add roundabout to allow entering from side streets. Again savenotpave.org has good suggestions from Micki Harris and Ellen Birrell. thank you | 32.2.6.2.2A; 32.2.9L | A32.2.6.2.2A |
| 29575 | Dolan, Seamus | DO NOT BUILD A GONDOLA UP LCC. | 32.2.9E | |
| 36387 | Domann, Katherine | I am opposed to the gondola project up Little Cottonwood Canyon. There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions. If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws. Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses? As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging. 80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll. Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski and many other elected officials agree. "Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound," Wilson said at the Truth About the Proposed Gondola event in June. The proposed budget to build the gondola comes in at approximately \$550 million. But many estimate that number would ultimately come in closer to \$1 billion. How many days per winter are you in a complete standstill in Little Cottonwood Canyon? No doubt the red snake is real. But real enough for an expensive, permanent gondola? Plus, the gondola will not run when howitzers are active during avalanche mitigation in the lower canyon from Lisa Falls to Monte Cristo. And we can't even think of an argument for the gondola to be operating for the other eight months of the year. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 38057 | Domanski, Damian | I like the idea of gondola- I think it would be a tourist attraction. It should be heavily discounted or free for local residents, as it will be paid from our taxes Thank you | 32.2.9D | |

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| 27577 | Domeier, Maura | NO gondola, please! The majesty of Little Cottonwood Canyon would be marred by a gondola that benefits only the private ski resorts of Alta and Snowbird. Starting now, Alta and Snowbird resorts both should be required to have parking reservation systems with reduced rates for large group carpools. Both resorts should also be required to include transit passes in the price of their lift packages with discounts offered with proof of use. If these measures do not alleviate traffic congestion sufficiently, tolling in the canyon should be initiated. On inclement weather days, this toll collection should be combined with tire inspections to ensure that the canyon is safe for all visitors. Enhanced bus service, preferably with electric buses, should be implemented without widening the canyon road. The "trial" with electric buses proved that these are a powerful and clean alternative to canyon transportation. | 32.2.9E; 32.2.2K; 32.2.4A; 32.2.6.3F | A32.2.2K |
| 27589 | Domeier, Michael | The gondola is a poor choice to deal with canyon congestion. A gondola serves only the private ski resorts. The resorts should be tasked with dealing with the congestion and parking issues associated with their businesses. Expanded bus service, with stops at trailheads, would serve all canyon visitors. At some point it needs to be acknowledged that there are limits to the number of visitors the canyon can accommodate. Dealing with these limits may require tolls or other means to reduce the number of visitors. | 32.2.9E; 32.2.4A; 32.2.6.3C; 32.20B | A32.2.6.3C |
| 28211 | Dominesey, Matthew | The preferred alternative Gondola B is the poorest choice of all alternatives. The only winners with Gondola B are the private entities Snowbird & Alta, and private citizens with land holdings within the plan. The planned alternative Gondola B reeks of corruption with the same players present as other projects along the Wasatch Blvd corridor. UDOT's reputation and credibility may never recover from such an outlandish plan as Gondola B. As a long time local resident along Wasatch Blvd corridor, the traffic congestion in the canyons has only become an issue with advent of the IKON Pass. Road closures are a fact of life in LCC. As a former LCC resort employee who travelled LCC daily for more than 20 years I can tell you that the traffic congestion is a result of the LCC resorts increasing their skier count. What is the capacity of the canyon and should the resorts consistently try to maximize that number for their own bottom line at the expense of the public good? Should they bare more responsibility as a steward of the canyon and watershed as well as protect the individual experience whether they recreate at the resort or not? The answer is to limit and regulate the skier count at all Utah resorts just as they limit capacity in a theatre, restaurant, classroom, church, or even city hall. Don't widen the road, build snow sheds, rails or anything of the like. Simply Enhance the dismal bus service with an eye on a future transportation hub at the gravel site at BCC. There are so many reasons why this Gondola B will ruin and I mean ruin LCC. It is a terrible choice skewed by subjective economics and I know that the public comments have expressed all of those points. My hope is that UDOT will actually listen to the overwhelming opposition to this project. This planned alternative is not a forward thinking or progressive plan. It's regressive in its very nature by limiting access to the haves vs have nots. | 32.2.9E; 32.2.2K; 32.20C; 32.2.9A | A32.2.2K; A32.20C |
| 27114 | Dominik, Michelle | No gondola | 32.2.9E | |
| 26302 | Donahue, Glynn | This is an obvious taxpayer funded boondoggle to benefit the wealthy oligarchs at the expense of the wage earning taxpayers. The best solution are smaller capacity hybrid buses (20-30 passenger) running every 20 minutes instead of once an hour during peak traffic hours from designated parking areas & Trax stations. Very few wage earners can afford a \$35-50 round trip gondola pass in addition to their lift ticket/IKON pass. | 32.2.9A; 32.2.6.3F; 32.2.4A; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 31619 | Donahue, Glynn | No tolls on Fridays & Sundays! Those are the only days I can ski & they're cutting the frequency & number of bus runs! This & the gondola boondoggle are moves to greater mine the pockets of tourists at the expense of locals! Making my choice to ultimately leave SLC & retire in SandPoint ID or Ogden that much easier! | 32.2.4A | |
| 30713 | Donahue, Glynn | This is a huge taxpayer subsidized boondoggle that will negatively impact the environment- not enhance it. Please do not pass. | 32.2.9E | |
| 31283 | Donaldson, Scott | I do not support any public funds building any type of structure for the benefit of private business. I do not support the gondola project and do not want any of our tax dollars going towards building it. We must find better solutions like improved busing options of more busses, higher parking rates at the resorts, and cheaper cost for the rider on the bus. These are the solutions we need not building a gondola. | 32.2.9E; 32.2.9A; 32.2.7A | |
| 36388 | Donarski, Kenneth | Not in favor of the Gondola. It will wreck the beautiful of the canyon | 32.2.9E | |
| 36120 | Donavin, Kirkwood | I honestly think the Gondola is probably the best solution. Except, why aren't the resorts footing much of the bill? A tax-payer funded project that will only benefit the privileged skiing population? That's gross mismanagement of public resources. Build some more low-income housing instead. | 32.2.9D; 32.2.7A | |
| 37194 | Done, Anna | NO GONDOLA!!!! | 32.2.9E | |
| 37195 | Done, Sean | NO GONDOLA! | 32.2.9E | |
| 35792 | Donegan, Josh | In the uncertain and rapidly changing face of climate change, I believe that a more robust and less costly to taxpayers solution should be evaluated. Once the gondola is built, the snow line moves up to 9000' feet and the private beneficiaries (Snowbird, Alta) abandon the Wasatch, the taxpayers will still be left with the burden of this useless infrastructure. Similarly, in order to construct this massive effort, summer recreation in the canyon will be stressful and nearly impossible for residents for several long years. In my professional opinion (civil engineer), we should toll at the mouth of the canyon and check for proper equipment (4WD, snow tires) during peak winter seasons. No private vehicles (Buses only) on peak capacity days (holidays and powder weekends) between 7 a.m. and 3 p.m. This should apply to both LCC and BCC. We are simply shifting the issues to BCC by narrowing the focus on LCC with this effort. | 32.2.2E; 32.2.7A; 32.1.2D; 32.1.2F; 32.2.2Y; 32.2.2M; 32.2.2B | A32.1.2F |
| 26198 | Doner, Jody | I firmly oppose the gondola. Let's try some sensible alternatives first. I calling it a phasing in I fear the funding and politics will be in play for the inevitable gondola. | 32.2.9E; 32.2.9N; 32.2.2PP; 32.29R | A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 26657 | Donham, Ashley | A large portion of Utahans will not utilize the gondola, including myself. Utah tax payers should not pay for such a significant infrastructure development, and large price tag, that will only benefit one industry - an industry that may not exist in Utah in 15 years. The resorts should be the primary buyers, IF this moves ahead. While I do have concerns about canyon conversation and vehicle impact, I believe such a large amount of funding should be devoted to water conversation efforts. As stated earlier, the snow/ski resort industry may not be practical in Utah in a few decades, if our drought and Great Salt Lake conditions continue. All non invasive strategies should be attempted first. Please listen to the people, we do not want this. | 32.2.9E; 32.2.2E; 32.2.7A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |

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| 38527 | Donigan, James | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 30567 | Donigan, Jessica | Building a gondola as outlined in the proposal makes absolutely no sense. This gondola only serves to be a financial benefit to Alta, Snowbird, and contractors. Little Cottonwood Canyon (LCC) is enjoyed by many during the entire year, not just the winter months. A gondola that only operates in the winter months would be a complete waste and act merely as an eye sore for the majority of the year. The proposed areas for the towers are home to classic boulder problems (rock climbs) that are world renowned. Again, skiing is not the only thing people enjoy doing in LCC. The benefit the gondola would have on the environment is nominal. Why would anyone pay more money to ride the gondola when they would still have the option of driving up? The car traffic would likely be decreased insignificantly. The environment would be better impacted by making carpooling or busing mandatory. Increasing bus access would be a much cheaper option and the road would not need to be widened if on busy days you were either required to have >=2 passengers in the car or ride the bus. Let's find an option that benefits the residents of Utah, not corporations. | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.9A | A32.1.2B |
| 34318 | Donnell, Judy | No gondola! It's to be paid for by taxpayers but benefits only Snowbird, Alta, La Caille, Chris McCandless and Wayne Niederhauser. Much better to give similar funding to working on mitigating climate change. Otherwise, there will not be skiing available anywhere in Utah within 30 years. The gondola will end up like the water pumps in the West Desert. Expensive, wasted, useless, ugly. | 32.1.2B; 32.2.9E; 32.2.2E | A32.1.2B |
| 33381 | Donnell, Michael | Start with closing the canyon to travel to resorts and requiring busses. The economic and visual impact of a gondola doesn't help anyone. You've just built a bus in the sky. A gondola won't help backcountry skiers anyway, whereas a bus is able to drop off and pick people up. The parking situation is the same either way. People need to get to the base of a gondola or to a ski bus. The distributed ski bus parking that exists makes it easy for users to commute to a park 'n' ride and be taken up the canyon without transferring vehicles. A gondola will slow down users because they will need to get off a bus or out of their car to transfer into a gondola. When, not if, the gondola breaks, busses will need to be used anyway. The only argument that even remotely supports a gondola is avalanche danger. But even this is doesn't make sense because avalanches are already understood and managed. At the close of a ski day, there will be a very long line of people waiting to get onto a gondola, which has a fixed capacity, busses can be stacked at key times to alleviate congestion. The image that people are still looking to build a gondola only makes the leadership look corrupt and trying to make a buck at the expense of the tax payers. This is not how Utah citizens want their legislators to act. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.6.3F; 32.2.6.5K; 32.2.9E | A32.1.2B |
| 31983 | Donner, Peter | A gondola in Little Cottonwood Canyon should be the last choice after less costly measures have been fully exploited. Enhanced bus service is the most obvious measure. To its credit, UDOT explains it "could start with initial smaller mobility hubs and fewer buses and build the bus service as ridership demand increases with population growth. Snow sheds would be implemented based on construction funding. Wasatch Boulevard improvements, and trailhead improvements would be implemented based on construction funding." This should be done as the start of the gondola is delayed while its funding is identified. The next measure should be converting SR210 to a congestion pricing toll road. When SR210 is congested tolls should be high; when it is uncongested tolls should be low, even 0. During summer week days a 0 toll seems reasonable. Receipts from tolling should be used to fund improvements to Little Cottonwood such as SR210 maintenance, trailhead parking, bus operations and maintenance etc. Roadside parking should be maximized to the extent compatible with public safety. Additional trailhead parking should be constructed consistent with minimizing impacts to the environment, but this should be done as roadside parking is maintained with the goal to increase available parking. As mentioned, tolling receipts should be used to fund parking improvements. At a peak period usage of 1000 people per hour, the gondola seems to be an excessive disturbance of the environment relative to enhanced bus and tolling. The fact that UDOT has selected an alternative that is being promoted by the private interests funding the Gondola Works campaign raises the suspicion of corruption. UDOT should amend the FEIS to document that Gondola Works has not corrupted the process. Specifically, all interactions (e.g., meetings, phone calls, texts, email, etc.) between any individual connected to Gondola Works and the EIS staff should be documented. When did the interaction occur, what was the purpose, what was said, what actions were taken by EIS staff pursuant to the Gondola Works interaction. Gondola Works individuals include but are not limited to individuals associated with Snowbird, Alta Ski Area, POWDR, Ski Utah, UCAIR, Utah Clean Cities, Love Communications, Exoro Group, CW Management. One obvious item is the land for the parking structure and gondola base. Who owns this land and how they stand to benefit financially should be addressed by UDOT. Any and all private beneficiaries of gondola construction should be fully documented by UDOT in the EIS. UDOT will find if it implements tolling and enhanced bus the additional capacity brought by the gondola may be unnecessary. Tolling and enhanced bus are "low hanging fruit" that should be fully exploited before the "high hanging fruit" of the gondola. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 36184 | Donohoe, Slattery | The decision to go forward with the gondola plan is in the absolute worst interests of Utahns, and it will put a financial burden on resort guests and workers alike to the benefit of corporate interests at the top and the bottom of the canyon. The gondola is a deliberate decision to do harm to the broader community for the benefit of the few. | 32.2.9E; 32.1.2D | |

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| 35864 | donohue, dagny | Please save our little cottonwood canyon and prevent the negative implications on the environment that would occur if the gondola were to be built. Tearing up the canyon is not the solution given the state of our current climate | 32.2.9E; 32.1.2F; 32.2.2E | A32.1.2F |
| 37464 | Donovan, Nick | No gondola. It's an eyesore, would forever destroy the local ecosystem, and demolish a number of climbing areas. No gondola. | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 34445 | Doody, Sarah | I am writing to formally oppose the Gondola B option, given it would not stop at trailheads, thus, not being an inclusive solution. Furthermore, the unknown costs - not only for the gondola but for parking at the gondola parking lots - is of great concern. I would like to propose some alternative solutions for consideration. 1) Alternate the flow of traffic up LCC. In the mornings, have specific hours when all lanes would be used for uphill traffic only and vice versa in the afternoons. Or, install traffic lights to allow staggered uphill and downhill traffic depending on volume. 2) Actually ENFORCE the traction laws. Not once in the winter of 2021 / 2022 did I see anyone monitoring traction law rules at the bottom of LCC. 3) Make the bus easier to ride without parking at the bottom of LCC and surrounding areas. In major cities with subway systems, there are "local" and "express" trains. The buses would be more appealing if there were "express" options from locations such as downtown SLC. If I could get on an express bus in Sugarhouse that went directly to Alta / Snowbird, it would be much more appealing than driving my car to a park and ride and HOPING there's a spot available. I urge to consider these options because in comparison to a gondola, they are cheaper and you could start testing "express" style bus options potentially this winter. | 32.2.9E; 32.2.2D; 32.2.2M; 32.2.2I | A32.2.2I |
| 34805 | Dopp, Allyson | I ski at Alta 100+ days a year. The gondola is not a reasonable response to the traffic problems. I will rarely if ever take the gondola because it is much less convenient. Altas parking reservations made the traffic and driving up sooooo much better. The gondola is not worth the cost to the public and the loss of the natural beauty and access to climbing. This is a terrible solution and will not make anything better. | 32.2.9E; 32.17A; 32.2.2K | A32.2.2K |
| 28779 | Dopp, Cade | I do not want my tax dollars to be used to help people with their ski trips. Let the resorts fund a solution to their problem of getting skiers up and down the canyon. | 32.2.9G; 32.2.7A | |
| 30462 | Dorais, Stacey | Here are all the reasons my spouse and I do not support a gondola: - fundamentally changes the natural beauty of LCC, drastically decreasing its universal appeal - interferes, and potentially ruins, established rock climbing areas, and hiking trails, which reduces the diversity of public use options for the entirety of LCC - the gondola speaks of "solving a traffic problem" but this traffic problem is only truly a problem 20-30 days/year during severe winter storms - the burden of paying for the gondola falls on taxpayers but only benefits the ski resorts and resort patrons while negatively affecting ALL taxpayers - despite the numbers touted by the EIS statement for transportation alternatives being more expensive than the gondola, this is difficult to accept as true, particularly since no transportation alternatives have been actively implemented and explored - rumor has it that use of the gondola will not be free to ride, nor will it be operating year round. This is absolutely preposterous and another reason why the gondola would be a complete waste, as supported by all the reasons noted above. | 32.2.9E; 32.4B; 32.2.4A | |
| 37235 | Dorfman, Nathan | The proposed gondola is possibly the worst boondoggle in the history of boondoggles. One can only imagine how long the line will be to board downhill from the resorts at 4pm -- it would probably be faster to just walk all the way down the canyon. | 32.2.9E | |
| 30309 | Dorrell, Heather | The gondola project is boondoggle! It will benefit very few , and only financially but spoil the quality and beauty for everyone else. Say no to the blatant folly | 32.2.9E | |
| 25564 | Dorsey, Eric | I am against the idea of constructing a gondola in Little Cottonwood Canyon as it will obstruct and destroy the beautiful views, cost too much money, destroy riparian habitat, destroy rock climbing areas, not provide access to backcountry ski and hiking areas and do nothing to reduce traffic and congestion. Close to 100% of comments on UDOT Cottonwoods Social media post has been AGAINST building this gondola yet this is still being pushed forward as the only viable solution. Implement canyon tolling and an improved bus service and you won't need to widen the road or build a gondola, of course the investment companies that have currently bought you off won't benefit and this will only benefit the citizens of Utah so we understand why you won't pick this solution. Its ridiculous to say you "listened to the 14,000 public comments" when a vast majority of them told you we do not want a gondola and you are trying to push it through anyway. You need to listen to the public (your employer) and do what we want otherwise you are going to have headaches and trouble with your gondola you try to shove down our throats. WE DO NOT WANT A GONDOLA, we want efficient bus service using the existing road tied into mobility hubs throughout the city that can help BOTH big and little cottonwood. | 32.2.9E; 32.2.9A; 32.2.9N; 32.2.1I; 32.4B; 32.2.2Y; 32.2.4A; 32.2.2PP; 32.1.1A | A32.2.9N; A32.1.1A |
| 27096 | Dosch, Rob | From a SLC resident, NO GONDOLA. Taxpayers don't want this illogical eyesore and neither does the forest or animals. Keep it out | 32.2.9E | |

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| 31731 | Dotherightthing, Melissa | The answer to so many of the new problems put on the west is simple: there are too many people. This sounds great at first to some but there's a lot of great costs associated with more people especially since most of the west isint an environment meant to host large populations of people. You'd think with the evidence of climate change people would recognize this but alas, their selfish desires will destroy the west. To save the west it needs less tourism and less [REDACTED] ruining it. Those [REDACTED] are also bad influences in the humble communities who've mostly survived this long based on hard, honest work. Techies, and these people who exploit and capatalize ruthlessly at all costs think they're making the west "better" or more "successful" are actually wolves in sheeps clothing. They will destroy it and unfortunately, they will drag others into it. Don't let the west lose it's free spirit, it's nod to honest hardworking folks (where techies come from these people are low class people who don't deserve rights because they don't have as much money as they do), the self-sufficiency it actually takes to truly survive in the west, and the list goes on about how great the west is compared to these other places where people are ruthless on how the make their money. Money is not god, do not let it ruin the west. It's already creating havoc on so many great places. | 32.1.2F | A32.1.2F |
| 29442 | Dotson, Madison | Hi, my name is Madison Dotson. You can reach me at this phone number [REDACTED]. I'm calling to comment to comment that I'm opposed to the gondola being placed in Little Cottonwood Canyon as a solution. I do not believe that our Canyons should be funding private project management teams, and I believe that the gondola will be a blight on the canyon and is an unnecessary ineffective and expensive way to solve this issue, and that public opinion has not been elicited and listened to enough. Thank you. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 26426 | Doty, Erika | A gondola system utilizes tax dollars while benefiting only skiers/ski resorts. It will also take away from the beauty of Little Cottonwood Canyon, while also disrupting the environment (for animals, plants and humans who use it). Before approving funding and moving forward with this invasive project, the state needs to try all other alternatives first (tolls, increased public transit all the way to Albion Basin). The gondola benefits ski resorts and the companies involved in the project. That's it. That's not good enough. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2Y; 32.2.2PP; 32.2.4A | A32.1.2B |
| 26719 | Doty, Grant | UDOT and partners: PLEASE reconsider your decision to implement the Little Cottonwood Canyon gondola as a method of traffic mitigation. I grew up at the foot of Little Cottonwood Canyon and have been blessed to explore the forests, streams and mountain peaks within. However, I do not write to protect my own interests, but the integrity of the canyon and what it represents to the Utahns who drink from its watershed and the visitors that experience the natural beauty of the Wasatch Range. The installation of a gondola will jeopardize the outdoor experience for those to whom the canyon belongs - the citizens of the state, the neighbors in the community and the tourists (whom are attracted by the natural essence of the watershed). My opinion, which you will see is shared throughout the many other comments, is that the gondola will disrupt the essences of exploration, connection, peace, escape and camaraderie that have existed in the canyon for decades. We do not want to look out from the peaks we summit, walls we climb, slopes we ski and meadows we rest to face the obtrusive metal reminder that business and economy has yet again trumped the need for the connection between human and nature. We do not want to be reminded that the resorts and stakeholders were given greater consideration than the residents who seek the canyon for solitude and healing. As a resident of Utah for the past 19 years, I've seen firsthand the growth that has occurred along the Wasatch Front and the impact it has had on our beloved Cottonwood Canyons. To maintain the natural integrity of the canyon, we have to limit the number of visitors. There is a breakpoint where snow sports will become unattractive due to overcrowded terrain and outdoor areas left battered from overuse. My nearly two-decades of Cottonwood canyon residence does not grant me exception from being limited to canyon use; the watershed is for everyone to share, and we all must make some sacrifices to conserve it. I propose that UDOT and partners reconsider the simpler and less expensive alternative of prohibiting personal vehicle travel along SR-210 and implementing an improved bus or shuttle system. I assume this alternative would require only minor adjustments to infrastructure, would greatly reduce the number of accidents and traffic jams during hazardous weather events, temper and balance visitor traffic at trailheads and resorts, cost significantly less than installing, operating and maintaining a gondola, and, most importantly, maintain the spirit of the canyon that draws people from around the world. Thank you for your consideration. I hope that these comments are acknowledged and the desires of the public are held above those of the developers and investors. | 32.1.2B; 32.1.2F; 32.2.2B; 32.2.2L; 32.2.2K; 32.2.2Y; 32.2.9A; 32.2.9E | A32.1.2B; A32.1.2F; A32.2.2K |
| 31859 | Doubek, Brian | I am NOT in support of a gondola in Little Cottonwood Canyon. A gondola is not a practical transportation solution. It is more practical to increase bus service in combination with 'reversing' lanes at peak times. If UDOT proceeds with forcing this optioon on the public, my suggestion is to also include enhanced bus sedrvice and make the bus option free to the public. Those who ride the gondola and the resorts which stand to profit from the gondola should pay for it. | 32.2.9E; 32.2.9A; 32.2.2D; 32.2.7A | |
| 29312 | Doubrava, Kyle | Unfortunately, this project appears to be a tremendous waste of taxpayer funds. Why not enforce a toll system in the canyon during peak tourism season instead? Additionally, the threats to the environment and the increased risk of avalanche as a result of building this project will not be worth the effort. There are more cost effective ways to address this problem. Enforce payment from only those who wish to use the canyon's roads (tolls), rather than make the entire state pay for something that few people will actually utilize. | 32.2.2PP; 32.2.4A; 32.2.6.2.3F; 32.2.7A; 32.2.9E | |
| 33170 | Doucette, Bailey | The gondola would cause irreversible damage to LCC for the benefit of two ski resorts. I think that the time, money and damage is not worth it for the small group of people that the gondola would serve. We need to preserve the beauty of the state, not turn it into an artificial amusement park. | 32.2.9E | |

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| 35440 | Doug, Doug | <p>Ladies and/or Gentlemen:</p> <p>The reasons I vote no are:</p> <ol style="list-style-type: none"> 1. The gondola will have a single loading point. The location of this loading point is very near the existing traffic problem. Hence there will be little or no benefit to traffic at the mouth of the canyon, which is where the vast majority of the traffic problem occurs. 2. The loading point will have to be extremely well designed or it will cause significant delays in transit time, and because of this very few people will use the gondola. 3. The future of the ski industry is uncertain due to global warming. We need more scalable approaches at this time. 4. I believe the projected \$500,000 cost is on the verge of being a bald-faced lie. I predict it will end up costing well over \$1 billion. 5. The public should not subsidize very expensive infrastructure project which benefits a small group of people and 2 businesses. I am a devout skier (66 days last year), so I am voting against the public subsidizing my favorite activity! <p>I believe the best solution is expanded bus service and expanded parking lots at park and ride lots. I rode the bus up Big Cottonwood (972 route) approximately 55 days/year for 3 out of the last 4 years. Riding the bus is a small hassle and creates a small travel delay. But the benefits outweigh the disadvantages and the vast majority of the time it works very well.</p> <p>The 953 bus route up Little Cottonwood Canyon has provided inferior service with an approximately 90 minute period in the middle of the day with no service (approximately noon to 1:30 PM).</p> <p>I believe there should be a hefty fine (\$1000) for anyone who causes a traffic jam in Big or Little Cottonwood Canyon.</p> <p>Best Regards,</p> <p>Douglas Rush </p> | 32.2.9E; 32.2.6.5E; 32.2.2E; 32.2.7A; 332.2.9A; 32.2.2I | A32.2.6.5E; A32.2.2I |
| 25287 | Dough, John | I don't want a gondola | 32.2.9E | |
| 32689 | Douglas, David | No gondola in LC Canyon. I am a lifelong SL County resident. | 32.2.9E | |
| 27273 | Douglas, Josh | Stop this nonsense now! Do not build this. This is an eye sore for life to stop a 12 day a year problem. This "solution" does nothing for the canyon beside detract from its beauty for the other 350 days a year. The solution to this problem is to limit the amount of tickets that can be sold by these FOR PROFIT businesses. Lift lines are bad enough dragging hundreds more people up this canyon daily is going to have an impact. DO NOT forever destroy the beauty of this canyon for a 12 day a year solution. More access is not needed, less overall traffic is needed to preserve this beautiful place. Already way too much foot traffic in the canyon daily, lets not encourage more. Preserve what we have its the only one. | 32.2.2K; 32.20C | A32.2.2K; A32.20C |
| 29109 | Douglas, Kevin | <p>Tramways and gondolas are messy to install and will greatly impact the canyon as is is today. Roads to each tower will be built and much grading and construction will be needed. I worked at the resorts for over a decade and have seen this personally.</p> <p>Improve the bus services and impose tolls on single occupant vehicles to encourage mass transit use. I do not support a gondola/tramway for the rich when there are so many other needed services in the valley. UTA could use the money to make mass transit in the valley better rather than catering to a small amount of the population for one quarter of the year while wrecking a beautiful canyon.</p> <p>Sincerely, Kevin Douglas</p> | 32.2.9E; 32.2.9A; 32.1.2B | A32.1.2B |
| 29946 | Douglas, Rich | Do not go with the Gondola. I ride the bus to Snowbird. They are clean and timely. Add more busses as demand dictates. You can also limit traffic to cars with 3 or 4 persons. No need to widen road. | 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9L | |
| 35303 | Douglas, Whitney | <p>To whom it may concern:</p> <p>I express with deep deep passion my love for our beautiful state and mountains, in particular. It saddens me to think that the only solution we have come up with is</p> | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.2K | A32.2.2K |

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| | | <p>one that will not only ruin the aesthetics of our canyon, but waste our tax dollars (especially for those who don't ski like myself), and waste our resources because no one will use it (those I've talked to that ski say they won't use it). We don't need a gondola. We don't need wider roads. We need ski resort reservations or canyon closures until more cars come out. Just like Disneyland and zions National park. I hope you'll reconsider the devastating effect this will have on our beautiful mountains, and long term residents of Utah. Please please don't build the gondola. Thank you!</p> <p>Whitney Douglas</p> | | |
| 33113 | Douglas, Whitney | <p>Everyone thinks this will help the traffic but those I've talked to that are avid skiers say that they wouldn't take the gondola. I am not an avid skier and don't want my tax dollars going toward something that will ruin the aesthetics of our beautiful canyon, that no one will use, for a small minority of people that ski. We shouldn't widen the roads either. The best solution is reservations for skiing! First come first serve. Just like Disneyland. Or zions National park. If the canyon is full, too bad, you have to wait for cars to come out! It will break my nature loving heart if this gondola happens. Please no.</p> | 32.2.4A; 32.2.2K; 32.2.9E | A32.2.2K |
| 36451 | Douglass, Carol | <p>No. The Wasatch Front, Great Salt Lake area is suffering severe drought issues. Prioritize needed investments including buses. Not a gondola.</p> | 32.2.9E; 32.2.9A | |
| 33156 | Douglass, Olivia | <p>Absolutely no gondola. Destroying nature, wildlife, and the landscape for human convenience? That is horrible. When are we ever going to learn.</p> | 32.2.9E | |
| 36104 | Douglass, Robert | <p>Alpenbock Loop and Grit Mill: The UDOT final EIS incorrectly assesses as nonexistent or de minimus the considerable impacts of the gondola options on the Alpenbock Loop and Grit Mill - an area designated by UDOT as a 'public recreation area' under Section 4(f) in UDOT LCC EIS. The EIS's rationale appears to be that because the gondola does not physically touch the ground in the Alpenbock Loop and Grit Mill area, it has no impact or at most a de minimus impact. That finding is flatly in error. The gondola options have sizable impacts on this public recreation area. Failure to assess and address mitigation of these considerable impacts means that the EIS is not compliant with Section 4(f) regulations. The gondola, option B, runs immediately over portions of the Alpenbock Loop and Grit Mill public recreation area, according to UDOT's interactive map. The Alpenbock Loop and Grit Mill qualify as a Section 4(f) 'public recreation area' as confirmed by UDOT's EIS and the U.S. Forest Service. It is a popular climbing area and secondarily a hiking trail and camping area, used by hundreds of climbers year-round. This area accesses the vertical silver-white granite walls on the north side of Little Cottonwood Canyon. This is a world-class and world-renown climbing area, popular with both locals and out-of-state visitors. The EIS fails to identify the significant impacts of the gondola alignment on the Alpenbock Loop and Grit Mill - a serious omission. The visual impact of the gondola, option B, is significant. This climbing area is treasured for its spectacular, unspoiled views of one of the most beautiful canyons in America. The only canyon in the Wasatch to be fully glaciated and carved into a stunning U-shaped glacial valley. The gondola options will send over one thousand people per hour riding in bus-sized cabins on the gondola directly over this prime public recreation area. Gondola cabins will descend from over 230 feet high to ground level at a gondola transfer station in the middle of the parking lot and trailhead, then rise from the trailhead to climb over another giant tower as the gondola transects this entire public recreation area. Because of the altitude of the gondola, people on the gondola will be level with and look directly at climbers on the vertical rock faces. Climbers will no longer look south to the spectacular sheer granite walls of Little Cottonwood's Bells Canyon Peaks, but instead, their view will be drawn to the massive steel ropes and transiting cabins holding up to 35 people and to the steel tripods of the nearby supporting towers, over 230 feet tall. The gondola alignment and the huge towers supporting the gondola cables will be prominent and visible throughout the length of the climbing area, marring the views up, down and across the Canyon. As a final visual blow, FAA regulations require that flashing lights be installed on the top of these huge towers, drawing the eyes of everyone in the public recreation area. This is a significant visual impact, altering forever the climbing experience in this public recreation area. In addition to the visual abomination of the gondola, UDOT estimates that additional noise levels of 50db will be imposed on climbers - this noise is on top of the road noise that is already present. The noise impact is not de minimus because it is the same as the road, it is additive to the road noise and significant. It doubles the volume of an already high-noise pollution environment. The decibel level will likely be higher near the trailhead due to the proximity of the angle station and nearby towers due to the noise the cabins make as they transit the tower cable supports, the noise of the motors in the angle station, and the noise of the diesel generators when they are operating. UDOT's Final EIS fails to provide any supporting data or analysis of noise levels for normal operation and omits consideration of the higher noise levels when the transfer station backup generator is in operation. As offensive as the marred view and noise will be, the invasion and destruction of privacy and solitude of people climbing in the public recreation area will be a worse impact. The experience of calm, quiet and solitude one gets working their way up the granite faces will be gone. Climbers will be watched by more people than if they were walking in a large metropolitan area. They will be photographed and video-recorded without their consent. The experience of a climb on natural rock faces in a spectacular outdoor setting will be shattered visually, aurally, and in terms of any feeling of being in nature - this is certainly not a nonexistent impact nor is it remotely de minimus. The EIS fails to properly identify correctly and properly assess the impacts of the gondola on this qualifying public recreation area. The Final EIS does not comply with Section 4(f) .</p> | 32.26E; 32.17A; 32.11D; 32.26G; 32.26LL; 32.4GG; 32.26K; 32.26L | |
| 35317 | Douglass, Robert | <p>The EIS asserts that the preferred Alternative, Gondola Option B, is more reliable than road-based alternatives. There is no data, analysis, or even qualitative argument supporting this incorrect assumption. The EIS implies that the gondola provides a reliable alternative means of transport during events that may shut the road. Those events can be characterized by extreme weather (e.g., tornado), fire, earthquake, road-accident, landslides or rock falls, and avalanche closures (actual or high-risk). Last year the Sandia Tram froze and stopped trapping its passengers for the night until a darling rope-rescue could be effected. The year before that a cable-supported cabin's brakes failed, and it rolled back down the mountain at high speed eventually detaching, falling, and killing all but one of its passengers. Accidents do happen and they cause lifts to be closed for days to months while repairs and inspections and improvements are installed. It is not clear that a gondola provides a meaningful, significant, safe, and reliable alternative to transit by road for any of these conditions. The reliability of the road versus the world's largest, most complex gondola can be compared for each of these events:</p> <p>a. Weather extreme enough to close the road (e.g., a tornado or extreme fire danger) would also close the gondola.</p> | 32.2.6.5K; 32.2.6.5H; 32.1.4D; 32.2.6.5BB; 32.20D; 32.1.1A; 32.7B; 32.2.6.5H; 32.1.2B; 32.1.4D | A32.1.1A; A32.1.2B |

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| | | <p>b. A forest fire in the Canyon would close both the road and the gondola.</p> <p>c. Earthquakes and landslides or rockfalls offer equal danger to both the road and the gondola. For example, major rockfalls of truck-sized boulders have occurred and rolled directly over the location of the first transfer station and some of the towers. It is likely that it would take far longer to repair earthquake damage to the complex mechanisms of the gondola than to repair any road damage from landslides, rockfalls, or earthquakes. The gondola offers no additional safety or reliability in these cases.</p> <p>d. Traffic accidents can and have closed the LCC road briefly in the past. However, these are quickly cleared and any disruption in transport on the road would need to be compared quantitatively with all the events such as maintenance, repair, lighting, etc, that close the cable lifts in the Canyon. No clear reliability advantage for the gondola appears to exist with respect to rare traffic accident closures.</p> <p>e. Avalanches and avalanche risks routinely close the road for 10.8 days a year on average per the EIS. However, all alternatives, except the no-action one, include snowsheds. The snowsheds will reduce the closure times to a negligible few hours a year. Because the snowsheds cover the largest, most common avalanche chutes, the road will be closed only during the very largest snowstorms. During such times, the gondola will be closed because interlodge restrictions will be in effect and the gondola cannot be safely loaded or unloaded at the ski resorts, according to the EIS. Additionally, many of the hours of road closure occur prior to 7 AM during which time the gondola is not operational. For these reasons, there will be very few hours or perhaps no hours in which the gondola is operational and the road closed because of avalanche debris or risk. The net result is that the EIS proposes spending \$755M (\$550M by 2020 EIS accounting +\$110M for temporary buses) on a solution that will provide more reliable transportation than the road only 1 to 4 hours a year, if at all. An extraordinary cost for such a small benefit for very few Utahns. Stationing a permanent flight-for-life helicopter and crew at the ski resorts during any road closure would be far more cost-effective and reliable than the EIS preferred option.</p> <p>Failure of the EIS to provide an analysis or even qualitative discussion of how the gondola B Option could be significantly more reliable than the road is negligent. The road provides an alternative route and one that can be more quickly and cheaply repaired after major incidents like fire, earthquake, and landslides. The road provides access to emergency equipment, such as firefighting equipment that the gondola cannot. The road will have no or negligible additional closure hours over the gondola. The road appears to be more reliable than the gondola. The EIS asserts with no support that the gondola is more reliable and uses that assertion as its principal justification for the EIS's preferred alternative. The EIS is negligent in failing to support that assertion with facts and analysis.</p> | | |
| 34921 | Douglass, Robert | <p>The Final EIS selects the Gondola Option B Alternative as the preferred alternative primarily or exclusively because it provides better reliability for transportation in LCC. However, the EIS provides no clear definition of reliability or how it is measured or evaluated. It provides no historical data on the reliability of cable-operated lifts or 3S lifts. All lifts operating in LCC and elsewhere in Utah have downtime due to maintenance, repair, power disruptions, high winds, thunder and lightning, as well as unforeseen events. The proposed gondola Option B alternative will be the longest by far of any cable-supported lift on earth. It will be 40% longer than the next longest 3S lift and it will be operating in far more challenging terrain and climate. The proposed Little Cottonwood Canyon 3S lift will consist of 4 different 3S lifts that need to operate in each synchrony with separate drive systems, cables, transfer points, backup generators, and auxiliary fuel storage. Therefore, the proposed gondola is not only the longest by far; it would be the most complex by far. There is no historical reliability data for such a complex set of lift mechanisms in such a challenging environment. Cable supported lifts are subject to all sorts of accidents, such as the detachment of a cabin on an Italian tram in the past two years and the halting of the Sandia tram due to icing last year. Nevertheless, the EIS fails to provide any historical data for any other lift of any type, length, or complexity. It fails to provide any analysis supporting its claim of higher reliability over any other alternative. In addition to the downtime that exists for all cable-supported lifts, the proposed LCC gondola is subject to a number of additional factors that could cause hours to days to years of downtime. Specifically, earthquake, fire, and special weather conditions within LCC and the difficulty of access to the towers. The EIS presents a gondola design that does not have access roads to many of the towers, instead emplacing many towers with helicopter operations. Maintenance and repair of the gondola, its towers, cabins, and cables around numerous inaccessible towers will require costly and time-consuming further helicopter operations on a routine basis. Scheduling helicopter operations on the gondola for things like maintenance, repair, and rescue will add additional downtime to the proposed gondola Option B Alternative that is not accounted for in the EIS.</p> <p>For all these reasons, the reliability of the preferred gondola Option B Alternative is questionable and unknown as presented in the EIS. Yet, the EIS cites reliability as the prime reason for selecting the gondola Option B Alternative as preferred. The EIS is flawed and negligent in failing to provide any data, analysis, quantitative argument, or even qualitative discussion on why the EIS could assert greater reliability for its preferred gondola Option B Alternative. Given that the selection of the preferred alternative is based on an unsupported assumption in the EIS, the EIS cannot present an accurate comparison of the environmental impacts of the various alternatives. The EIS is flawed, negligent in its diligence, and requires a supplement to address this issue.</p> | 32.2.6.5E; 32.2.2BB; 32.2.6.2.1A; 32.2.6.5H; 32.2.6.5K | A32.2.6.5E |
| 36080 | Douglass, Robert | <p>Section 4(f) Omissions and Errors for Little Cottonwood Creek Trail: The UDOT Final EIS incorrectly assesses as nonexistent or de minimus the considerable impacts of the gondola options on the Little Cottonwood Creek Trail - a trail designated by UDOT as a 'public recreation area' under Section 4(f) in UDOT's Final EIS, Volume 26. The EIS's rationale appears to be that because the gondola does not physically touch the ground on the Little Cottonwood Creek Trail, it has no impact or at most a de minimus impact. That finding is in error. The gondola options have sizable impacts on the Little Cottonwood Creek Trail public recreation area that the Final EIS omits to identify or mitigate. This error and omission in the EIS V26 are not compliant with Section 4(f) regulations. The gondola, Option B, runs parallel to Little Cottonwood Creek Trail for several miles staying within a couple of hundred meters and approaching as close as 20 meters. Over one thousand people in bus-sized cabins will continuously fly over hikers and bikers as they progress down these trails. The view upward will not be blue sky but massive steel ropes and transiting cabins holding up to 35 people. The huge towers supporting the gondola cables will be prominent and visible most of the length of the trail, scarring the views of the Canyon for hikers and bikers. UDOT estimates that an additional noise level of 50db will be imposed on hikers and bikers as they walk or ride. The decibel level will likely be higher in many places where the cabins move directly or nearly directly overhead as well as where gondola cabins pass over towers. The sound will be higher than EIS estimates near the beginning of the trail because of the large electric motor and transfer mechanism at the angle station across from the trailhead. The EIS maintains that the noise impact is de minimus because it is not significantly different from the road. But the noise impact is not in place of the road but in addition to it and positioned almost directly above the trail, so it is significant. It at least doubles the noise heard on the trail. Even more</p> | 32.26Z | |

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| | | offensive will be the invasion and destruction of privacy and solitude of people using this public recreation area. The whole point of recreating on these trails is to experience the calm, quiet and solitude of a wilderness walk or mountain bike ride along a beautiful mountain stream. The sound of mountain water will compete with the sound of the gondola. The Canyon views will be marred by towering steel tripods up to 232 feet tall and massive steel ropes holding bus-sized cabins. Hikers and mountain bikers will be viewed by more people than if they were walking in downtown Salt Lake City. They will be photographed and video recorded without their consent. The experience will be shattered visually, aurally, and in terms of any feeling of being in nature - this is certainly not a nonexistent impact nor is it remotely de minimis. The EIS's failure to identify and address mitigations for these impacts amounts to serious errors and omissions. | | |
| 36111 | Douglass, Robert | Lisa Falls Trail: The UDOT Final EIS is in error where it assesses as nonexistent or de minimis the considerable impacts of the gondola options on the Lisa Falls Trail - a trail designated by UDOT as a 'public recreation area' under Section 4(f) in UDOT's EIS. The EIS's rationale appears to be that because the gondola does not physically touch the ground on the Lisa Falls Trail, it has no impact or at most a de minimis impact. That finding is incorrect. The gondola options have sizable impacts on this public recreation area. Failure to assess and address mitigation of these considerable impacts means that the Final EIS is not compliant with Section 4(f) regulations. The gondola, option B, runs immediately south of Lisa Falls Trail, coming within approximately 67 meters of the trailhead. A gondola tower rises well over 100 feet south of the trail within 120 meters, according to UDOT's interactive map. This will bring the gondola cabins level with hikers on much of the trail. The Lisa Falls Trail is maintained as a trail on public land, qualifying as a Section 4(f) 'public recreation area' as confirmed by Volume 26 of the EIS. It is a popular hiking trail, used by hundreds of hikers per month in warmer months. The visual impact of the gondola options is significant. Because over one thousand people in bus-sized cabins on the gondola will be over 100 feet in the air, they will look directly north onto the Lisa Falls trail at the same level as the trail. The gondola passengers will have a good view of the public hiking the trail. The people hiking back down the trail will no longer see the spectacular vistas of the south Canyon wall, but instead, their eye will be drawn to the massive steel ropes and transiting cabins holding up to 35 people and the steel tripod of the nearby supporting tower. The gondola alignment and the huge towers supporting the gondola cables will be prominent and visible the length of the trail, marring the views up and down the Canyon. The EIS estimates that additional noise levels of 50db will be imposed on hikers and bikers as they walk or ride. The decibel level will likely be higher at the trailhead due to the proximity of the tower and the noise the cabins make as they transit the tower cable supports. As offensive as the marred view will be, the invasion and destruction of privacy of people using the public recreation area will be worse. The experience of calm, quiet and solitude of this mountain trail will be gone. Hikers will be watched by more people than if they were walking in a large metropolitan area. They will be photographed and video-recorded without their consent. The experience on this 'Nature' trail will be shattered visually, aurally, and in terms of any feeling of being in nature - this is certainly not a nonexistent impact nor is it remotely de minimis - it is significant. The Final EIS omits proper identification of significant impacts of the gondola on this qualifying public recreation area. The Final EIS does not comply with Section 4(f). | 32.26Z; 32.26AA | |
| 35392 | Douglass, Robert | In an earlier document (2018), UDOT stated that there was a high probability of a major earthquake on the Wasatch Fault by 2050. The Utah State Legislature funded a recent study of earthquake risk along the Wasatch Fault conducted by the Earthquake Engineering and Research Institute of the Society of Earthquake Engineers. The report states that the probability of a magnitude 6.75 quake on the Wasatch Fault by 2050 is essentially a coin flip (47%). There is a reasonable probability of earthquakes of much larger magnitudes as well. Documents by the USGS and FEMA confirm this finding. UDOT's earlier report specified that the ground could shift vertically (upward on the LCC side) by 3 to 10 feet or more. As a consequence, UDOT proposed moving the gondola base from inside the fault to the currently proposed La Caille location (gondola B Alternative), a few hundred meters from the fault. A few hundred meters from the fault likely provide little attenuation to vertical ground movement at the La Caille gondola base. A vertical displacement of the Teller Lift in Colorado demonstrated that even a few feet of vertical shifts are catastrophic for cable lifts and the people on them. The FEIS fails to even mention, much less address, the risk of earthquakes for any part of the gondola or its base station, even though UDOT previously assessed it as high risk and experience demonstrates that it is potentially catastrophic to both the lift and any people on it. Because the Wasatch Fault nearby the gondola base is a strike-dip or vertical-block fault, the earthquake motion near the fault at the gondola base and first tower at 232 feet will be a vertical rise. Further up the Canyon, the fault's motion will become more horizontal and result in significant shaking. While there are proven means to mitigate shaking due to an earthquake, they are expensive, and the EIS omits any accounting for such mitigation in its gondola Option B Alternative cost data. Even more importantly, at the gondola base and for the first few towers and transfer hub, it is highly likely that the predominant movement will be vertical. There are no effective engineering measures to mitigate a 3-to-10-foot vertical movement of a 232-foot gondola tower. The EIS provides no acknowledgment of this formidable risk to the gondola structure and passengers, much less incorporates the cost for either vertical or horizontal mitigation, if vertical mitigation is even possible. A major quake, like the one expected could destroy the ongoing viability of the gondola, requiring the entire structure to be torn down and replaced. The EIS needs to be rewritten or supplemented with a volume that addresses earthquake risk and mitigation both in terms of engineering challenges and costs and in terms of risk to human life. The EIS is negligent in addressing this critical and major environmental impact. | 32.2.6.5K; 32.2.2DD; 32.2.2X | |
| 35327 | Douglass, Robert | Avalanches and avalanche risks routinely close the road for 10.8 days a year on average per the EIS. However, the EIS assumes that closure days and hours would fall in a range from approximately today's average to 2x today's average. No historical data nor respected snowfall forecast for 2050 shows that snowfall will double by 2050. Rather forecasts and historical snowfall data suggest that snowfall and the number of closure days will drop measurably by 2050. The EIS range is inconsistent with the best scientific research and consistent with government snowfall trends from at least the 1980s. The range is likely to be a maximum of 10.8 days and a minimum well below that. For all Alternatives (except no-action), the EIS proposes snowsheds that would reduce the number of closure days to 4-6 per the EIS. Because the upper end is predicated on a doubling of snowfall by 2050, it is incorrect. The maximum closure days with snowsheds is likely to be 4 with 2 hours per closure. The EIS shows fewer hours per closure with snow sheds and that is a reasonable assumption given that the large avalanche chutes will be mitigated. Only the minor avalanche chutes will still pose an avalanche danger and they do so much less frequently than the major ones. Moreover, when they do slide, they will provide much less snow to cover the road than the major chutes which today account for the vast majority of road avalanche clearance and risk, per the EIS. The net result is that road closures will only occur during and after the very largest snowstorms. During most if not all of the 8 hours a year that the shuts and the road is being mitigated and cleared, the gondola will be closed because of the risk to the gondola itself and because interlodge restrictions will make it impossible to safely load or unload the gondola at the ski resorts. Additionally, because much of the road closure hours occur before 7am, there will be even fewer | 32.2.9E; 32.2.2E; 32.2.6.2.3D; 32.2.6.3H; 32.2.6.5K | |

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| | | hours during which the gondola might be operational while the road is closed. The net result is that the EIS proposes spending \$755M (\$550M + \$110M by 2020 EIS accounting) on a solution that will provide more reliable transportation than the road only 1 to 4 hours a year, if at all. An extraordinary cost for such a small benefit for a very few Utahns. Stationing a permanent flight-for-life helicopter and crew at the ski resorts during any road closure would be far more cost effective and reliable than the EIS preferred option. Failure of the EIS to provide an analysis or even qualitative discussion of how the gondola B Option could be significantly more reliable than the road is negligent. The road may well be more reliable than the gondola. | | |
| 36891 | Douglass, Robert | The EIS process and the NEPA process for the Little Cottonwood Canyon Project appear to have been possibly compromised by inputs from owners of the land surrounding the proposed gondola base for the preferred alternative as well as by certain Utah State officials and legislators. It has also been potentially compromised by State officials and legislators who advocated for specific EIS outcomes during the EIS process and who also have influence over UDOT's budget. Through requests for public records, letters, and emails, it has become public record that the Governor of Utah's office staff as well as members of the Utah State Senate and former ranking members of the State Senate and elected council members of local municipalities have sent correspondence directly to UDOT or to politicians intended for forwarding to UDOT that urged them to adopt a gondola alternative as the outcome of the EIS process. These letters were sent while the draft EIS was in preparation. Possibly additional letters or meetings, not at present available to the public, have been sent or occurred during the preparation of the final EIS. Some of the individuals urging UDOT to select a gondola have a substantial financial stake in the gondola and stand to gain millions of dollars in increased property values if a gondola option is selected and located near La Caille. Some of them have influenced or attempted to influence the selection of EIS alternatives. In addition, the EIS appears to rely in part on key technical design data and estimates produced by property owners that stand to gain financially if a gondola is built near La Caille. Political pressure on the NEPA lead agency for a project subverts the NEPA process and defeats its intent. Relying on technical design and cost estimates from private parties who have a substantial financial stake in the outcome of the NEPA process without disclosing the source of that information is also in contradiction to the intent of the NEPA process. Given that some political interference or attempted interference during the EIS process has already come to light, UDOT needs to provide a full disclosure of all political influence or attempted influence on the process. In addition, UDOT needs to disclose all cost and technical data that it received and relied on in the EIS process if it came from parties that have a substantial financial interest in the outcome of the EIS. | 32.4M; 32.25A; 32.25B | A32.25B |
| 35409 | Douglass, Robert | Both the US Forest Service and an independent risk assessment organization rate the probability of a forest fire in Little Cottonwood Canyon as high by 2050 and very high for the lower and upper Canyon. The risk of fire in Little Cottonwood Canyon is assessed as 84% higher than the risk for the rest of Salt Lake County. Parley's Canyon to the north of Little Cottonwood Canyon and Alpine/Timpanogos Canyon immediately to the south of LCC have both burned in the last decade. The fire danger is higher now than previously and likely higher than at any time in the last 1,200 years according to recent research on the current drought in Utah. The EIS preferred gondola Option B Alternative will increase the fire risk and potential damage. Adding more high-power lines, high-power electric motors, and diesel generators at the base and angle stations provides new opportunities to spark fires in LCC. The large diesel fuel-storage tanks by each of the angle stations and base greatly increase the potential for accelerating local fires into widespread catastrophes. People in gondolas are also a source of forest fires as was demonstrated by a forest fire in Aspen started by a cigarette tossed from a gondola there. The EIS fails to address the environmental impacts of their preferred gondola alternative with respect to forest fires. A forest fire could destroy the gondola or render it inoperable for months or even permanently. A fast-moving forest fire could endanger or roast gondola passengers when they could not be immediately evacuated. The gondola cannot supplement the road to support the movement of equipment, rescue, and firefighting equipment, supplies, and crews to where they are needed in the Canyon. The road can. It is more reliable, safer, and more valuable than a gondola in the face of this major risk of a forest fire in LCC. The EIS fails to even identify this risk and certainly doesn't talk about its potential environmental impact on safety and reliability for the gondola and its passengers. The EIS needs to be modified with a supplement analyzing this risk to the gondola structure and riders. Without a supplement addressing this risk for each alternative, the EIS is negligent. | 32.2.6.5K | |
| 34895 | Douglass, Robert | The Final EIS erred by not including a capacity study for the canyon itself. All environmental impacts on LCC arise from human visits. No assessment of a project's environmental impact can be complete and accurate without assessing the impact of additional visitation allowed by any changes created in Canyon usage by the EIS alternatives. The southern Utah National Parks have reported the negative impact of record numbers of visitors to the Parks. These Parks reported damage to their physical resource as well as degradation of the visitor experience. As a result, the Parks have been implementing various forms of visitor management to regulate visitation to a sustainable level. In 2021 the total number of visitors to BCC and LCC combined was more than that of Zion National Park and roughly equal to that of Yellowstone National Park with a fraction of the land mass. UDOT projects a significant population increase in the State and makes the claim that the Canyon can and must accommodate this increase. No EIS Alternative considered the positive impact of limiting visitation in the Canyon to an acceptable and sustainable number. The EIS failed to assess the environmental impact of projects that allowed 47% more traffic in the Canyon due to increased visitor use. The EIS did not even attempt to determine what a sustainable visitor rate per year would be. Yet, the primary environmental impact on the Canyon is predominantly driven by human visits. UDOT in its role as a transportation agency does not have the charter to consider an area's capacity to sustain growth. However, UDOT in the role of the NEPA lead for an Environmental Impact Study of potential projects in Little Cottonwood Canyon does have a primary mission of determining the impact and what is an acceptable impact of projects they create that support unconstrained growth in Canyon use. The EIS is negligent in not considering the impact of ever-growing visitation and not considering alternatives that would limit unbounded growth in human visits or at least analyze the impact of such growth. Assessing the impact of supporting a 47% increase in vehicle usage by 2050 is central to a valid EIS and the NEPA process. | 32.20B; 32.20C; 32.20A; 32.20F | A32.20C; A32.20A; A32.20F |
| 34896 | Douglass, Robert | The FEIS failed to discuss the considerable environmental impact due to the construction of the preferred alternative. This impact consists of high noise, visual impairment, monstrous traffic jams and blockages, spreading of hazardous dust and soil, pollution from construction vehicles and helicopters, damage to existing roads and property during construction, and road hazards and risks caused by construction operations. The Final EIS says construction will continue for two or more years, inflicting these environmental impacts throughout. Environmental impacts due to construction are of special concern to public health given that dust and soil disturbed and released during construction in Superfund Sites will release lead and arsenic poisoning into the air and water supplies endangering both residents of Salt Lake Valley and passing motorists. The EIS admitted that testing and assessment of these risks were not part of the environmental impact study of the gondola alternatives that would create these risks, even though they may be among the greatest environmental impact from a human health standpoint. Furthermore, if tests | 32.1.5C; 32.29R; 32.20B; 32.20C; 32.20A; 32.20F; 32.16E | A32.1.5C; A32.29R; A32.1.2H; A32.2.6S; A32.20C; A32.20A; A32.20F |

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| | | of lead and arsenic contamination at EPA Superfund Sites prove positive as expected, the EIS states that they are likely to be further construction delays and expense, increasing construction impacts. None of the substantive risks, hazards, and impacts due to construction of the Preferred Alternative were discussed or analyzed amounting to negligence in completing the NEPA process. This failure can only be addressed by conducting the appropriate tests and revising the EIS in a supplement to detail the risks, include the additional costs, and include the additional construction risks and time. The addition of temporary bus service will also add construction delays and environmental impacts to the gondola option B alternative by adding more construction to the alternative for temporary mobility hubs, buses, and bus stops. These are substantive impacts newly introduced by the new, modified gondola B alternative, yet not discussed in the Final EIS. They demand an EIS Supplement per NEPA regulations. | | |
| 35779 | Douglass, Robert | <p>Section 4(f) impacts to public recreation areas, Volume 26: The FEIS incorrectly states that the impact to Tanners Flat Campground by the Gondola Alternative Option B is de minimis. People use Tanners Flat as a basic-resource campground. It is situated between two National Wilderness Areas and is valued by recreationists for the unobstructed views of the environment's beauty but especially for the peace, quiet, and solitude the location provides. The campground is heavily visited and is especially inviting for tent camping. The gondola will move more than 1,000 people and up to 3,400 people per hour in gondola cabins directly over the head of campers. Per the Final EIS, two gondola towers will rise over 100 feet above the campground on both ends. A gondola angle station with large operating motors with diesel backup generators and the noise of cable transfer mechanisms will be positioned just west of the campground. The environmental impacts on Tanners Flat include robbing campers of any privacy and solitude, as well as defiling their view and subjecting them to additional noise. The FEIS is negligent in declaring these impacts as de minimis - they destroy the very reason for camping in a National Forest amid National Wilderness Areas. The Final EIS implicitly acknowledges the substantive nature of these impacts by cynically stating: users could shift from tent camping to recreational vehicle (RV) camping.," This is far from a de minimis impact. The FEIS gives a feel, albeit an attenuated one, for the impact on campers with its image in Volume 17, Appendix 17A, KOP 9, page 39:</p> <p>The Final EIS (Volume 17A_KOP_Bus_Gondola Figure KOP 9, page 39) asserts the gondola passing directly over Tanner's Flat Campground is a 'de minimis' impact on campers. Note the EIS shows a cable car that has already passed over the campsite and is at some distance, apparently attempting to minimize what is a substantial impact on this public recreation area. It is clearly shown in the EIS figure that the gondola will rob campers of all privacy and solitude. It also adds 50dB to the road noise, effectively doubling the noise impact.</p> | 32.26G; 32.26LL; 32.4GG | |
| 36096 | Douglass, Robert | The final EIS issued by UDOT for Little Cottonwood Canyon is negligent in failing to identify the length of publicly owned portions of Little Cottonwood Canyon as a 'public recreation area'. The EIS makes a serious omission and is negligent in failing to identify the length of the publicly owned portions of LCC as a public recreation area. It is further negligent in failing to provide any mitigation to the environmental impacts to the Canyon as a public recreation area per Section 4(f) of federal regulations. The entire length of the publicly owned Little Cottonwood Canyon is a public recreation area per Section 4(f) definitions and intent. It contains numerous maintained and informal trails, campsites, a designated campground, climbing areas, and areas heavily used by the public for backpacking, site seeing, hunting, wildlife photography, hiking, backcountry skiing/boarding, and snowshoeing. These public recreation trails, areas, and activities are called out and discussed at length as recreation areas in numerous books, maps, and websites. These areas sit on top of a key watershed for the Salt Lake Valley, but there is NO other use of the canyon other than public recreational activity. There is no logging, no agriculture, no mining, no grassing - no other use at all presently or in the last half-century other than public recreation. To identify only one small area of the canyon at the mouth as a public recreation area is a gross misstatement of the truth and the intent of the law. The Final EIS fails to address impacts to the length of Cottonwood Canyon caused by the gondola, its towers, its tower bases, and its transfer stations. These impacts include added noise, visual disfigurement of the Canyon, and destruction of the privacy and solitude - existing Canyon qualities that constitute the main value of the Canyon as a public recreation area. The Final EIS errors in identifying this important public recreation area and is negligent in not providing any mitigation for the impacts on the visual environment, noise, and destruction of privacy and solitude for the public in this publicly owned recreation area. | 32.26E; 32.26F; 32.26J; 32.26X; 32.26KK | A32.26KK |
| 35793 | Douglass, Robert | <p>Section 4(f) impacts to public recreation areas, Volume 26: The FEIS incorrectly states that the impact to Tanners Flat Campground by the Gondola Alternative Option B is de minimis. People use Tanners Flat as a basic-resource campground. It is situated between two National Wilderness Areas and is valued by recreationists for the unobstructed views of the environment's beauty but especially for the peace, quiet, and solitude the location provides. The campground is heavily visited and is especially inviting for tent camping. The gondola will move more than 1,000 people and up to 3,400 people per hour in gondola cabins directly over the head of campers. Per the Final EIS, two gondola towers will rise over 100 feet above the campground on both ends. A gondola angle station with large operating motors with diesel backup generators and the noise of cable transfer mechanisms will be positioned just west of the campground. The environmental impacts on Tanners Flat include robbing campers of any privacy and solitude, as well as defiling their view and subjecting them to additional noise. The FEIS is negligent in declaring these impacts as de minimis - they destroy the very reason for camping in a National Forest amid National Wilderness Areas. The Final EIS implicitly acknowledges the substantive nature of these impacts by cynically stating: users could shift from tent camping to recreational vehicle (RV) camping.," This is far from a de minimis impact. The FEIS gives a feel, albeit an attenuated one, for the impact on campers with its image in Volume 17, Appendix 17A, KOP 9, page 39:</p> <p><Figure KOP 9 from EIS V17A, page 39 goes here></p> <p>The Final EIS (Volume 17A_KOP_Bus_Gondola Figure KOP 9, page 39) asserts the gondola passing directly over Tanner's Flat Campground is a 'de minimis' impact on campers. Note the EIS shows a cable car that has already passed over the campsite and is at some distance, apparently attempting to minimize what is a substantial impact on this public recreation area. It is clearly shown in the EIS figure that the gondola</p> | 32.26G; 32.26LL; 32.4GG; 32.26K; 32.26L | |

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| 34825 | Douglass, Robert | The Final EIS fails to provide data or analysis to justify the description of the outcome of its No Action Alternative or any other Alternative. Specifically, The EIS provides no data, no analysis, nor rationale for its presumed traffic increase by 2050. What data or analysis supports that EIS core assumption, if any? The traffic volume projection is the fundamental basis for comparing all alternatives including the No Action Alternative. The traffic volume projection for 2050 is the primary basis for needing a major transportation project. Without some basis for this key metric and key justification, the Final EIS is negligent in assessing the environmental impact. There are several facts and forecasts as well as historical data that indicate that the projected traffic in 2050 is significantly overstated in the EIS. The EIS projections are contradicted by UDOT's own traffic data for Little Cottonwood Canyon, SR-210. Traffic is likely to decrease not increase based on historical trends. UDOT's traffic data, provided through the Central Wasatch Commission, shows that for the ski seasons from 1989-1990 through 2011-2012 traffic DECREASED by 9% overall, decreased by 0.18% on average per year, and decrease by 0.8% median per year. This is in direct opposition to the Final EIS projection of ski resort traffic in Little Cottonwood Canyon in 2050. The EIS presents no data nor any analysis supporting its core assumption of traffic increases by 2050. Without that data and analysis in the EIS to support the single most important design metric and project rationale in the EIS for proposing and comparing alternatives, especially the No-Action Alternative, neither the public nor the legislature can evaluate the alternatives' benefits versus their cost or meaningfully compare them to one another. The environmental impact assessment in the EIS is fundamentally flawed because it is based on an inaccurate traffic projection for LCC skier visits. | 32.7C; 32.1.4C; 32.1.4D; 32.1.4I; 32.1.4J | |
| 36560 | Douglass, Robert | The final EIS failed to provide a model and flow analysis to support the preferred Alternative's transit times. Drawings of the parking structure show small stairways with one small elevator. The EIS says it will take gondola passengers 12 minutes to park and board the gondola. This timing is not supported by any data or analysis and appears to be selected to match the time to park and board a bus. But with the gondola B Alternative, skiers at peak times must park their vehicles within 8 seconds, retrieve their equipment from their vehicle, transport themselves and equipment to the stairs or single elevator, wait for an elevator that is not full to arrive or instead scale the stairs, and wait in line for to purchase a gondola ticket, and then wait again in line to board the gondola. At peak times, there is no reason, data, or analysis provided in the EIS that says this is possible to do in 12 minutes at peak times. Given that the parking structure according to its floor plan will be 8 to 10 stories high, and over 1,000 people per hour will be flowing through it, it is likely that many skiers will have to wait for multiple elevator cycles to even reach the gondola level to exit the parking structure. Their alternative would be to climb up as many as 16 flights of stairs in ski boots carrying skies and other equipment. The EIS estimate of 12 minutes to accomplish these tasks at peak times seems hopelessly unrealistic and is clearly in error. Either the EIS requires a supplement to justify this estimated time using a traffic flow model or else the EIS needs to be modified to show a more realistic vehicle to ski resort transit time. Failure to perform even a simplified traffic flow analysis or present the methodology is a negligent omission on the part of the EIS leading to errors in the estimates of transit times for the preferred alternative. These errors and omissions render the EIS environmental assessment in error and invalid. | 32.2.6.5C; 32.2.6V; 32.2.6H | |
| 36265 | Douglass, Robert | The Final EIS modified an alternative in the Draft EIS to create a new alternative, never presented to the public for comment. This new alternative requires a supplement to the EIS per the NEPA process. The EIS, however, states that a supplement will not be released. The EIS appears to acknowledge and attempt to mitigate this omission and error by requesting public comment after the release of the final EIS. Having finalized the EIS, UDOT cannot make any revisions to the EIS identified as necessary by public comment without releasing a supplement. There appears to be no reason to request public comment other than as an attempt to sidestep the NEPA requirement for a supplement when Alternatives are modified and cause additional new impacts that are not minimal. Requesting public comment after a final EIS with the stated intention of not releasing a supplement violates the NEPA process. It is an error in the NEPA and EIS process. The impacts of the new alternative are not de minimis, minimal, or insignificant. Moving all the gondola traffic to the mouth of the canyon and removing bus operations from the hubs at BCC and 9400 S. will add significant additional traffic to the mouth of the canyon. Removing 1,000 vehicles worth of bus service into the Canyon mouth and reducing public transit will absolutely increase in a significant manner traffic for the high-traffic roadways of 9400 S. and Wasatch from BCC to LCC. This puts as many additional vehicles into the mouth of the Canyon as the Draft EIS proposed to remove. It is a substantial change to the environmental impact of Wasatch Blvd and Sandy and demands the submission of an EIS supplement to explain and assess the impact. It appears that the EIS is negligent in not following the NEPA processing due to the error of calling this impact 'minimal', omitting an impact assessment for the change, and denying the need for a supplement. | 32.26Z | |
| 34841 | Douglass, Robert | On peak skier days, such as a holiday or powder day, both Alta and Snowbird ski resorts are at capacity for parking. On-road-parking augments the number of skiers than can visit. If UDOT removes on-road-parking, as proposed in the EIS alternatives (except no-action), then the number of vehicles on peak days at the resorts will decline somewhat. Moreover, the number of vehicles at the resort cannot increase beyond their current maximum parking capacity (minus the on-road-parking spaces). That capacity is already achieved on every peak day. The conclusion that follows is that traffic on peak days cannot increase beyond what it already is. There simply is no parking for any additional traffic on peak days or on the 30th highest volume hour. The EIS projection of a substantial increase in traffic by 2050 is not possible without new parking and the EIS proposes to reduce parking spaces, not increase them. Traffic volume could be capped by initiating a vehicle counter at Snowbird Entry 1. All additional traffic could then be diverted to buses or alternate ski areas by highway signs posted in the mouth of Little Cottonwood Canyon and at the Big Cottonwood Canyon and at 9400 S. at the current mobility hubs. The signs would become illuminated when the resorts are full and the upper Canyon is closed to any new traffic. With this simple change achievable for a trivial cost, UDOT could limit the no-action Alternative to the current traffic volume for peak days. The no-action option needs to be modified to reflect this fact. The EIS is negligent in comparing alternatives that falsely assume traffic will increase by almost 50% on peak days by 2050. It will not increase at all above the present levels without additional parking at the resorts. | 32.20C; 32.2.2K; 32.1.4D; 32.1.2B; 32.1.1C; 32.1.4D; 32.1.4I; 32.1.4L; 32.2.2K; 32.20C | A32.20C; A32.2.2K; A32.1.2B; A32.1.1C; A32.2.2K; A32.20C |
| 36337 | Douglass, Robert | The new Gondola Option B Alternative introduces a new entrance (a second entrance) to the gondola parking structure off Wasatch near the entrance to La Caille. This will require a new road to be cut through the EPA Super Fund Sites OU3 and OU1 penetrating areas that have not been remediated because they were tree-covered or too steeply sloped per the EPA 1st and 2nd 5-year reports. It passes close by the site of the Flagstaff Smelter, the primary source of lead and arsenic contamination. The new Gondola B Alternative, therefore, has a much bigger cost impact than the old alternative. It also has a much bigger safety risk to public health, at a minimum during remediation of the site - a cost not included in the gondola B alternative as stated by the EIS. The impact on the public safety of residents and vehicle passengers during construction could be considerable. This impact was not addressed. Even though the risk and cost of this new penetration of the Superfund Site are identified in the EIS, its impact on the environment was explicitly excluded from consideration and assessment. The public cannot | 32.2.6.5E; 32.2.2BB; 32.4M; 32.12A; 32.3B; 32.16E | A32.2.6.5E; A32.12A |

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| | | comment on this public health risk at present because it is not assessed in the EIS even though it is introduced for the first time in the final EIS. This is a significant omission in the EIS that represents a new impact created in the Final EIS due to the introduction of a modification of the gondola B alternative presented for the first time in the final EIS. This change to an Alternative is not in any way de minimis, minimal, or insignificant, as such it represents an error in following NEPA requirements. This change alone requires a Supplement to the EIS and published for public comment per the NEPA process. | | |
| 35334 | Douglass, Robert | The EIS fails to assess, analyze, quantify, or even discuss in a qualitative way the relative safety merits of the various alternatives. For example, the enhanced bus with express lane alternative provides considerable additional safety for the residents and visitors in Alta and Snowbird, because it allows more emergency, firefighting, and rescue equipment to be moved to the top of the Canyon and throughout the Canyon more quickly than a gondola or cog railway. The gondola will be uniquely exposed to high fire and earthquake damage, endangering not only the mechanism, but also anyone on it or operating it. Yet, the EIS fails to discuss such safety impacts. The proposed gondola B alternative will be the longest, by far, cable-supported lift on earth. It will be 40% longer than the next longest lift and it will be operating in far more challenging terrain and climate. The LCC 3S lift consists of effectively 4 different 3S lifts that need to operate in synchrony with separate drive systems, cables, transfer points, backup generators, and auxiliary fuel storage. So, the proposed gondola is not only the longest by far, it would also be the most complex by far. The safety risks imposed by operating such a large, complex, and vulnerable mechanism in such a challenging environment and climate pose significant safety risks beyond fire, landslides, and earthquakes. The EIS is delinquent in discussing and analyzing such safety risks and factors. A proper environmental impact assessment is not possible without addressing these safety issues in detail. Asserting that one alternative or the other is safer, without a detailed analysis demonstrating and supporting that assertion, is negligent. | 32.2.6.5K; 32.2.6.5BB | |
| 35815 | Douglass, Robert | Section 4(f) impacts on the Bonneville Shoreline Trail: The Final EIS incorrectly states the impacts on this trail, an important public recreation area per Section 4(f) definitions, to be de minimis, ". They assert this by saying The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail but are not the primary features that qualify it for protection under Section 4(f).". To the contrary, the setting, visual qualities and aesthetic features of the Trail are its primary qualities and the only qualities that distinguish it from other most other trails along the Salt Lake Valley. This section of the Trail crosses the Cottonwood Heights Open Space public recreation area and will be directly adjacent to a National Wilderness Area. The EIS also says the noise is not a factor because they've assessed the noise from a similar tower. But the Trail will also be subjected to the noise of the gondola base, thousands of cars parking and idling at the base, and the motors and backup generators of an angle station adjacent to the trail. The EIS dismissed the noise impact on the trail by saying it is equivalent to the road, but the gondola adds its noise to the road noise, effectively doubling the noise pollution on the trail. The EIS is incorrect and negligent in asserting a 'de minimus' impact because it neglects to account for the noise from the gondola base, its 2,500-vehicle parking structure, traffic and pollution from vehicles along the road waiting to enter the parking structure along with hundreds of idling cars, and the transfer station and its motors and backup generator that will be located adjacent to the trail. | 32.26Y | |
| 34900 | Douglass, Robert | The Final EIS uses the misleading and misrepresentative phrase "Phased Approach," when describing the new gondola alternative that has been selected as the preferred alternative. The Life Cycle Cost Volume, 2i, makes it clear that the gondola will be built immediately if the funds are allocated, and construction will run in parallel with temporary bus service. When the gondola is complete, the Final EIS indicates both the mobility hub improvements, the new buses, and the new bus stops will likely be removed. There is nothing 'Phased' in the Final EIS approach. The gondola is built as soon as funds are received that are sufficient to begin. There are no stated intentions in the Final EIS to describe criteria to determine if the initial bus service and tolling are sufficiently reducing traffic to eliminate the justification for the gondola. In the answers to the questions in EIS Volume 32, it states that tolling will not be tried until the gondola option is completed, so there is no opportunity to see if the improved bus service plus tolling provides a 30% reduction in traffic without the gondola. The term 'phased approach' has been used extensively in the press and by local civic leaders, such as the Mayors of Salt Lake City, Salt Lake County, and Sandy City to mean an entirely different approach than what is described in the Final EIS. The Final EIS appears to be intentionally misleading and misrepresenting the new preferred Alternative to legislators, taxpayers, and the public. More importantly, the final EIS misses the opportunity to determine if faster, cheaper measures can effect the desired traffic reduction without a \$755M gondola project. | 32.1.2B; 32.1.1C; 32.1.4D; 32.1.4I; 32.2.7E | A32.1.2B; A32.1.1C; A32.2.7E |
| 35539 | Douglass, Robert | The EIS states in several places that one of the reasons for preferring the Gondola is because it adds increased safety over road alternatives. The EIS provides no data, no analysis, and no discussion of why this statement is correct. Over 300 people have died in cable-served transport in recent years. Two years ago, approximately a dozen passengers died when a ropeway cabin's brake failed, and it slid back down the steel ropeway eventually detaching and crashing to the ground. Only one occupant, a young boy, survived. Last winter (2022), more than a dozen passengers on the last ride down from the Sandia Mountain ski resort came close to dying of exposure when they were trapped in the cabin overnight, suspended in the air after the cabin froze to the ropeway at a tower. A daring rescue when morning came prevented any deaths. One person was killed and many were injured when the cable on the Teller lift in Keystone Colorado shifted a few feet vertically. The ropeway oscillated like a rubber band throwing passengers into the air and on the ground. The towers on the proposed preferred gondola option are at a minimum one-hundred feet higher than the Teller lift. A vertical shift caused by movement on the Wasatch fault, an event judged to have a 47% probability by 2050, would likely kill all passengers on the proposed LCC gondola in the lower Canyon. It would also disable the LCC lift for months if not permanently. People are injured and die on gondolas. The EIS is negligent for not quantitatively assessing the risk in its evaluation of the gondola alternatives while asserting with no data that the gondola option B is safer. | 32.2.6.5K; 32.2.6.5H; 32.1.4D; 32.2.6.5BB | |
| 36470 | Douglass, Robert | The cost estimate for the 2,500-vehicle parking structure is not consistent with having only two floors above grade. The new preferred alternative will therefore have additional environmental impacts on the area not previously described. The EIS is in error calling these impacts 'minimal'. They are significant. The parking structure footprint provided by the EIS appears to be provided by Gondola Works and CM Management LLC - it is identical in scale and layout. Counting the number of vehicle spaces in this design shows that an 8 to 10-story parking structure will be needed to house 2,500 vehicles. Cost considerations will require that many more than two levels will be above ground. A high-rise parking structure introduced for the first time in the final EIS will create a significant visual and noise impact on the surrounding environment, both to residential areas and the public recreation area immediately adjacent. In addition, adding extra floors to the structure to increase its capacity to 2,500 and eliminating bus service to the structure will result in 400-500 additional cars arriving and departing from the structure at peak times versus | 32.2.6.5E; 32.4L; 32.2.7A; 32.117F; 32.4M | A32.2.6.5E |

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| | | the original gondola Option B Alternative. This will have significant additional noise, pollution, and traffic impacts on the public recreational area of the Cottonwood Heights Open Space as well as on residents and businesses in the area. This omission and error must be corrected by issuing a supplement to the EIS as required by the NEPA process to assess and report this new impact. | | |
| 34852 | Douglass, Robert | The Final EIS failed to properly incorporate any of the leading climate prediction models or incorporate recent decadal trends in the snowfall in the West that show that snowfall is declining in the West and has been since the 1980s. Peer-reviewed forecasts of declining snowfall in the West in general and in LCC specifically will lead to declines in skier-visit-days in the Wasatch. Park City commissioned a study of potential climate impacts on skier days by 2050. The study concluded that Park City will lose somewhere between 200,000 and 600,000 skier-visitor-days by 2050. The EIS ignored both the historical, data-documented historical trends and the best climate prediction models; instead, the EIS assumed without data or rationale that there would be no impact on skier-visit-days in LCC due to declining snowpack. In fact, the EIS predicts that road-closure days for a no-snowsheds option may double by 2050. This conclusion can only be made presupposing a doubling of snowfall by 2050. The EIS traffic assumptions are based on flawed projections of skier visits through 2050 that ignore declining snowfall, and therefore the environmental impacts are based on flawed projections of traffic in the Canyon. As a result, all environmental impact assessments in the EIS are flawed. Ignoring both historical data and leading climate predictions means the EIS is based on flawed science and engineering. Ignoring this data and research amounts to negligence in the environmental impact assessment contained in the EIS. | 32.2.2E; 32.2.6.2.3D; 32.7A | |
| 35716 | Douglass, Robert | Section 4(f) impacts to public recreation areas, Volume 26: The FEIS fails to mention the environmental impact on the public recreation area directly across from the proposed gondola base (La Caille). This land was purchased by the Utah Open Lands nonprofit using taxpayer and individual donations for the express purpose of providing public recreation in an open space adjacent to undeveloped National Forest land. The land is listed as belonging to the town of Cottonwood Heights per the Salt Lake County parcel database and is therefore clearly public land. The stated intention of the public purchase of the land was to retain it as open space for public recreation. It clearly falls under the definition of a "public recreation area," of Section 4(f). The Final EIS Preferred Alternative will position a gondola base and a massive parking structure possibly with a new traffic light directly across from and adjacent to this public recreation resource. The Preferred Alternative will move heavy traffic that today piles up in the Canyon down to Little Cottonwood Road adjacent to this Open Space. Traffic will be stalled at the traffic light and at the parking structure waiting to enter it during peak times on peak days. This will destroy any privacy and quiet and air quality in the Open Space. The Final EIS neglects to even identify this area as being the public recreation area it is, and does not consider the impact of the gondola. This is clearly a violation of Section 4(f) requirements. | 32.26Y | |
| 35659 | Douglass, Robert | The Final EIS acknowledges that the La Caille gondola base and parking structures are on and adjacent to an EPA Superfund Site that UDOT says has "a high probability of contamination," with lead and arsenic. They say that if contaminated, it would add cost and time to the construction of the gondola. They state that they did not test or assess the degree of contamination but will do so after construction begins on the gondola. To fail to address one of the most important environmental impacts of the gondola alternative that was selected in the Final EIS is negligent on the part of the EIS. EPA's 2nd and 1st 5-year reports make it clear that areas with steep slopes and trees, such as the parking structure site, were not remediated at all. Because the EIS did not assess and incorporate this significant public health hazard and the added engineering costs into the final EIS or the draft EIS, the EIS process misrepresents the likely time and cost to construct the gondola and leaves an important public health risk unaddressed. The sites for the gondola base and parking structure need to be tested and analyzed. Engineering plans and cost estimates need to be updated to reflect costs due to remediation. The public needs to be informed of any health risks that will be imposed both during construction and during ongoing operation. Failing to test and assess this risk as well as its cost and timing considerations is negligent on the part of the EIS. | 32.16E | |
| 36381 | Douglass, Robert | The Final EIS falsely states or miscalculates the cost of the 2,500-vehicle parking structure at the Preferred Alternative Base. The FEIS states that 4 to 5 stories would need to be built below ground. For each story built below ground, the costs increase per vehicle space by 50-100% according to industry standards as stated by one of the larger construction firms in Utah. Using \$52M for the estimated cost of this structure is clearly way below industry standards. The cost estimate in the Final EIS also fails to account for the hazardous lead and arsenic waste mitigation required for the parking structure. The FEIS says that it is highly probable that this contamination exists, yet costs to mitigate it are not included. The EPA 5-year report says the steep slope where the structure will be excavated has probably not been remediated at all because remediation was not performed on steep, undeveloped slopes. Much of the remediation around the parking structure was done by the property owner and not by the EPA, so the quality of the remediation may not be up to federal standards. This is not only a serious environmental impact omitted by the FEIS, but also a significant cost-driver that is not included. This constitutes a serious error in the EIS and negligence in conforming to the NEPA process. A supplement to the FEIS is required to address this deficiency. | 32.16E; 32.2.7A; 32.4L | |
| 36810 | Douglass, Robert | EIS failed to consider existing mitigations to limit the invasion of privacy for campers, climbers, hikers, and Canyon residents. For example, 3S cabins that pass residential areas on some gondolas in Germany use windows on the gondola cabins that automatically reduce visibility when transitioning over residential areas in consideration of the substantial impact on privacy. The EIS did not explore or consider such privacy-preserving technology even though it is available and in use by other 3S gondolas. Automated window obscuration technology, which exists and is in use on 3S gondolas today, needs to be used in the gondola design for transit through residential areas, over key climbing areas, and over Tanner's Flat Campground. In many, cases the gondola cabins will be nearly level with private homes, climbers, hikers, and campers. It will look directly into residences as well as look both directly down on and at the level of campers, hikers, and climbers. The EIS substantially underestimates the invasion of privacy caused by transiting more than 1,000 people per hour for 12 hours a day over campers, climbers, and residents. The EIS errors in its assessment of the environmental impact of this invasion of personal privacy by its preferred alternative and fails to consider the use of existing mitigation design factors. | 32.4E; 32.4M; 32.25A; 32.25B | A32.25B |
| 36594 | Douglass, Robert | The final EIS states that it will evaluate electric buses in the future as an option for reducing CO2 and other harmful particulate emissions, reducing the environmental impact of the bus Alternatives. However, the environmental impact can't be truly assessed without considering low-emission options for buses. This oversight represents a serious omission leading to errors in assessing the environmental impact of the bus alternatives. Additionally, the cost for the bus alternatives does not consider savings from electric buses and is therefore in error. A study by the U.S. Department of Transportation in 2020 shows that electric buses are | 32.2.6.3F | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | cheaper in terms of life cycle costs in many instances than the diesel buses assumed in the EIS. Electric buses are cheaper still since the cost of diesel has risen sharply since the study. The final EIS fails to consider and analyze this important environmental impact reduction. It says they will be considered in the future, but buses will not be used in the future in the Preferred Gondola Option B Alternative, so they are likely to never be considered. This is a serious omission and error in the EIS. A complete, accurate, and fair EIS must consider electric buses when comparing alternatives to the gondola alternative. A supplement is required to address this failure at a minimum. | | |
| 36508 | Douglass, Robert | The EIS implies in several places that single-occupant vehicles will be barred from driving past the toll station in LCC for the preferred alternative. In public statements, for example at the CWC meeting, LCC Project lead Josh Van Jura has said that no single-occupant vehicle will be allowed to access Alta or Snowbird or points in between during tolling times. The EIS failed to assess the impact of no single-occupant vehicles on the residents, visitors, employees, governments, and businesses in the upper Canyon. However, individuals, businesses, and the town of Alta all require supplies and transport services of commercial vehicles that are overwhelmingly driven by a single driver with no passengers. Banning these single-occupant vehicles will have a measurable and important economic impact on businesses and will create inconvenience and possible safety impacts on individuals. For example, food deliveries cannot be made, and for-hire vehicles, such as UBER, cannot pick up individuals. These impacts will hurt restaurants, hotels, law enforcement, and taxi services as well as other services. The EIS fails to consider the important economic, convenience, and safety impacts of the preferred alternative. Without considering them, the EIS is defective and negligent. The EIS requires a supplement at a minimum. | 32.2.4A | |
| 34909 | Douglass, Robert | The Fact Sheets, the Summary Volume (Table S-1, p. S-141), and the Life Cycle Cost Appendix (Vol 2i) of the final EIS provide conflicting and inconsistent estimates of the cost of the Preferred Alternative. For example: a. The Fact Sheets state the cost of the parking structure as \$56M while other places in the EIS state it as \$52M. b. The Life Cycle Cost Volume states the cost of the Snowsheds as \$72M where other volumes state it as \$86M. c. The Fact Sheets state the cost of just the gondola itself as \$335M while the Life Cycle Cost Volume states the gondola cost as \$285M. d. The Fact Sheets and the Summary Volume (Table S-2) list the cost of the trail parking improvements as \$5.8M; but the Life Cycle Cost Volume lists it as \$12.5M e. The Fact Sheets list a cost of \$0.8M for a sound wall as a part of the Preferred Alternative, while the Life Cycle Cost Appendix, 2i, and Summary Volumes do not include it. The legislators, public, and taxpayers cannot provide informed comments on the final EIS given that the cost estimates are inconsistent across the EIS. What is the correct cost estimate? The EIS needs to be revised or extended with a supplement to provide a single consistent cost estimate and cost breakdown before the public can effectively comment and assess the impact of the preferred option. | 32.2.2E; 32.2.6.2.3D; 32.2.9K; 32.7A; 32.2.7C; 32.2.7F; 32.2.7E | A32.2.7C; A32.2.7F; A32.2.7C; A32.2.7E |
| 34856 | Douglass, Robert | The EIS ignores Ski Industry historical data and future projections of snow-sports participation in the United States. The National Ski Area Association (NSAA) shows that snow-sports visits declined by 2.4% in the last decade (https://nsaa.org/webdocs/Media_Public/IndustryStats/active_US_participants_1996-97_2019-20.pdf). They indicate that the Rocky Mountain Region is following this same declining trend for ski-visits. The NSAA predicts that due to demographics, with Baby Boomers leaving skiing faster Millennials are entering the sport, that the number of skier visits will continue to decline through 2050. The EIS predicted traffic volume increases by 2050 as the key design metric for all Alternatives and as the key metric for evaluating the environmental impact for all Alternatives. The assumed increase in skier traffic is the primary basis for initiating all alternatives, except the no-action alternative. Because the EIS contradicts skier-visit growth trends for LCC provided by the Ski Industry and because the EIS fails to provide any data and analysis to supports its highly divergent prediction for skier traffic in 2050, the EIS is fundamentally flawed. The public and legislators cannot assess the value versus the cost of the alternatives based on flawed traffic projections. | 32.1.2B; 32.1.1C; 32.1.4D; 32.1.4I; 32.1.4L; 32.2.2K; 32.20C | A32.1.2B; A32.1.1C; A32.2.2K; A32.20C |
| 34917 | Douglass, Robert | The FEIS modified one of the Alternatives, producing a new, modified alternative, Gondola Option B (La Caille) Alternative. This consolidated all parking at the La Caille gondola base station. This resulted in a \$42M reduction in the cost of the original La Caille gondola alternative, resulting from not needing to build mobility hubs and buy buses to reach the base station from the mobility hubs. UDOT applied this change only to the Gondola B option. It in fact applies equally well to both Enhanced Bus and Enhanced Bus with Additional Express Lane Alternatives. The estimated costs for those alternatives should be shown as something on the order of \$42M less to provide comparable comparisons with the new Gondola B Alternative. Adjusting for this mistake in the FEIS, the Enhanced Bus Alternative costs approximately \$303M and the Enhanced Bus with Additional Lane Alternative \$468M. This makes the Enhanced Bus Alternative \$257M less than the cost of the Preferred Alternative and the Enhanced Bus Alternative is 1-minute shorter transit time than the gondola option B alternative. Failing to adjust the other Alternatives comparably to the change in the Preferred Alternative is negligent and at a minimum needs to be corrected in an EIS Supplement. | 32.2.4A; 32.2.2000, 32.2.7F; 32.2.7E | A32.2.7F; A32.2.7C; A32.2.7E |
| 34907 | Douglass, Robert | The costs of the preferred alternative were estimated using 2020 dollars. The Final EIS failed to correct the projected costs to represent the actual costs today that would include inflation since the estimates were produced. The EIS ignores inflation since 2020 even though it has already added over 14% to all costs given in 2020 dollars. Inflation in construction costs is likely higher still than the 14+% average inflation. Using average price inflation, the cost of the gondola in 2022 is now not \$660M, but \$755,000,000. Legislators, the public, and taxpayers need to know the true cost of the Preferred Alternative before they can comment on the final EIS in an informed manner. The EIS needs to be supplemented or revised to reflect not just the current projected cost, but the projected cost at the time construction will begin. Although UDOT does not know when funds will be allocated, projecting a cost based on 2023 or 2024 dollars would provide a much more accurate picture of the cost of the preferred alternative. The current cost estimates are grossly out of date. Without knowing accurate, up-to-date cost estimates for the Preferred Alternative, legislators and taxpayers cannot evaluate it or accurately comment on the EIS. | 32.1.2B; 32.1.1C; 32.1.4D; 32.1.4I; 32.1.4L; 32.2.2K; 32.20C | A32.1.2B; A32.1.1C; A32.2.2K; A32.20C |
| 34861 | Douglass, Robert | The Final EIS failed to provide any traffic data or analysis supporting their 2050 30th-highest traffic hour design criterion - a criterion fundamental to the impact analysis of every alternative considered. Because the EIS used the 30th highest traffic volume criterion for a road with a highly skewed traffic pattern, their design provides improvements for less than 1% of total traffic use. For a typical highway, improvements designed for the 30th busiest hour provide improved traffic flow for approximately 25% of the total traffic. For a typical highway, such as Wasatch Boulevard, the 30th highest traffic hour is a valid criterion. Little Cottonwood is not a typical highway and has a highly skewed traffic pattern that does not resemble a typical highway throughout the year. Using a flawed design criterion for the highly | 32.1.2I; 32.2.6.2.2A; 32.1.2B; 32.1.1C; 32.1.4D; 32.1.4I; 32.1.4L | A32.2.6.2.2A; A32.1.2B; A32.1.1C |

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| | | skewed traffic pattern of LCC results in the EIS presenting a set of alternatives that all (other than no-action) represent a huge waste of taxpayer money to benefit only 1% of the total traffic time in LCC. Given that the EIS evaluation is based on a flawed traffic criterion as well as flawed traffic volume projections, the EIS evaluation of alternative impacts is invalid, and the assessment is negligent. | | |
| 35627 | Douglass, Robert | The Final EIS failed to show how road closure time could possibly increase by a factor of 2x for the high estimate by 2050 when no historical trends nor long-range snow forecasts predict an increase in snowfall. Historical records and the primary long-range forecasts predict declining snowfall through 2050 and beyond. The minimum road-closure hours for 2050 given by the EIS should be less than the average today, based on published, peer-reviewed historical trends and long-term precipitation forecasts. Maximum closure hours should be the same as experienced today or fewer if historical trends and the most respected forecasts are used. The EIS implies that increased traffic may be responsible for more road closures. This reasoning defies physics. Avalanches and avalanche risk is in no way correlated with the amount of traffic on a given roadway. The EIS's neglect of both historical trends and leading forecasts is negligent. The EIS needs to correct their road closure estimates in a supplement or justify the ones they assume with documented historical data and referenced scientific forecasts supporting a published analysis of their numbers. | 32.2.6.5K; 32.2.6.5BB | |
| 35587 | Douglass, Robert | The Final EIS failed to show how road closure time could possibly increase by a factor of 2x for the high estimate by 2050 when no historical trends nor long-range snow forecasts predict an increase in snowfall. Historical records and the primary long-range forecasts predict declining snowfall through 2050 and beyond. The minimum road closer hours for 2050 given by the EIS should be less than the average today, based on published, peer-reviewed historical trends and long-term precipitation forecasts. Maximum closure hours should be the same as experienced today or fewer if historical trends and the most respected forecasts are used. The EIS implies that increased traffic may be responsible for more road closures. This reasoning defies physics. Avalanches and avalanche risk is in no way correlated with the amount of traffic on a given roadway. The EIS's neglect of both historical trends and leading forecasts is negligent. The EIS needs to correct their road closure estimates in a supplement or justify the ones they assume with documented historical data and referenced scientific forecasts supporting a published analysis of their numbers. | 32.2.6.5K; 32.2.2E; 32.2.6.5H; 32.1.4D | |
| 34834 | Douglass, Robert | The environmental impact assessment in the EIS is fundamentally flawed because it is based on an inaccurate traffic projection for LCC skier visits. The EIS appears to imply that increased population supports a projected traffic increase in LCC by 2050 of approximately 47%. Data from the National Ski Area Association indicates that the number of skier visits to a resort in a season is correlated significantly only with the amount of snowfall a resort receives in a year and is not significantly correlated with local population growth. The EIS predicted traffic volume for 2050 is the key design metric for all Alternatives and is the key metric for evaluating the environmental impact of all Alternatives. It is the key metric justifying the LCC Project. Because the EIS contradicts skier-visit growth trends for LCC provided by the Ski Industry and because the EIS fails to provide any data and analysis to support its highly divergent prediction for skier traffic in 2050, the EIS is fundamentally flawed. The public and legislators cannot assess the value versus the cost of the alternatives based on flawed traffic projections. | 32.1.2B; 32.1.1C; 32.1.4D; 32.1.4I | A32.1.2B; A32.1.1C |
| 35684 | Douglass, Robert | The Final EIS acknowledges that the second angle station/transfer hub resides next to a former smelter location that has "a high probability of contamination," with lead and arsenic. Because the locale was not anticipated to be involved in any future development, EPA never previously tested the site nor designated it as a Superfund Site and therefore never remediated the site. The EIS says the site will be tested and analyzed during gondola construction. If it is contaminated, as the EIS says is expected, it would add cost and time to the construction of the gondola. To fail to test and assess one of the most important environmental impacts of the gondola alternative as part of an environmental impact assessment is a gross violation of the public trust and the NEPA process. Before the public can effectively comment on the EIS, the site needs to be tested, analyzed, incorporated into engineering plans and cost estimates, and provided as a risk assessment for public health both during construction and ongoing operation. The EIS needs a supplement or revision to include this testing and analysis. | 32.16E | |
| 34864 | Douglass, Robert | The final EIS failed to take into consideration the scalability of bus options. Their environmental impact is only gradually felt over 30 years as the number of buses increases with skier demand. If traffic does not increase as assumed by the EIS, and it is likely not to so increase, then the bus options will have even less environmental impact than stated in the EIS. Even if traffic increases as the EIS projects, the EIS still fails to take into account the reduced environmental impact associated with the bus Alternatives over a 30-year span. In contrast to the bus alternatives, the gondola has its full environmental impact immediately and throughout its 30 years of operation. Its impact cannot be scaled or reduced after it is completed. The environmental impact of road options needs to be prorated as bus traffic increases to the final 2050 level. The assessments of the bus alternatives are fundamentally flawed in the EIS because the EIS fails to prorate the environmental impact of buses over their 30 years of gradual introduction. | 32.2.6.3D; 32.29R; 32.1.2H | A32.29R; A32.1.2H; A32.2.6S; A32.1.2H |
| 34872 | Douglass, Robert | The EIS failed to provide toll and gondola ticket costs or any basis that might be used to set them: what will taxpayers and/or riders pay? Without modeling expected traffic patterns under various pricing schemes, UDOT has no basis for predicting what portion of traffic will ride the gondola vs drive, and therefore the EIS has no basis for estimating how many skiers will simply ski elsewhere where there is no additional transportation cost. Modeling and analyzing the effect of pricing strategies is essential to understand what traffic patterns will result. Without that analysis, the EIS cannot possibly assert how the various alternatives will affect traffic flows and what environmental impact the LCC project might have on traffic in BCC and in Sandy. The latter two areas are explicitly excluded from the EIS assessment, even though all alternatives will have a significant impact on these areas. It is negligent to ignore significant environmental impacts by defining them to be outside the scope of your study. | 32.2.4A; 32.2.6.5E; 32.1.1A; 32.20D | A32.2.6.5E; A32.1.1A |
| 34897 | Douglass, Robert | The Final EIS fails to promise a Supplement to the Final EIS, as required by NEPA regulation when a new or modified alternative presents additional environmental impacts. The Final EIS states that no supplement is needed because the new Alternative that is presented does not change the environmental impact of the Alternatives. Failing to produce a Supplement to the EIS is a failure to comply with NEPA process because the new modified alternative creates significant new environmental impacts. These impacts are clear in the EIS, but the EIS states they are minimal when they are not, as made clear by the FEIS's own description of the new, modified preferred alternative. Given these new environmental impacts introduced for the first time in the Final EIS and never presented to the public nor | 32.29R | A32.29R; A32.1.2H; A32.2.6S |

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| | | included in the draft EIS, these impacts require by regulation an EIS Supplement. Specific, significant impacts of the new, modified alternative introduced in the Final EIS are detailed in separate comments to UDOT. | | |
| 36529 | Douglass, Robert | The Final EIS is in error in its assessment of the environmental impacts on the watershed, wildlife, and vegetation caused by access roads to construct the gondola towers. The EIS assumes that several of the towers will be constructed using helicopters instead of building roads that access the towers from SR-210. It is unlikely that helicopters could feasibly support the excavation of the large footings required for towers that are up to 232 feet tall or deliver the large quantities of concrete necessary to install towers. Access for the necessary heavy equipment, large crews, and massive amounts of material could only be supplied by the largest helicopters at an exorbitant cost. Besides construction, access roads would be needed for maintenance and repair and emergency evacuation of cabins. The EIS did not calculate the additional square footage that will be required and the associated visual, noise, watershed, and other environmental impacts resulting. | 32.12A; 32.19A; 32.2.6.5L | A32.12A |
| 36302 | Douglass, Robert | The EIS anticipates 1,050 people per hour riding the gondola at peak times. This represents approximately 400 to 500 vehicles parked every hour using the average person/vehicle number provided in the EIS. This means that a vehicle must park every 8 seconds or less at peak times. The EIS provides no analysis showing that this is possible given the layout of the structure provided by the EIS. The average parking time to gondola boarding shown in the total transit time for the gondola at peak times is therefore in error. The EIS is also in error when it states what the maximum backup distance would be on Wasatch Blvd because it does not use a realistic parking rate. The EIS needs to be corrected in a supplement to increase the total transit time by gondola to account for reasonable parking rates at peak times and explain how vehicles would not choke Wasatch back to at least BCC waiting to park at a reasonable rate. | 32.4L; 32.2.6.5E; 32.26E; 32.17A; 32.11D | A32.2.6.5E |
| 36722 | Douglass, Robert | The EIS fails to address the increase in Canyon visits fostered by creating a major tourist attraction - the world's longest gondola. This will increase Canyon visitation throughout the year and likely have a greater impact on summer visitation. As a result, the commercial development planned by members of the Gondola Works advocacy group will see a large increase in the value of their property and will be stimulated to create yet more tourist facilities to encourage yet more Canyon visits. The resultant traffic, noise, visual, and people pollution at the base of the Canyon will be a significant environmental impact - one not addressed at all in the EIS. This EIS omission is negligent in considering the environmental impact caused by a gondola that will certainly encourage accelerated commercial development at the bottom of the Canyon and even more tourist visits and traffic into the Canyon. | 32.20A; 32.20C; 32.20E; 32.20F; 32.20H; 32.4L; 32.4M; 32.4S; 32.2.6.5E | A32.20A; A32.20C; A32.20F; A32.20H; A32.2.6.5E |
| 36608 | Douglass, Robert | The EIS fails to address the increase in Canyon visits fostered by creating a major tourist attraction - the world's longest gondola. This will increase Canyon visitation throughout the year and likely have a greater impact on summer visitation. As a result, the commercial development planned by members of the Gondola Works advocacy group will see a large increase in the value of their property and will be stimulated to create yet more tourist facilities to encourage yet more Canyon visits. The resultant traffic, noise, visual, and people pollution at the base of the Canyon will be a significant environmental impact - one not addressed at all in the EIS. This EIS omission is negligent in considering the environmental impact caused by a gondola that will certainly encourage accelerated commercial development at the bottom of the Canyon and even more tourist visits into the Canyon. | 32.20A; 32.20C; 32.20E; 32.20F; 32.20H; 32.4L; 32.4M; 32.4S; 32.2.6.5E | A32.20A; A32.20C; A32.20F; A32.20H; A32.2.6.5E |
| 34915 | Douglass, Robert | The Draft and Final EIS failed to establish toll and gondola ticket prices or consider a range of price options. The result is that the public cannot effectively comment on the EIS because it is not clear how much Utah taxpayers are being asked to pay and how much will be paid by revenues. Without projected revenue data, the State Legislators have no basis for considering revenue bonds vs general obligation bonds vs funding directly through tax appropriations. Selecting a payment method can add millions of dollars to the ultimate cost to the State and the taxpayers. Without having estimates of ticket and toll revenue, it cannot be determined if the project can be paid for with revenue bonds versus tax dollars. This is a critical piece of assessing the cost versus the benefits of all of the alternatives but it especially applies to the gondola and cog railway alternatives. | 32.2.4A; 32.2.7A | |
| 36317 | Douglass, Robert | The new Gondola B Alternative introduces a new entrance (a second entrance) to the gondola parking structure off Wasatch near the entrance to La Caille. This will require a new traffic light on Wasatch between SR-210 and SR-209. There is no analysis on how this new traffic light and new traffic pattern will affect waiting times and back-up lengths on Wasatch for skiers nor how it will affect commuter traffic flow. 9400 S. and Wasatch Blvd between SR-209 and SR-210 are major commuter corridors for traffic coming from the south and west heading toward the central metro area. Adding a new traffic light and mixing in 40% of the morning and evening ski traffic will have a substantial impact on traffic flow, an impact the EIS omits to consider calling it 'minimal' in error. The EIS needs to be supplemented to address this omission and to assess this impact. | 32.2.6.5E | A32.2.6.5E |
| 36481 | Douglass, Robert | Creating a large parking structure in the mouth of LCC will move 30% of the traffic (by design) from the LCC Road and back it up on Wasatch from BCC and on 9400 S. into Sandy. This is a significant additional environmental impact - 1,000 additional cars waiting to enter the parking structure that would have been in the Canyon, may reduce the environmental impact on the Canyon, but it substantially increases the impact on residential neighborhoods and community open space which is a public recreation area. None of these impacts were judged significant enough to warrant analysis in the EIS. They are significant and need to be addressed in a supplement to the EIS. It is an error to label the impacts as minimal and an omission to leave out an assessment of their impact arising from the alternatives. It amounts to negligence in the EIS process. | 32.16E; 32.2.6.5E | A32.2.6.5E |
| 36086 | Douglass, Robert | Little Cottonwood Quarry Trail and 4(f) Considerations: The extension of Little Cottonwood Creek Trail is the Quarry Trail, which is not listed as a public recreation area, even though it is designated as a trail on UDOT's own interactive map and is maintained as a trail on public land and hosts hundreds of hikers and mountain bikers a month. The failure of the EIS Volume 26 to include the Quarry Trail as a public recreation area is a serious omission. The trail serves no purpose other than providing recreation on public land. The gondola crosses the Quarry Trail and runs directly over the head of the trail for some distance in the National Forest. Failure to designate Quarry Trail as a public recreation area, even though it qualifies under both UDOT's and Section 4(f) criteria, means that the final EIS is not responsive to Section 4(f). | 32.26Y | |
| 34881 | Douglass, Robert | The EIS failed to assess the environmental impact of the preferred gondola Option B Alternative on Big Cottonwood Canyon traffic, especially skier traffic. To an appreciable extent, skier traffic is fungible. If crowds or costs rise at one ski resort, ski traffic will shift to other resorts. Increasing the cost and travel times for Little | 32.20D; 32.1.1A | A32.1.1A |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | Cottonwood Canyon will shift some traffic to the ski resorts in Big Cottonwood Canyon. The EIS and LCC Project specifically excluded Big Cottonwood Canyon from consideration of environmental impacts. However, decisions taken and alternatives selected in LCC will impact the environment in BCC. The EIS is negligent in not considering ski traffic in both canyons because both canyons suffer varying environmental impacts from the alternatives considered. | | |
| 34886 | Douglass, robert | The EIS failed to assess the environmental impact of the preferred gondola Option B Alternative on Big Cottonwood Canyon traffic, especially skier traffic. To an appreciable extent, skier traffic is fungible. If crowds or costs rise at one ski resort, ski traffic will shift to other resorts. Increasing the cost and travel times for Little Cottonwood Canyon will shift some traffic to the ski resorts in Big Cottonwood Canyon. The EIS and LCC Project specifically excluded Big Cottonwood Canyon from consideration of environmental impacts. However, decisions taken and alternatives selected in LCC will impact the environment in BCC. The EIS is negligent in not considering ski traffic in both canyons because both canyons suffer varying environmental impacts from the alternatives considered. | 32.20D; 32.1.1A | A32.1.1A |
| 34903 | Douglass, Robert | The Fact Sheets, the Summary Volume (Table S-1, p. S-141), and the Life Cycle Cost Volume (Appendix 2i) state the estimated cost of the preferred alternative as approximately \$550M. This intentionally or unintentionally omits the additional \$110M cost for temporary bus service as the gondola is being built (Summary Volume, p. S-25). This cost is only incurred by the Gondola Option B (La Caille) Alternative and is not incurred by any other Alternative in the EIS. The cost of the Gondola Option B (La Caille) Alternative, the preferred Alternative, is therefore erroneously stated. The actual cost of the preferred alternative under the EIS assumptions is not \$550M but \$660M. The EIS needs to be revised or supplemented to reflect the true cost of the alternative. | 32.1.2B; 32.1.1C; 32.1.4D; 32.1.4I; 32.2.7E; 32.2.7C | A32.1.2B; A32.1.1C; A32.2.7E; A32.2.7C |
| 36270 | Douglass, Robert | The final EIS is in error in its characterization of the number of stories in the 2,500-vehicle parking garage. The footprint for the entry floor of the garage exactly matches the design drawings provided by Gondola Works and CW Management. The match is complete in both the dimension of the structure and its internal design. Using the vehicle layout of this floor and the additional floors of the structure provided by the designer show that 8 to 10 floors will be required. The EIS needs to be modified to reflect either the correct number of floors per the design drawings or a new design with a substantially larger footprint needs to be provided. This error requires an EIS supplement to be published assessing the additional cost and environmental impact. | 32.2.6.5E; 32.2.2BB; 32.4M; 32.12A; 32.3B; 32.16E | A32.2.6.5E; A32.12A |
| 34913 | Douglass, Robert | The lifecycle cost estimates contained within Appendix 2i use badly out-of-date and now highly inaccurate financial data based on 2020 construction and operating costs. The Final EIS uses incorrect inflation and cost of money factors that are vastly different in 2022 than the 2020 ones used. The EIS shows the net present value cost of operating the preferred alternative as decreasing over time as the cost of money exceeds the inflation rate using 2020 rates. This relationship is exactly reversed now, significantly and substantially raising the costs of operation in net-present-value terms. The EIS needs a supplement providing current, accurate and consistent costs for all alternatives, but especially for the preferred alternative. | 32.1.2B; 32.1.1C; 32.1.4D; 32.1.4I; 32.1.4L; 32.2.7E | A32.1.2B; A32.1.1C; A32.2.7E |
| 36739 | Douglass, Robert | The EIS addressed the visual impact to tourists staying in the lodges at the ski resorts and proposed potential mitigations such as using pole towers rather than lattices. However, tourists are impacted at most for a few days to two weeks. Residents at the base and in LCC are impacted full time forever; yet, no mitigation of visual impacts was considered for residents, even though the impact to them is much higher than to temporary tourists in ski lodges. The EIS is negligent in failing to consider mitigations for gondola impacts on individuals who will be impacted the most, while only considering mitigations for individuals with very short-term impacts. | 32.4M; 32.25A; 32.25B | A32.25B |
| 34876 | Douglass, Robert | The EIS failed to assess the environmental impact of the preferred alternative on Sandy and Draper traffic, especially commuter traffic. Per the EIS, 40% of traffic comes up 9400 S. and Wasatch from the South and West. Eliminating buses based at the 9400 S. mobility hub will make traffic significantly worse for the 40% of the traffic from the south and west. The EIS excluded from consideration of environmental impact approaches to LCC from Sandy and Draper as an explicit term of the LCC project and the EIS. It is negligent to exclude 40% of the traffic impact from a transit project in developing an assessment of the project's environmental impact. | 32.2.6.5E; 32.7B; 32.7C | A32.2.6.5E |
| 36902 | Douglass, Robert | The UDOT Little Cottonwood EIS web page continued to accept comments past 3:03pm on 17 October 2022, but it failed to provide any additional acknowledgments that submitted comments had been received and accepted. If comments after 3:03pm were indeed not accepted, UDOT needs to extend the period for formally accepting comments on the Final EIS for several days so the submitted, but unacknowledged comments can be resubmitted and accepted into the NEPA record. This commenter has submitted approximately 12 comments after 3:03pm that have gone unacknowledged. | 32.2.9V | |
| 34910 | Douglass, Robert | The cost estimates for the preferred alternative failed to include the cost of a new access road to the gondola parking structure, introduced for the first time in the Final EIS. This road cuts directly across un-remediated areas of the Flagstaff EPA Super Fund Site. The cost will be considerable given that the path of the roadway and any construction access will need to be tested, evaluated, and most likely remediated before construction begins. | 32.1.2B; 32.1.1C; 32.1.4D; 32.1.4I; 32.1.4L; 32.2.2K; 32.20C | A32.1.2B; A32.1.1C; A32.2.2K; A32.20C |
| 36280 | Douglass, Robert | Standard design criteria for parking structures require an entrance and exit for each 500 vehicle spaces. The design provided by the EIS shows only two entrances and exits for 2,500 vehicles. A redesign is required in a modified EIS to show a conforming parking structure design. The cost needs to be revised to account for the 3 additional entrances and exits and the access ramps for them. | 32.2.6.5E; 32.2.6.5X; 32.2.6.5GG | A32.2.6.5E |
| 36257 | Dove, Heather | I am requesting that UDOT table its plan to build a a gondola system in Little Cottonwood Canyon. The price is far too high, the payment would unfairly fall on the public rather than the benefactors (Snowbird and Alta), and in the end, would do nothing to address the traffic congestion in that canyon. I am in favor of better bus service to and in the canyon year round, a toll on cars entering the canyon on big ski days, and even a limit to the number of cars allowed to enter the canyon. These measures make far more sense to me than the view-marring, environmentally damaging and disruptive, exorbitantly expensive project of building a gondola system. | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.2Y; 32.2.2K | A32.2.2K |
| 33326 | Dow, Callum | Please do not tear into this precious woodland. For a very long time this was and continues to be a place of refuge and wellbeing for 1000's of Climbers/runners/walkers. | 32.1.2B; 32.1.2D | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31936 | Dow, Doyle | <p>The proposed gondola project should be suspended as far into the future as possible so that the folly of this expensive and needless project will be realized by the people making this ridiculous decision.</p> <p>The only rational way to solve the transportation issue in the canyon and along Wasatch Boulevard is enhanced bus service which can be obtained at a fraction of the cost of the gondola. The cost of a summer tram ride at Snowbird is about \$35.00. The cost of a ride on the proposed gondola would have to cost a lot more than this unless there was a massive taxpayer subsidy and would be prohibitive for the average person. People wanting to ride the bus could board a bus at multiple points in the valley and would not cause the massive traffic jam that the proposed 2500 space parking lot would cause. Not many people would want to wait to board a bus to the tram station and then wait and pay again for the tram when they could take a bus directly to the resort. I am generally supportive of the proposals outlined in the EIS except for the gondola which should not even be considered. If the resorts want a gondola they should be willing to pay for it and not burden the taxpayers with the cost.</p> <p>Thank you for the opportunity to comment, Doyle Dow,</p> | 32.2.9E; 32.2.9A; 32.2.2I | A32.2.2I |
| 37866 | Dow, Russ | <p>Definitely against a gondola. It will destroy an amazing view. In the 80's someone suggested tunneling and having a subway. The study showed that the water from this project would fund the project. This is a win win for our community. It also will allow the canyon to keep its incredible views , will keep the canyon open after storms and not subject to avalanche control. Long term this is the solution that should be funded through water revenues, resort and public funding. We will all benefit from this feasible approach. Thank you for your consideration!</p> | 32.2.9E; 32.2.9D | |
| 29608 | Dowben, Sydney | <p>As a long-time Utah resident, I think that building this gondola is a disastrous idea. What makes Salt Lake City special, compared to any other city in the US, is the ability to easily commute into nature -- to get away from the noise, smells, and sights of the city. This gondola presents a threat to those who are simply trying to enjoy the sounds and sights of nature. This city faces losing its charm, and the connection to its Founders, by installing an eyesore that only serves the wealthy.</p> | 32.2.9E | |
| 36313 | Dowdall, Lexi | <p>I would like to first see meaningful investment in carpooling and imposing a toll on single-driver vehicles before we invest in extremely expensive options that permanently change the character of the canyon, damage the riparian environment, or widen the road. Having spent my entire life in Little Cottonwood Canyon, it would be a shame to erect an expensive gondola that will simply promote more traffic while failing to serve users who do not wish to recreate at Snowbird or Alta. It is not what I would wish for the canyon's future or my tax dollars.</p> | 32.2.9R; 32.1.2F; 32.1.2B | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2F; A32.1.2B |
| 28725 | Dowdle, Jamie | <p>NO GONDOLA!!!</p> <p>This project only serves a few but costs everyone. I understand the importance of tourism income but this money could be better spent elsewhere. A frontrunner line to Provo, more trax lines on the west side, and so on. If this serves the resorts only, then the resorts should pay for it. I spent my childhood skiing. I can no longer afford to pay for skiing for my children. Costs for daily tickets have skyrocketed. I should not have to pay for a GONDOLA that I can not afford to use.</p> <p>This DOES NOT serve the public. PUBLIC FUNDS should not be spent funding private projects!</p> | 32.2.9E; 32.2.7A; 32.1.2B | A32.1.2B |
| 34123 | Dowling, Jim | <p>Please do not approve the plan for the gondola up Little Canyon Canyon. This plan will only help the ski resorts and our tax dollars should not be spent on this. I say this as someone who holds a season ski pass. Increased bus service would be a much better way of curbing traffic in the canyon. We also do not need a gondola system ruining the views in our spectacular canyon. I strongly vote no on the proposed gondola!</p> | 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.6A | A32.2.9N |
| 34119 | Dowling, Margaret | <p>Please don't build a gondola in Little Cottonwood Canyon. Don't use taxpayer money to benefit the ski resort owners with something too stupid for words. don't wreck the environment that way. The money would be better spent in many ways including helping the Great Salt Lake have enough water to create Lake Effect snow. The gondola isn't the answer. Too few days with too many skiers - too many skiers means that many people shouldn't be in the canyon anyway.</p> | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 37337 | Downes, Steve | <p>I have commented at all stages of this process and each time, I have argued strongly against the gondola option. The gondola is not a transit solution. The gondola will be in only one of our two resort canyons. The gondola only serves Snowbird and Alta. The gondola is prohibitively expensive. Work on the gondola will cause massive destruction of wildlife habitat and irrevocable damage to recreational resources, such as rock climbing. The massive expenditure could be used to benefit the lives of hundreds of thousands of Utahns who do not ski or snowboard at Alta and Snowbird. 80% of Utahns stated opposition to the gondola in a recent poll. This result makes me think that you don't believe in public input. I fear that the gondola project is just another classic Utah, enrich the already rich project.</p> | 32.2.9E; 32.1.2D | |
| 31445 | Downey, Brandon | <p>This is absolutely absurd, no tax dollars should go to a project that only benefits ski resorts and skiers/snowboarders. Also this project would destroy so many amazing Bouldering spots along little cottonwood, as would the expanded bus lane. DO NOT DESTROY NATURE FOR YOUR SELFISH DESIRES, just because ski resorts are profitable doesnt mean they deserve to destroy FREE public bouldering spots. And if they did they ought to be paying for it themselves.</p> | 32.2.9E; 32.2.7A | |
| 37001 | Downey, Kara | <p>Taxpayers should not be paying for a service that only benefits two private ski resorts. If Snowbird and Alta want a gondola, they should pay for it. If budge becomes available, UDOT should use it to pay its bus drivers competitive wages.</p> | 32.2.7A | |
| 32292 | Downey, Lorena | <p>Please consider the other alternatives to building the Gondola. There has got to be a better way, one that preserves the beauty of the canyon and doesn't come at such a high cost.</p> | 32.2.9E | |
| 30819 | Downing, Galen | <p>I'm not sure why it would be fair to destroy the possibility for current and future generations to enjoy the climbing available in the canyon for a plan that will only benefit ski resorts. If the ski resorts customers have to wait in line a few months out of the year to get there, then that is the resorts problem. There is no reason to use tax payer money to help resort customers get there especially when it so devastatingly effects the other uses of the canyon.</p> | 32.4B; 32.2.9G | |

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| 35145 | Downs, Jack | Hello, I live in Salt Lake City and frequently use the canyon for hiking, climbing, and snowboarding. I am strongly opposed to the Gondola. This will scar the canyon and cause irreversible damage. Almost always these man-made creations are looked back on with disgust at what we did to nature, whether it be dams, pipelines, or transportation. We should be focused on minimizing our impact to nature in the canyon. I'm extremely disappointed we have not attempted better bussing options first. Its ridiculous we are considering moving forward with this project based on studies but haven't moved forward with better bussing. This project will only serve a select few and harm many other residents enjoyment of the canyon. | 32.2.9E; 32.1.2F; 32.2.9A; 32.29R | A32.1.2F; A32.29R; A32.1.2H; A32.2.6S |
| 37490 | Dowse, Debra | In my opinion if Snowbird and Alta are the only places the Gondola will stop then The Bird and Alta should foot the entire cost. And if they don't fix the Great Salt Lake first then this Gondola this is just a waste of money. The Utah tax payers should have to pay for any of this !!!!!!!!!!!!! | 32.2.7A | |
| 35513 | dowsett, vivian | There are so many considerations in contemplating the impact of building a gondola up LCC. -Who are the true beneficiaries? -How will the canyon be ravaged by construction, concrete, construction trucks up and down the road, road widening, access areas to each gondola support pole, etc - Where will electricity come from to run it? Water is a scarce resource here in the desert - what about noise and dust pollution? - Endangered or not, wildlife will be severely impacted with temporary/permanent loss of habitat. Which might bring more larger animals into developed areas and the resultant fear and panic reaction. We've already imposed ourselves on their territory. Gondola will definitely upset the ecosystem in more than one way. Sad ? Please consider ALL the ramifications of this project which benefits and enriches the few. There must be less invasive ways to control Canyon traffic. Vivian Dowsett Interiors | 32.1.2D | |
| 32448 | Doxey, Will | As a long time user of our canyons, both for hiking as well as skiing, I feel the gondola Approach is a poor choice. The large investment of tax dollars only seems to be helping the ski resorts and a small number of property owners. There are better less costly options available, such as parking reservations on busy snow days as we'll as expanded seasonal bus services. | 32.2.9E; 32.2.2K; 32.2.9A | A32.2.2K |
| 27719 | Doyle, Erin | I have called the Salt Lake Valley home for the last 4 years, and proudly call LCC my ski home. I personally have experienced the traffic and tourism issues that face all Utah canyons (not just LCC) and I understand the need for change. I am thrilled that UDOT has decided now is the time for change, because it is desperately needed! I am also pleased by the careful timeline and thoughtfulness this process has used. However, I and many, many other Utahns have expressed our desire for a solution other than the gondola. I am disappointed first by the lack of weight the opinions of taxpayers and canyon users carried in this decision making process. Second, I am upset that time and time again state organizations make decisions that side with massive corporations and extremely wealthy residents. Why should the La Caille family make millions of dollars on this deal, while other middle class Utah residents fund this through their taxes? I am also concerned by the claim that the gondola will allow skiers to bypass 210 in hazardous conditions. I think many pro-gondola supporters understand this to mean the gondola will take people up to the resorts while it is avalanching. However, this feels 1. unsafe conditions to run transit in. We know how powerful and destructive avalanches can be. 2. Many resorts limit terrain and accessibility during dangerous days. How will this work with the gondola? Finally, I urge UDOT to reconsider less invasive options. There are ways to increase safety on 210! There are ways to more effectively bus skiers and outdoor enthusiasts up and down the canyon! There are ways to make this plan more economical, and less permanent on the landscape. Affordable electric busses, limiting public access to 210 on high traffic days, and providing effective transit to and from the mouth of the canyon mean there doesn't need to be parking spots built, there doesn't need to be \$500 million in infrastructure constructed in a precious watershed, and it allows for more well rounded, all season use of the canyon by ALL Utahns and visitors. | 32.2.9E; 32.2.6.5H; 32.2.9A | |
| 37523 | Doyle, Randy | A great deal of additional study needs to be performed before any implementation of canyon tolling takes place on either SR 210 or SR 190. Canyon tolling as proposed is entirely focused on the ski resorts. It is redundant, given that all four ski areas have implemented or are in the process of further implementing paid parking, or parking reservations, with tiered rates based on occupancy. Tolling would be expensive. It is uncertain that tolling fees would generate enough revenue to cover the operational costs or begin to cover the capital costs of the tolling infrastructure. In addition, even if additional monies were generated, it is unlikely that they would invested back into the canyons. The USFS is preparing to implement a Recreational fee at many of its improved sites in the canyons. Many of the sites in Big Cottonwood canyon are above the location of a tolling facility and would be affected by tolling. Tolling simply is not needed in the long term. The Ski Areas are already acting. The USFS is taking steps with their fee system. Roadside parking is being eliminated, and it would unfairly target one group of canyon users. | 32.2.4A; 32.1.2D | |
| 30833 | Doyle, Shane | I am 100% against ANY expansion getting more people up that canyon unless the resorts up there expand their operations to compensate. Those resorts are overcrowded now. Alta crams so many people on the hill it isn't safe to ski and Snowbird is very close to that. NO on all expansion of the road or gondola. | 32.1.2B; 32.2.9A; 32.20C | A32.1.2B; A32.20C |
| 33460 | Doyle, Will | The gondola is not a logical endeavor because it would only truly make an impact on holiday/weekend powder days. All other days of the year it would just be there and not serve any impactful use that other traffic mitigations couldn't serve - busses, banning single occupancy vehicles, and/or tolling. Other than having a very small window of practical use, it would not serve the population, it would only serve two businesses. The point of the gondola isn't to | 32.1.2B; 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.2PP; 32.2.7A; | A32.1.2B; A32.1.2B |

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| | | <p>improve traffic on a main corridor such as I-15, state street, etc. While there are a lot of people on LCC road, they are either a small amount of backcountry users (compared to the population of the valley as a whole) and patrons of either Alta or Snowbird, one of those excluding snowboarders for the sake of their choice of equipment. In short, the gondola would only serve two businesses that are already at or near max capacity for an enjoyable experience.</p> <p>In conclusion, the gondola (1) isn't the best option to mitigate traffic compared to pre-existing or light impact alternatives, (2) only serves two businesses, yet would be paid for by every Utahn, and (3) would not better the experience of people in the canyon, there is a max capacity for the land.</p> <p>As a tax paying Utahn, I HIGHLY OPPOSE the gondola.</p> | 32.2.9A; 32.2.9E; 32.7C | |
| 33412 | Drach, Lindsay | I do NOT support the gondola as an option to control traffic in LCC. This solution primarily serves only the winter resort community yet leaves yearlong impact to the environment and community at large | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 29258 | Drage, Christine | I am in favor of this decision. | 32.2.9D | |
| 29825 | Draghi, John | <p>Adding a gondola up LCC would be a comically expensive way to destroy the canyon for a partial solution to a problem that only exists for a few hours a day on a small % of days per year. Nobody likes sitting in traffic, but the other alternatives are both more cost effective and minimize environmental impact.</p> <p>Improved bus service, tolling and paid parking reservations at ski resorts will all help reduce traffic by encouraging mass transit use, carpooling and spreading out road use. There's less of a uniform rush to the canyon in the AM to ski if you know there's a parking spot waiting for you upon arrival (yes, the die hards will all want to get up there early anyway).</p> <p>With regards to bus service, improvements need to make it not suck. Simply adding more buses won't do the trick. The park and rides close to the canyon fill up early and taking the bus from further out (like Fort Union) takes forever. The bus is often too full to get on or standing room only. The bus sits in the same traffic cars do. Consider running express buses from larger parking areas further away. Consider a light system like those used for construction to allow buses to travel up portions of the downhill lanes at peak times or adding seasonal dedicated bus lanes BEFORE the canyon. Resorts should consider ways to incentivize bus use, like a preferential spot in line before lifts open, discounted tickets or concessions.</p> <p>Beyond environmental impact, it's insanity to even consider spending so much building a gondola with the myriad of other problems facing the state of Utah.</p> | 32.1.2B; 32.2.9E; 32.2.9A; 32.2.2K; 32.2.2I; 32.2.2D | A32.1.2B; A32.2.2K; A32.2.2I |
| 26841 | Drake, Amanda | This is not a tax payer problem, this is a snowbird problem. I'm all for improving mountain access but this improvement SOLELY benefits resort profits and therefore should be paid for by the resorts under city and county guidance. This is the grossest misuse of tax payer money I've seen come from SLC in my ten years here. Do better please! | 32.1.2B; 32.2.9E | A32.1.2B |
| 26862 | Drake, Molly | Please do not build this gondola . Little cottonwood is the last standing bit in that doesn't feel run over with construction compared to other areas it is rustic and holds value . We have not exhausted our other options yet and I think it would be smart to start with least invasive options like better bus systems . Please re think this because it can't be undone | 32.2.2PP; 32.2.9A; 32.2.9E | |
| 29205 | Draper, Dan | <p>I think the Gondola is a terrible idea. I know udon probably wants it because it's a "gee wiz, look how cool we are". Here is my suggestion to solve the problem:</p> <ul style="list-style-type: none"> - Improve parking at base of canyon (would need to happen anyway for gondola) - Charge a huge premium for the pleasure of parking at the actual resort! - Add more busses - With the millions you save- make a MTB trail that starts at the bottom of canyon and connects to snowbird. <p>Gondola is a terrible idea</p> | 32.2.9A; 32.2.2K; 32.2.9E | A32.2.2K |
| 33878 | Draper, Del | <p>Del Draper  October 14, 2022</p> <p>Utah Department of Transportation, Et. Al. Re: Little Cottonwood Canyon EIS Comments on Little Cottonwood Canyon EIS Identity of Commenter I am 71 years old and have had a family cabin at  since 1961. Over the decades I have driven up and down the canyon literally thousands of times and I am very familiar with traffic patterns in the Canyon. I am an avid skier and ski all Utah resorts. I both use the bus and drive my own car when I go skiing. General Comments on the Gondola option What a bad choice. What an expensive boondoggle. This is a monumental error similar to the pumps to drain the Great Salt Lake. Just like those pumps, there are many factors that suggest the Gondola will not work and is not sustainable. These include:</p> | 32.2.9E; 32.2.6.5J; 32.2.4A; 32.2.6.3C; 32.2.7A; 32.2.9R; 32.1.5C; 32.2.9A | A32.2.6.3C; A32.2.9R; A32.1.2H; A32.2.6S; A32.1.5C |

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| | | <p>1) If you have to take a bus to get to the bas of the Gondola, it would be much faster to stay on a bus that was going up the canyon. Other than taking the Gondola one time as a novelty most skiers will not use it.</p> <p>2) It is unclear how much it will cost to take the Gondola. If it is cheaper to drive up and park at the resorts, or to take the bus to the resort, then people will not use the Gondola.</p> <p>3) The Gondola is not flexible. One huge investment that can not be redeployed in the way the busses could. The Gondola is also terrible inequitable</p> <p>1) It is ridiculous to spend \$500 million of public money to benefit two privately owned resorts a few days of the year. If the Gondola is really a viable solution, the resorts should pay for it.</p> <p>2) Only something like 8% of those living along the Wasatch front ski. Why should they be pay to benefit the few who can afford to ski? UDOT should instead move incrementally. What is the impact on Canyon traffic if tolling is introduced? Try it and see before building a Gondola. What is the impact if Wasatch Blvd. is upgraded so that busses can pass cars stuck in a traffic jam? Try it and see before building a Gondola. What is the impact of a Buses First program that restricts cars until after 10:00 AM on weekends and on powder days? Try it and see, and only after that knowledge is gained spend the money on the Gondola.</p> <p>UDOT has defined the scope of the EIS too narrowly. The question is not just how to provide better mobility and reliability. The question must also include examining the impact of the increased mobility on the fragile Canyon environment.</p> <p>Comments on the Busing Alternative: UDOT needs to continue to review incremental steps to solve the problem in the Canyon and needs to continue to consider the busses as an alternative.</p> <p>1) The existing road in Little Cottonwood Canyon is adequate about 99% of the time. The traffic problem is limited to a few winter days - probably about 20 or 30 days a year.</p> <p>Some of these are weather related and some are too many cars all trying to get up the canyon at the same time. The rest of the year traffic flows just fine.</p> <p>2) Even on the very worst days when there is fresh powder at the resorts and it may take over an hour to get from the mouth of Big Cottonwood to the mouth of Little Cottonwood, once you are in the Canyon the traffic flows. It usually picks up speed about one mile up the canyon and approaches the 40-mph speed limit as it passes White Pine.</p> <p>3) There is no need to add a dedicated bus lane in the canyon since the traffic flows in the canyon on the existing road on all days except when there is a weather event.</p> <p>4) The same cannot be said of Wasatch Blvd. It is of critical importance to improve Wasatch Blvd and North Little Cottonwood Canyon Road so that busses can get by, around and ahead of any car traffic jams.</p> <p>5) The proposed improvements on Wasatch Blvd do not do this. "Signal Priority" for busses is not adequate. If not a dedicated lane, then some system is needed with traffic controls that closes one lane to all cars and dedicates it to busses on these critical days.</p> <p>6) Without adequate improvements on Wasatch Blvd the estimated travel times from the Gravel Pit Hub to the resorts in the EIS are meaningless. Busses will be caught in traffic.</p> <p>7) Conversely, travel time in the Canyon for busses without a dedicated lane only adds a few minutes to travel time over the alternative of having a dedicated bus lane.</p> <p>8) People will ride the bus if it is efficient and reliable and cost effective compared to the other choices. The bus is only efficient and reliable if it can pass the traffic jams on Wasatch.</p> <p>9) Tolling in the canyon and charging for parking can make the bus cost effective compared to driving.</p> <p>10) A personal anecdote: I ride the bus frequently to Solitude. I love how it delivers me right to the lifts, and I don't have to pay to park, nor do I have to walk a mile from the road if the parking lot is full. These same advantages that make the bus appealing can be made to apply to Little Cottonwood Canyon.</p> <p>Comparing the Enhanced Bus Service ("EBS") to the Gondola Alternative: 1) Enhanced Bus Service is far less expensive. Since a dedicated bus lane is not needed in the Canyon, the cost of Enhanced Bus Service is not just \$51 million less than the Gondola, it is \$206 million less. (Substitute the \$355 capital cost for EBS without a dedicated lane in the Canyon for the \$510 capital cost for EBS with the dedicated lane, and add the savings to the \$51 million saving of EBS compared to the Gondola).</p> <p>2) Comparing EBS with a dedicated lane to the gondola is not only a false equivalency with respect to cost, but also a false equivalency with respect to environmental impact. The impact of the Gondola does not look so bad compared to the impact of EBS when the road needs to be widened. When it is</p> | | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>acknowledged that EBS can work without a dedicated lane, the true additional adverse impacts of the Gondola are easier to recognize.</p> <p>3) Busses are scalable and flexible. As the dynamics of the ski business change, or if it dries up, changes can be made in bus schedules, or they can be put to other uses. Not so the Gondola. Rather than focusing on a solution that only addresses the present, UDOT should pursue flexible solutions that can adapt to changes in future demands and uses. By nature of its design the tram alternative will bring less flexibility in its use than an enhanced bus service. As the alignment will be more rigid, it will not provide easy opportunities to scale up or down and will have very exclusive infrastructure that can't be easily relocated to other areas with shifting demand. An improved bus system will allow for greater flexibility along the corridor, with express service, easy changes in service frequency and easy adaptation to other corridors when needed.</p> <p>4) If it is necessary to take the bus to access the Gondola, why not save time and stay on the bus and ride it up the canyon.</p> <p>5) While the Gondola adds a small amount of reliability on a few winter days, this additional reliability is simply is not worth the cost.</p> <p>Respectfully Submitted,</p> <p>Del Draper</p> | | |
| 38687 | Draper, Del | <p>Comments on the Gondola (submitted in the Word format in which they were written)</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.2.9E; 32.2.4A; 32.2.6.5N; 32.2.7A; 32.2.9R; 32.2.9A; 32.2.9B; 32.2.6.2.2A; 32.2.2K; 32.2.6.4B | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.2.2A; A32.2.2K |
| 30428 | Draper, Emily | <p>The gondola does not serve the purpose intended. The goals for little cottonwood are to reduce traffic in the canyon. The gondola will not change traffic, as it is still expensive for the consumer. To fundamentally change the way Utahns recreate, (and that is the problem, locals using the road not tourists) we need to have better options to use public transit to recreate in the way we want.</p> <p>The current plan to reduce bus service is absolutely asinine and goes against what UDOT says they are trying to do- reduce traffic in the canyons. If our budget allows for the construction of a gondola, it surely can allow to attract bus drivers with higher wages and greater benefits.</p> <p>Reducing buses in the canyons also goes against the "phased approach" to the gondola. We need good data to see if increased bussing will help traffic congestion. We absolutely need to institute a toll to use the road that incentivizes non-single rider cars. Think- 20 dollars single rider, 15 for doubles, 10 for 3 people and 5 bucks for 4 people. The so called "mobility hubs" definitely need to be built- my number one reason for not using the bus is no parking spaces. This should be project number 1.</p> <p>UDOT, do what is right for our environment and for our consumers, not for the large companies that stand to profit from the gondola.</p> <p>NO GONDOLA.</p> | 32.2.9E; 32.2.4A; 32.2.6I; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 25316 | Draper, Jared | I'd like to express my support for the gondola as the correct decision for the problem at hand. I believe it's the best option that checks all the necessary boxes and also brings a unique attraction to Utah and it's ski resorts. | 32.2.9D | |
| 25721 | Draper, Joe | I am against using tax payer money to help 2 private businesses pay their bottom line and destroying natural lands in the process. Absolutely horrific. | 32.2.9D | |
| 31145 | Draper, Sharon | I strongly oppose the construction of a gondola in Little Cottonwood Canyon. The cost to taxpayers mainly benefits the ski resorts. The very high cost of this project to taxpayers does not take into account other areas in the state that badly need the funding, such as education. We are in a severe teacher shortage with students in classrooms without air-conditioning on multiple 100-∞ days. It is appalling to think these taxpayer dollars would be spent on a tourist attraction that benefits two wealthy ski resorts, rather than on Utah children. Utah legislators need to get their priorities in order. Enhanced electric bus service from points in the valley is a much better answer. Ski buses are already packed full of people and are not operating as efficiently as they could. Please take more time to study ways to fix the current problem, rather than create a new one. Thank you | 32.2.9E; 32.1.2B; 32.2.9a; 32.2.2I; 32.2.6.3F | A32.1.2B; A32.2.2I |
| 29869 | Draxler, Joel | I would like to express my opposition to the proposed Little Cottonwood Canyon tram. I think this is the most intrusive proposal and should not be considered. It is my opinion that another plan should be implemented. The tram is extremely expensive and benefits only the winter canyon visitors, leaving an eyesore for the majority of the year. Not only am I opposed due to the esthetics but also if the Ski resorts will reap ALL of the benefits they ought to shoulder the majority of the costs. Expecting the tax payers to pay to improve their business is a poor idea. Please do not proceed with the tram. Please find another, better seasonal solution. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.6.4, 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 31163 | Dreier, Jake | smells like crony politics. NO TO THE GONDOLA! | 32.2.9E | |
| 26465 | Drennan, Andrew | I see parallels between the gondola project and Glenn Canyon dam. Both ruined (or will ruin) immense natural beauty in the name of a dwindling resource. The resorts are approaching their natural capacities and finding a way to shove more people into the resorts will be horrible for the visitor experience. The gondola is going to have multi-hour waits at peak hours which will make people want to drive anyways. Let's think about the legacy and the natural wonder we want to leave future generations... | 32.1.2B | A32.1.2B |

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| 37372 | Drennan, Brad | I support the gondola if, and only if, the resorts foot the bill. Tax payers should not be covering the cost of an issue caused by the resorts. | 32.2.7A | |
| 30129 | Drew, Anita | Forget the gondola, and let the ski resorts pay for that. Spend the money on healthy and convenient transport and parking for the skiers and the whole Salt Lake area. Parking lots and healthy buses up are doable right now. | 32.1.2B; 32.2.9E | A32.1.2B |
| 28692 | Drew, John | The citizens of the State of Utah should not be spending a half billion dollars to build a gondola to service two privately owned ski areas. If the ski areas feel the need to build alternative access to their resorts, they should pay for it. Public transportation throughout Salt Lake City and County would be a much better investment for citizens and the environment. | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 35379 | Drews, Michael | <p>My name is Michael Drews, and I live about [REDACTED] western end of the proposed Little Cottonwood Canyon gondola.</p> <p>I am writing to express my opposition to this project. My preference would be to leave the transportation options in close to their current state, and not to increase the peak visitation levels in Little Cottonwood Canyon.</p> <p>I have lived in Utah for the past 40 years, and used to greatly enjoy skiing in Little Cottonwood Canyon, especially at Alta. But in those 40 years the price of ski tickets went up by a factor of 10, the slopes got far more crowded, and the traffic got much worse.</p> <p>I've been skiing a few times in the past years, but the high prices and the crowding do not make for an experience that I want to repeat very often.</p> <p>Last season Alta added a parking reservation system, which greatly reduced the traffic issues in LCC on peak days. Snowbird needs to do the same, instead of trying to pack even more people into the canyon.</p> <p>The canyons have too many people using them already. Perhaps UDoT views it as their mission to provide transportation routes for as many people as wish to get to a particular destination, but it's time to limit the canyon usage, not jam more people in a limited and delicate environment.</p> <p>No gondola, no more traffic lanes, more parking reservations and carpooling!</p> <p>Michael Drews</p> | 32.2.9E; 32.1.2B; 32.2.2K | A32.1.2B; A32.2.2K |
| 29099 | Dreyfous, Geralyn | I am in favor of the Gondola | 32.2.9D | |
| 26592 | Driffill, Andrew | This is the dumbest thing we could have chosen to do. Not only will the gondola be bad for the environment, it will be problematic for the the wildlife and will continue to make are air quality worse and worse. Why not put the 50 million dollar of taxpayers money into electric busses And only allow canyon entry to the community and have visitors be forced to take the busses. | 32.1.2B; 32.2.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.6.3F; 32.10A | A32.1.2B; A32.2.2K |
| 37170 | Droitsch, Danielle | <p>Please do not build the gondola!! I support increased and improved bus service, tolling or restrictions on single occupancy vehicles, and the construction of mobility hubs, as described in the phased implementation.</p> <p>I am opposed to Gondola B for its financial costs, destruction of the beauty of the canyon, and environmental impacts.</p> | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.2I | A32.2.2I |
| 35669 | Dropek, Richard | We oppose the proposed gondola solution. It serves two business entities with public money. It transports a select group of skiers during winter months. It will be a visual eyesore to our beautiful canyon. We support a reservation schedule system that controls canyon access at peak use periods. This canyon supplies water to downstream users. More people equals more e-coli pollution to the stream. | 32.2.7A; 32.2.9E; 32.1.2D; 32.2.2K; 32.1.2F | A32.2.2K; A32.1.2F |
| 32092 | Droubay, Donald | <p>Gondola does not effectively address the Little Cottonwood Canyon transportation need. It would only reduce a percentage of the vehicle traffic at a non-competitive cost. Apply the Zions National Park transportation solution - mass transit only. People drive up the canyon because they have the option to do so. If seats were readily available on buses during peak periods, they would be amenable to that form of transportation. Our public norm is to wish we would spare the environment from degradation, but to not take action until we are required to do so.</p> <p>Recommendation: Bus transportation only in Little Cottonwood Canyon [exceptions for unusual circumstances] - provide a steady stream of buses sufficient to prevent notable waiting lines.</p> | 32.2.2B; 32.2.9E | |
| 33204 | Drown, Brandon | I am opposed to the gondola and would ask you to please consider other options. Thanks | 32.2.9E | |
| 26318 | Droxler, Dylan | I think building a gondola is a terrible idea, puts resorts interests over the health of the canyon. Promote car limits and improve public transit. | 32.2.9E; 32.2.2Y; 32.2.2PP | |
| 30676 | Drummond, Lucas | This proposed solution is simply wasting taxpayer money to appeal to the wealthy, without considering the environmental impacts or general community needs. There is clearly 0 consideration of the actual public's opinions, and I'm sure the real decision making is happening between self-serving politicians and corporations who stand to make a profit off of environmental degradation. | 32.2.9E | |

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| 35477 | Drysdale, Scott | This by far is the best option to put gondolas in the canyon. You have the least amount of effect on the landscape of the Canyon. For long term we will not need to add additional buses in the future because demand increases. This would provide a year round attraction for tourists and would impact the need to destroy our canyon by widening the road. I'm not sure why someone would be against a system that would provide the least amount of damage to the aesthetics of the canyon. | 32.2.9D | |
| 26220 | D'sousa, Adam | I support the decision for Gondola B, and look forward to the long-term expected benefits and lower impact to the environment. I appreciate the time it took to consider the options, the commentary, and the expected results, on traffic, on the environment, and on the canyon itself. | 32.2.9D | |
| 35301 | DuBois, David | It looks like whomever compiled the eis information did a good job at researching all of the alternatives. The gondola option continues to gain my support. What a great way to access the ski areas! | 32.2.9D | |
| 31811 | DuBois, Jen | The gondola is an abuse of taxpayer funds to benefit the private ski resorts. Why aren't Alta and Snowbird paying for it? What is the public benefit? You could toll the road, mandate buses certain times of the year, using the parking garage area and limit ticket sales, giving out of state lkon passholder least priority. How about fixing the terrible conditions on I215 West and East FIRST? THE bottom line is public funds are being used to blatantly benefit private enterprise while diminishing the quality of life and property value of a neighborhood. That is fiduciary misconduct. If you want more Democrats to be elected in Utah, carry on with this project because those on the fence are watching closely. | 32.2.7A; 32.2.2K; 32.2.2Y; 32.2.2B | A32.2.2K |
| 32037 | Dubovik, Brandon | The idea of a gondola payed by tax payers to service 2 ski resorts is ludicrous. This is part of a larger plan to interconnect the other resorts from big cottonwood to park city with a gondola system. This simply will not be accepted by users of these canyons and Backcountry areas. A solution presented by UTA should service ALL users including those that do not ski the resorts. A cog rail and avalanche sheds would be a far better use of finances than a gondola that can't run during avalanche mitigation, severe weather, and mechanical malfunctions. Who rescues stranded riders suspended over a canyon? This would be a logistical nightmare. Stop trying to create another tourist attraction and start solving the problem. | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.6.5K; 32.2.9F | |
| 36581 | DuBroff, Karen | I'm writing to oppose the "preferred" alternative. The gondola is a costly, absurd, tourist attraction that will be paid for - but not regularly used by - local users of Little Cottonwood Canyon. It is clear that the gondola will only serve the two resorts at the top of the canyon, and there are many other, year-round activities that people use the canyon for that the gondola simply will not serve including hiking, biking, climbing, camping, and backcountry skiing. As Mayor Jenny Wilson argues, we still haven't exhausted all other - less expensive, less intrusive - options to clear traffic congestion in the canyon. We haven't tried expanded bus service, we haven't tried tolls, and Snowbird hasn't tried parking reservations (something that absolutely helped with Alta congestion evidenced by the vanishing traffic past Snowbird last year). Expanding busses in addition to these efforts would make a huge difference. Use the infrastructure that is already in place! How will the gondola fare with avalanche mitigation? How will it fare in high winds? Do we know? It is proven that busses are faster than the gondola - what about busses leaving regularly from all over the valley that make stops at other places of interest (like White Pine trailhead) on the way up to the resorts? It honestly seems like an expensive and harried decision that should be the last resort. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2K; 32.2.4A; 32.2.6.5K | A32.2.2K |
| 28591 | Dubruille, Shannon | The gondola would be an absolute monstrosity to the canyon. This is the WORST idea ever. | 32.2.9E | |
| 31307 | Dudash, Brett | Please do not build the Gondola! We are already facing unprecedented water issues in SLC. Fund the ski bus instead!! | 32.2.9E; 32.2.9A | |
| 30863 | Dudgeon, Lacey | I am very against the gondola proposal for solving traffic issues up little cottonwood. This is a proposition that only helps the ski resorts, and not the rest of the canyon users. I am up in little cottonwood canyon weekly, year round, and don't want to see it turned into something more mechanical, that likely will attract tourists with one of the longest gondolas around. I understand that the traffic is not ideal, but I also know that it's not as bad as other places. That's just part of the sport. I went skiing in Washington last year, and to get up to Steven's Ski Resort, the traffic was far worse. We waited 3 hours in traffic to get up there. Little cottonwood's traffic is not as severe, and doesn't need to take such drastic measures. People can carpool, take buses, and frankly just wait a little bit to get up and ski, as it's only a fraction of the year. For spring, summer and, fall the traffic is a non issue. Please do not disurpt some iconic climbing areas with man made materials that just aren't necessary. The cost alone for this proposal is astounding and this money could be better used to actually help people, not just a winter hobby that also largely will help the ski resorts themselves pocket even more money. I say this as an avid skier. Ski traffic is just a part of the sport. You plan your day around waking up early as you know you'll be waiting to get up to the slopes. The surrounding neighborhood areas should know that's the cost for living at the base of such a beautiful and widely used canyon. | 32.2.9E | |
| 26932 | Dudley, Kathy | I am opposed to the construction of a gondola for the traffic in Little Cottonwood canyon. It is a permanent structure in a time when climate is changing and there are no guarantees that there will be millions of skiers in the future. The option of clean buses is much more flexible and would not require the extensive construction and the unsightly tower/cables, etc. Alta and Snowbird would be the primary beneficiaries and there are thousands of non-skiers who use all areas of the canyons year round, so there would still need to be traffic on the road. The idea that families who want to use the gondola would park, take gear and kids on a bus to then get to the gondola is crazy. If they could not just park, jump on and go, families won't use it. Too much hassle. Please reconsider this decision and expand the process. This is too important to our county. Thank you. Kathy Dudley | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

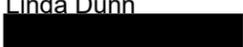
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| 30119 | Due, Preston | I believe that the decision to build the gondola is incredibly irresponsible use of tax payer money for the benefit of private resorts. The gondola is just a tourist attraction. We need to exhaust less impactful and cheaper options before destroying such a beautiful canyon. There are only a handful of days in the year that little cottonwood has excessive traffic. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 28034 | Duffin, Aids | Too expensive for Utah residents since you are funding it with tax money. Visitors can pay more. Residents a fraction of the cost. \$5.00 or less | 32.2.4A | |
| 25702 | Duffin, Hayden | I disagree with moving forward on the gondola option for LCC. Not only will the gondola hurt the natural beauty of the canyon but it will create an entirely new set of issues like: Stress at the base of the mountain, where the posts with be set, offloading, parking lots, etc.. I can't say I know the best option to help LCC traffic but this is not it. I would rather limit the amount of access in the canyon per day AND pay a toll to enter. Please hear out the locals, we need your help!! | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.9E; 32.2.9N; 32.7B | A32.1.2B; A32.2.9N |
| 26348 | Duffin, Shane | I am disappointed that UDOT hasn't listened to the public. No Gondola. Widen road to three lanes. Alternate up and down with peak times. Add buses. Also could include avalanche sheds in high activity chutes as done in Europe, CO and WA. Don't mess up our canyon with pillars... Also quit taking special interest dollars. This is only benefiting Alta, Snowbird and the two legislators with land ties. | 32.1.2A; 32.2.1P; 32.2.9A; 32.2.9E; 32.2.9N | A32.2.9N |
| 26877 | Duffin, Solomon | Please don't build this gondola. Little Cottonwood is an incredibly beautiful canyon, it's seriously a treasure. I've lived 5 minutes away my entire life and I genuinely do not want to see this thing blocking the amazing natural views. It's not worth it. | 32.2.9E | |
| 37537 | dufner, stephen | Spend NO TAX MONEY for a gondola! If built, a bad alternative, the ski resorts should pay for it. A toll road with bus exemptions is a better alternative. | 32.2.7A; 32.2.9A; 32.2.4A | |
| 28865 | Duggins, Steve | The gondola is a bad idea ; Its not scalable, the design is limited to resolving high traffic situations. Where busses can be implemented, during high traffic and then sent elsewhere when not needed. | 32.2.9E; 32.2.9A; 32.2.6.5A | |
| 35084 | Duhm, Kelcey | I Oppose the gondola. This is not the option that we the people want. | 32.2.9E; 32.2.9N | A32.2.9N |
| 28505 | Dujardin, William | Thank you for making tough choices for the best alternative for our community. The gondola is the best way to lower carbon emissions by minimizing vehicle traffic up the canyon and providing a reliable and safe travel option up the canyon. | 32.2.9D | |
| 33657 | Duke, Adam | Little cottonwood has long been one of utahs biggest spots hiking climbing, and pretty much anything outdoors. Taking away any part of those long cherished areas really isn't worth making such a small group happy. The amount affected by the loss of these hikes would be far greater than those happier with the construction of this project. Keep it as it is! | 32.1.2B; 32.1.2D; 32.2.9G; 32.4B | A32.1.2B |
| 28261 | Dukette, Ed | Please do NOT build a gondola in LCC. As someone who moved to Utah specifically to live in close proximity to LCC and an avid skier/backcountry skier, I promise that I will sell my home (Sandy resident) and leave the state if the gondola is built. Of the proposed solutions, a gondola is the least convenient and the least beneficial for any recreationist who's not skiing at AltaBird that day. In a Republican-run state, the greatest impression I can leave for decision makers relates to my impact on the economy. With that said, I vow to sell my home and leave the state if a gondola is built in LCC. My spouse and I (30 years old and 6 figure incomes) bought a house in Sandy specifically for close proximity to LCC. Many of our friends within the outdoor recreation community feel just as strongly, though I can only speak for myself and my family. I love LCC, I've experienced many traffic delays/ road closures, and I could not be any more opposed to building a gondola. | 32.2.9E; 32.1.2D | |
| 25776 | Dullnigg, Jordan | DONT BUILD THE GONDOLA!!!! RUINING SO MANY CLIMBING AREAS ANS NATURAL BEAUTY | 32.2.9E; 32.4B | |
| 37724 | Dumas, Boden | No Gondola! Not environmentally Friendly, 5 years is not short term, adds to commute time with driving/parking/riding. A train would be better! | 32.2.9E; 32.2.9F | |
| 33419 | Duncan, Alex | The proposed plan makes no sense. It has an outsized environmental impact, doesn't carry nearly enough people, and is an incredible eyesore. A better busing system makes more sense. Why is money being spent on something this ridiculous? | 32.1.2B; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 28567 | Duncan, Danielle | This gondola is a terrible idea. It will cause more damage to our Canyons and benefit only those who use Alta and Snowbird for a handful of weeks. Using taxpayer dollars on a rich person's pet project and making the canyon inaccessible to those who cannot afford the gondola is ridiculous. On top of this, it will push more traffic into Sandy with little to no parking solutions. No gondola. | 32.2.9E; 32.2.6.5E; 32.1.2B; 32.1.2D; 32.7B | A32.2.6.5E; A32.1.2B |
| 35210 | Duncan, Jonathan | I am writing to express my strong objections to the proposed Little Cottonwood Canyon gondola project. Frankly, I am surprised and disappointed this proposal has gotten this far. The real weight of what is at stake here struck me a couple weeks ago while I was hiking down from Red Pine Lake with my family. I looked down over the majestic U-shaped valley below, and I was flooded with all kinds of memories of growing up exploring this canyon, hiking it's trails, skiing the backcountry, photographing the wild flowers. I tried to imagine the impact of an amusement-park style "ride," transecting the length of this magnificent space. Gifford Pinchot, the first director of what became the US Forest Service, once explained the best use of our precious national forests. He explained how they should | 32.2.9E; 32.5A; 32.1.2B; 32.2.9A | A32.1.2B |

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| | | <p>be managed to ensure the "greatest good, for the greatest number.," What this proposal essentially amounts to is a half billion dollar, tax payer funded resort amenity. All the other uses of this priceless landscape are complete locked out of any added value. UDOT must also be sensitive to the "class," dimension here. This "transportation," project only serves the rich elite who can afford to pay \$220 a day for the luxury of resort skiing. That is just so out of touch, it strikes me as unconscionable.</p> <p>I sincerely hope that a more rational transportation plan can be put together; a plan that doesn't permanently alter the aesthetics and enjoyment of a landscape held dear to the lives of so many. Little Cottonwood Canyon is not simply a playground for affluent resort skiers for the four months of winter. It is much, much more than that. We need to preserve what we have in this canyon for all the generations to come.</p> | | |
| 28466 | Duncan, Shane | the gondola is a terrible idea. it only benefits skiers. it will destroy the beautiful canyon. it will ruin climbers experiences on the walls of the canyon. it is way to expensive, and all taxpayers will be footing the bill for something that does not benefit everyone. an alternative is to not allow cars up the canyon in winter. run shuttles like in zion national park. there could also be private shuttles for those lodging at the resorts, like canyon transport. | 32.2.9E; 32.2.2B; 32.1.2D; 32.4B | |
| 36584 | Duncan, Shane | Sorry, but I cannot agree with wasting what we all know will cost a billion +\$ to benefit 2 privately owned companies. Our taxes already pay for UTA so build some parking lots and line up busses that we already fund. If traffic is slowing people down from doing a recreational activity, not everyone else's problem. | 32.2.7A; 32.1.2D; 32.2.9A | |
| 26558 | Duncan, Steven | I am appalled that UDOT chose the gondola option that does not support public access. The gondola requires massive taxpayer support but provides stops only to two privately owned ski resorts. Canyon traffic is only estimated to be a problem for 15-20 days per year but the gondola would be a year round eyesore. Ski resorts managing parking through fees and expanded bus service are a much better solution. I've heard negative things said about the ski bus service but as someone who uses it regularly, the statements are blatantly false. The busses run at capacity on problem days, are always clean and the drivers are always courteous. | 32.1.2B; 32.1.2.D, 32.2.2QQ; 32.2.9A; 32.2.9E | A32.1.2B |
| 34774 | Duncan, Trent | <p>Dear UDOT,</p> <p>Thank you for accepting public comments on the Little Cottonwood Canyon Final EIS and Draft Record of Decision. As a resident of Salt Lake County and a frequent user of Little Cottonwood Canyon during all seasons of the year, I would like to express my opposition to the preferred alternative, which includes construction of a gondola from a base station near the mouth of Little Cottonwood Canyon to its terminus at Alta, Utah. I also oppose any alternative that would widen the road in canyon. Prior to implementing either of these alternatives, UDOT should work with local communities, Alta and Snowbird ski resorts, the U.S. Forest Service, and non-governmental organizations representing a variety of users to implement prudent and cost effective measures that specifically address traffic and safety issues. As part of any solution, UDOT should move forward with construction of snow sheds, improved shoulders with bike lanes, restrictions on road side parking, and trailhead improvements. Regarding the preferred alternative, I urge you to consider the following:</p> <p>1) Local Input should be a primary factor taken into consideration in the decision-making process. While Alta and Snowbird are destination resorts, year-around traffic congestion in Little Cottonwood Canyon is primarily the result of local use. Residents of Salt Lake County are the primary users of Little Cottonwood Canyon and are disproportionately impacted by UDOT's decision. The majority of residents in the County have also expressed clear and unequivocal opposition to the construction of the gondola. Cottonwood Heights, Sandy City, Salt Lake City, and Salt Lake County have passed resolutions opposing the project. Not a single community in Salt Lake County has voiced support the gondola. It would be inconsistent with Utah values for UDOT to approve the gondola when it directly contradicts the will of local residents who are the primary users of the canyon are disproportionately impacted by current traffic problems.</p> <p>2) The gondola does not benefit all canyon users. Any transportation solution adopted should benefit all recreation users and provide year-round benefit. A gondola that transports people directly to Snowbird and Alta harms rather than benefits climbers, back country skiers, cyclists, hikers and other users. While other aspects of UDOT's preferred alternative (e.g., improved parking at trailheads and snowsheds) would have broad public benefit, the gondola only addressed the needs of a limited number of resort skiers. Of particular concern, construction of a gondola does not provide access to a single trailhead in the canyon or address traffic associated summer and winter recreation use of areas such as Lisa Falls and White Pine trailhead, which provides access to the White Pine, Red Pine, Maybird, and Hogum drainages.</p> <p>3) The cost of the gondola outweighs benefits and should be not be covered by tax payers. The estimated cost for construction of the gondola is approximately \$550 million. Given the current labor market, supply chain issues, and inflation, these costs are likely an underestimate. Prior to making any decision UDOT should update its cost estimates to account for changed conditions. Utah tax payers should not shoulder the cost of a gondola, especially when traffic issues are primarily limited to morning and evening hours on powder days, weekends and holidays days during peak ski season. The costs are of the gondola area unreasonable given that the primary concern is traffic jams that occur approximately 120 hours per year (2 hours in the morning and two hours in the evening 30 days per year). This money should be used to address more pressing transportation or public service needs.</p> <p>UDOT should also recognize that the primary beneficiaries of the gondola are two for profit corporations operating on public lands and a demographic that primarily includes white upper-class skiers. As prices for equipment, parking, lift tickets, and amenities continue to increase, the ski industry is pricing out middle-class families. While the State of Utah, and specifically Salt Lake County, are becoming increasingly diverse, the ski industry is becoming more exclusive. Statistically, less than 4 percent of the U.S. population skis. Diverse and low-income communities should not subsidize a project that provides no direct public benefit. The cost should also not be shouldered by residents of Salt County residents that oppose the project.</p> <p>4) There is no evidence that skiers will use the gondola. UTA officials collect demographic data, including ethnicities and income levels of riders. This information is relevant when estimating ridership of the proposed gondola. According to 2020 census data, Salt Lake County is 87.1% white; 18.8% Hispanic or Latino; 4.6% Asian; 2.2% Black; 1.8% Native Hawaiian or Pacific Islander; and</p> | 32.2.9E; 32.2.9C; 32.2.9K; 32.2.9O; 32.2.9N; 32.1.2D; 32.4B; 32.2.4A; 32.2.7F; 32.1.2B; 32.1.4I; 32.1.4C; 32.2.9R; 32.1.2J; 32.17A; 32.3A | A32.2.9N; A32.2.7F; A32.2.7C; A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S; A32.3A |

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| | | <p>1.4% Native American or Native Alaskan.</p> <p>In 2022, according to UTA:</p> <ul style="list-style-type: none"> - Minorities make up 25.9% of all riders and 31% are low-income riders. - Minorities make up 27.4% of fixed bus route riders, 30.3% of TRAX riders and 16.9% of commuter rail riders. - Low-income riders make up 48.1% of fixed bus route riders, 35.6% of TRAX riders and 26.3% of commuter rail riders. <p>The data above clearly shows that the primary users of mass transit systems are low-income and minority populations. As previously discussed, there is a significant diversity gap in the snowsports industry, where it is estimated that Hispanics make up only 6 percent of skiers and cost barriers prohibit low-income individuals and families from skiing (especially at Alta and Snowbird). Based on demographics data and mass transit statistics, it unreasonable to expect that white upper-class individuals and families would use the gondola. Some of the pragmatic reasons that most resort patrons would continue to drive rather than use the gondola include:</p> <ul style="list-style-type: none"> - Commute times associated with the gondola would exceed transportation times associated with vehicle travel, and commute times matter. UDOT has underestimated the door-to-door time and inconvenience it would take to reach resorts via the gondola when adding in driving times to transportation hubs, transfers (with ski equipment in hand), wait times, and connections (which could include mandatory transfer to buses prior to reaching the gondola base station from dispersed transportation hubs). Even with vehicle traffic, most resort patrons will opt for a shorter uninterrupted commute in the intimacy and privacy of their own car. Weekday skiers not affected by traffic or parking issues will also choose to drive rather than ride the gondola. Monday through Friday skiers are more likely to ski flexible and reduced hours that align with school or work schedules and are also focused on minimizing commute times. - Skiers value the convenience of keeping extra equipment and clothing in their vehicles. Nearly every skier will add or shed layers during the day as temperatures fluctuate. Oftentimes skiers will change skis or equipment (such as goggle lens or sunglasses) depending on conditions. Skiers using the gondola will forego these conveniences or be forced to pay exorbitant costs of resort locker facilities, which are currently limited. Oftentimes season locker rentals exceed the cost of season passes. - Tailgating is as synonymous with the skiing experience. Those using the gondola would forgo this tradition and be forced to take lunch breaks in already overcrowded lodges and pay for expensive ski resort food. <p>Even with efforts to incentivize use of the gondola, it should be recognized that skiers that can afford the price of lofty lift tickets can likely absorb the costs of tolling. In fact, many users are already accustomed to paid parking, which is becoming an industry norm. Additionally, the costs of paying a toll or parking fee would likely be less than the costs of the gondola, locker rentals, and purchase of resort food. Demographical information, costs, and inconveniences indicate that UDOT will have difficult achieving its goal of reducing canyon traffic by 30 percent through alternative transportation such as the gondola as long as vehicles are allowed in the canyon.</p> <p>5) Before approving the gondola UDOT should adopt common sense and cost effective transportation solutions. Local and county governments, non-profit organizations, and interested citizens have identified a long-list of conservative, measured, cost-effective, and reasonable transportation solutions that should be implemented before approving the gondola. These solutions include, tolling, paid parking, ride share programs, increased busing, enforcement of chain and vehicle restrictions, limiting the number of vehicles in the canyon to available parking, minimizing road side parking, and construction of snowsheds. To date, few if any of these solutions have been implemented with any consistency. Before degrading the world class scenery of Little Cottonwood Canyon, UDOT should work ski resorts, local governments, and interested organizations to implement measures that could have an immediate impact on traffic and canyon safety.</p> <p>6) Traffic does not deter weekend skiers. Despite that fact that Utah and Colorado are known to have the world's worst ski traffic, they remain popular ski destinations because of terrain, conditions, and location. In fact, there is no indication that increases in traffic has or will result in a decline in ski resort use or impact the multi-billion-dollar ski industry. Traffic jams caused by weather and poorly designed roads are in fact an expectation for most skiers. Because skiing is entirely an optional extra-curricular activity, individuals can choose whether they are willing to accept the inconvenience of traffic, which is part of the skiing experience. Just as people expect to encounter crowds in America's most visited National Parks during peak summer season, they expect longer than average travel times during snow events and on weekends during peak ski season. Reducing traffic to resorts caused from increased tickets sales should not be a primary consideration in UDOT's decision.</p> <p>7) The gondola will degrade the world class scenery of Little Cottonwood Canyon. Because of its steep, rugged, and unforgiving topography, portions of Little Cottonwood Canyon remain largely undeveloped. In the lower- to mid-canyon, the Lone Peak and Twin Peak Wilderness Areas provide protection for scenic, geologic, biological, and recreational resources. Construction of a gondola would significantly alter the viewshed of the canyon. The greatest impacts would be to those recreating in or near the Wilderness Areas, including those using the White Pine trailhead.</p> <p>8) UDOT must consider the impacts of its decision on neighboring highway 190 in Big Cottonwood Canyon and the cumulative impacts of multiple fee proposals. UDOTs response to comments on the DEIS asserts that that the cumulative impact analysis considers impacts to neighboring Big Cottonwood Canyon; however, the EIS fails to take a "hard look," at these impacts. UDOT should conduct additional studies to determine how tolling and the gondola would change visitor use patterns.</p> <p>Of specific concern, hidden within the EIS, there is limited information regarding UDOT's plans to introduce tolling as a mechanism for incentivizing use of the gondola and managing impacts to neighboring Big Cottonwood Canyon (i.e. UDOT has stated that if a toll is instituted it Little Cottonwood Canyon it would also have</p> | | |

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| | | <p>be instituted in Big Cottonwood Canyon). Just recently, UDOT has begun to publicly discuss tolling proposal (featured in multiple new articles), but has admitted that "the exact details of potential are yet to be determined." UDOT's tolling proposal is a cumulative action that is inseparably connected from other canyon transportation solutions and is critical for determining whether the preferred alternative would meet UDOT's purpose and need. Additional details must be incorporated into the range of alternatives regarding UDOT's tolling proposal in order to adequately understand whether construction of the gondola would actually have an impact on traffic.</p> <p>Additionally, since publication of UDOT's final EIS, the U.S. Forest Service has announced its intent to begin charging fees at multiple trailheads and facilities across the Uinta-Wasatch-Cache National Forest, including in Big and Little Cottonwood Canyon. Options could include individual site fees or an annual pass that provides users with access to recreation sites and facilities across the forest. This too is a cumulative impact that must be considered in UDOT's EIS. UDOT must consider how Forest Service fees, ski resort parking fees, and UDOT tolling would work together (i.e., would visitors be expected to purchase a Forest Service annual pass, pay UDOT's daily toll, and reserve paid resort parking). Prior to implementing any decision, the EIS must consider how these fees would change visitor patterns, disperse use to adjacent canyons, and impact diverse and low-income communities.</p> <p>9) The EIS should disclose Alta and Snowbird's interests in the project and whether the decision has any connection to Utah's Olympic proposal. Prior to the 2002 Salt Lake City olympics the State of Utah agreed that no events would be held in Little Cottonwood Canyon due to public safety, traffic congestion, and parking limitations. The State successfully hosted the games without using facilities at either Alta or Snowbird, two of State's flagship resorts. As the state prepares to host the games again in either 2030 or 2034, it should again exclude Snowbird and Alta as host venues. This commitment would provide the public with assurance that there is no hidden agenda and that the construction of the gondola is no way connected with Utah's desire to host another Olympic games.</p> <p>The EIS must also recognize the ski resorts roles and interests in project. Since publication of the Final EIS, the public has learned that Snowbird purchased that land that would be used for the gondola base station under the name of "LLC Base Property." This would potentially require the state to rent or purchase the land on which the gondolas base station would sits from the primary beneficiary. The public must know the details and costs of any transactions or agreements between UDOT and Snowbird for use of the base and terminal facilities. The public has also learned that Gondola Works, the primary group behind public advocacy for the gondola, is backed and was started by Snowbird. Without disclosure of this information concern the public rightly remains skeptical regarding closed door agreements and whether industry has inappropriately had influence on the preferred alternative.</p> <p>10) UDOT has not adequately considered the impacts of widening Wasatch Blvd on cyclists. Wasatch Boulevard is not a highway and should not be used as one. It is road that provides access to residential neighborhoods in Cottonwood Heights, Sandy, and Draper and is used year-round by hundreds of cyclists per day. Cyclists and drivers have accepted Wasatch Boulevard as a multi-modal transportation corridor that provides sweeping and views of the surrounding mountains and Salt Lake Valley, access to canyons, and connections to trail systems (e.g., Parleys and Corner Canyon). Expansion of Wasatch Blvd would result in increased traffic and speeds and create unsafe conditions for cyclists. The addition of bike lanes to an upgraded road will not mitigate these issues and would substantially alter the character of this area. Urban cyclists prefer low volume residential roads with reduced speeds. UDOT should consider an entirely separate paralleling cycling boulevard if expansion of Wasatch Boulevard is part of its decision.</p> <p>11) UDOTs final decision should address parking issues in upper Little Cottonwood Canyon. Since UDOT initiated its EIS process tensions between Alta Ski Lifts Company and backcountry users in Little Cottonwood Canyon has increased. Alta owns and maintains nearly all parking in the upper Little Cottonwood Canyon and has instituted paid parking policies to preserve its parking for ski resort patrons. This decision has disproportionately impacted public use of National Forest system lands outside of resort boundaries. Currently there is no wintertime public parking in Little Cottonwood Canyon for non-ski resort patrons. Construction of the gondola would not address this issue because backcountry users frequently access the canyon during early morning or evening hours (5:30-8:30 AM) but have nowhere to park under Alta's current policy. In its efforts to identify transportation solutions that benefit all canyon users, UDOT should work with the Forest Service, Alta, and backcountry users to find fair and amicable solutions to existing parking problems.</p> <p>12) UDOT has inappropriate dismissed reasonable alternatives from analysis. Within the EIS UDOT dismisses several alternatives from analysis that are reasonable and should be analyzed in detail. Specifically, UDOT dismissed limiting the total number of skiers or having a reservation system as a solution to limiting traffic congestion. UDOT states that it does not have the authority to ban certain ski passes, charge more for lift tickets or parking, add more or reduce parking at the ski resorts, or limit the number of visitors at private businesses. Additionally, UDOT asserts that because S.R. 210 is a public road, UDOT does not have the ability to close the road to public travel except as a result of accidents, emergencies, or extreme weather conditions, or authority to change a private business's operating hours.</p> <p>UDOTs rationale for dismissing these alternatives is not consistent with CEQ NEPA guidance. According to CEQ's 40 most asked questions 2a and 2b, and agency must consider all reasonable alternatives, even if those alternatives are outside of an agency's authority or jurisdiction. In addition to being inconsistent with CEQ regulations and existing case law, UDOTs rationale for dismissing these alternatives is a logical fallacy. The most obvious way to reduce canyon traffic, even during morning and evening hours, is limiting the number of vehicles in the canyon at a given time. Reducing the number of skiers through capping ticket sales or limiting the number of vehicles in the canyon to available parking is a reasonable, clear, and obvious solution to traffic and safety problems. Any assertion that these measure would not reduce traffic, even during peak hours, fails the test of reason, especially when similar measures have been successfully employed at other popular recreation destinations, including national parks and ski resorts throughout the country. Further, this assertion does not comport with the fact that in recent years UDOT has temporarily closed both Big and Little Cottonwood Canyons when parking lots are at capacity.</p> | | |

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| | | <p>"In determining the scope of alternatives to be considered, the emphasis is on what is 'reasonable' rather than on whether the proponent or applicant likes or is itself capable of carrying out a particular alternative. Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant."</p> <p>Before approving construction of a gondola opposed by locals and at the expense of tax payers, UDOT must consider an alternative that would limit the number of vehicles in the canyon and limit ski resort tickets sales. While this alternative may be undesirable from the applicant's standpoint (either UDOT or the ski resorts) it is possible to create an alternative that 1) preserves and improves skier experiences; 2) allow for equitable access and sustainable use of the canyon; 3) provides reasonable economic opportunity for private business operating in the canyon; and 4) mitigates traffic congestion and safety concerns. Finally, as previously mentioned, skiing is entirely a discretionary extracurricular activity. Individuals that disinterested in dealing with morning and evening traffic can select to ski on alternative days, during alternative hours, or at alternative areas with no actual repercussion.</p> <p>Thank you again for your efforts to include the public in the decision-making process. While NEPA does not require that that UDOT accepts the will of the people, I urge you to consider listen to local voices and those that most frequently use the canyon who have almost unanimously voiced opposition to the construction of a gondola as a reasonable transportation solution.</p> | | |
| 37082 | Dunfield, Nancy | Absolutely no! It will ruin our beautiful canyon. | 32.2.9E | |
| 38194 | Dunford, Adam | <p>As a Utah resident, my family has enjoyed the use of Little Cottonwood Canyon for many generations. We have hiked, picnicked, enjoyed scenic drives, and skied there frequently, as did my father when he was young, as did my grandparent's families, and so on. We have enjoyed our time in this canyon as a beautiful natural resource, and that is the frame in which I view this project.</p> <p>Little Cottonwood Canyon is the jewel of the Wasatch Front that we are proud to call our home. The preservation of this wild and striking landscape ought to be the business of the Utah State government, not commodification and so-called development. The construction of miles and miles of gondola will forever change the face of this incredible place. No matter how thoughtfully the pylons are planned so not to disturb climbing zones or how much car traffic is reduced, this project will create a new unnatural sight for every step along the canyon floor, spoiling any semblance of wildness that we long to find there.</p> <p>Many have complained about the cost of the project. It is very high for a state the size of Utah. It is my understanding the cost compares to Los Angeles' recently rebuilt 6th Street Bridge, a project which saw many delays and budgets rises. How will UDOT protect LCC from years of delays? Do you want to turn Little Cottonwood Canyon into a zone comparable to the East LA Interchange?</p> <p>Many have complained that the project benefits only the corporate owners of the ski resorts, and appeals to outside tourism, while overlooking the wants of people who use the whole canyon, who live and pay taxes in this state.</p> <p>Many have complained that the gondola will not solve the traffic problems. It does not run at high enough capacity to facilitate the crowds on high traffic mornings, and it will not be able to run while explosives are in the air during avalanche mitigation, rendering the whole idea pointless.</p> <p>I understand that the State of Utah wants to improve access to resources, and UDOT is in the business of making sure that happens. I understand that UDOT wants to be able to leave a legacy, and improve the image of Utah as a mountain destination. I contend that if the State of Utah truly wants to leave a legacy and if you want to show you care for our stewardship of our land, the conservation of our natural landscape should be your number one priority. I understand that along with the Gondola project there are plans to preserve and protect the slopes of Mt. Superior. What about Maybird Gulch, Red Pine and White Pine? The gondola will strip each of them of more natural charm every minute that a car of 32 people soars by. The whole canyon deserves the respect of conservation that you offer as a pittance to one lone mountain.</p> <p>I implore you to take new considerations of alternatives. The Utah public are against this intrusive gondola plan, because it ignores the uses of the canyon which we have loved for so long; a quiet, remarkably beautiful place with trails all along where you can enjoy an afternoon away from home all year around. You are in the position to make decisions for the public. Please consider our concerns before you change the face of our land.</p> | 32.2.9E; 32.2.6.5K | |
| 36718 | Dunford, Madeline | I do not support the gondola in little cottonwood canyons. It will destroy the landscape forever. | 32.2.9E | |
| 28444 | Dunlap, Susan | I live 3 miles from the base of LCC and although not a skier, use the canyon for hiking, reflection and snowshoeing. I am concerned that the gondola option does not serve anyone but skiers. If you are not stopping at trailheads, campgrounds or other heavily used sites, this is not an option that can be used for people using the canyon during the non-ski months. I would gladly pay an annual fee (like Millcreek) for canyon access and support and would ride public transportation/shuttle if it had stops prior to the 2 ski resorts. Do not build an expensive, invasive gondola that does not serve the majority of us who live in the valley. | 32.2.9E; 32.1.2D; 32.2.6.3F | |
| 30998 | Dunlea, John | My wife and I live full time up at Alta. Little Cottonwood Canyon is a jewel that should not be cleaved by a gondola. A gondola would only benefit the ski areas. No to the gondola! | 32.2.9E | |
| 31399 | Dunleavy, Brian | This is a really dumb idea. | 32.29D | |

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| 30734 | Dunn, Cary | BAD OPTION - The Gondola alternative will destroy the alpine aesthetic of Little Cottonwood Canyon | 32.2.9E | |
| 27141 | Dunn, Connor | I don't agree with this as it interferes with the environment, habitats, and wildlife. | 32.2.9E | |
| 35555 | DUNN, LAWRENCE | I'm in favor of the Gondola option. I'm a meteorologist, the gondola is the only option that will have any impact on traffic and safety during heavy snow events, much more so than buses and road expansion, although these would help. The heavy snow events are the primary cause of the worst traffic congestion and the gondola would help the most of all the considered options. | 32.2.9D | |
| 35586 | Dunn, Linda | <p>I am appreciative of the extensive efforts to explore all possible options to the traffic issues in Little Cottonwood Canyon. These concerns are not exclusive to this canyon and should be considered for all the canyons in the Wasatch at some level.</p> <p>I am in agreement of all the phased in efforts being evaluated and considered for implementation, such as tolling, enhanced bus service, parking fees. I think these efforts will greatly mitigate the existing problems. I am NOT in favor of the gondola and infrastructure. As a lifetime local, avid skier, summer hiker and climber, I am against the visual impact of the gondola, as well as its cost, maintenance and usability concerns. Please do not commit to the gondola, until you determine that these other efforts are not adequate in this canyon and others, to reduce effectively the increased traffic concerns.</p> <p>Sincere thanks for your efforts and consideration.</p> <p>Linda Dunn </p> | 32.29R; 32.2.9E | A32.29R; A32.1.2H; A32.2.6S |
| 35623 | dunn, Sarah | I'm against the gondola. Not a good idea | 32.2.9E | |
| 26250 | Dunn, William | Sad. This is a short-sighted decision based on numbers that are highly speculative & misleading. The towers will ruin Little Cottonwood Canyon. The concrete footings and access to each one will devastate the canyon floor along Little Cottonwood Creek. Little Cottonwood Canyon is our Yosemite and needs protection not exploitation. It's will just fuel further problems down the road like further ski resort expansion and increased mountain degradation. Tolling and Pooling are better solutions when you consider the percentage of days in a year where congestion is a problem. Let's not turn LLC into an amusement park which is clearly the selfish goal of Snowbird. Our powder days are becoming a thing of the past and now is the time to prepare for declining water supply considerations. The Greatest Snow on Earth was (emphasized tense) a result of winter storms passing over the Great Salt Lake. Look at that - another sign of things to come! Imagine how much more water these ski areas will require to "make" snow. Let's not feed the monster! Let's not be tricked into a transportation plan fraught with error! Get off the money machine and become responsible stewards of our Wasatch! | 32.2.9E; 32.2.6.5E; 32.2.2Y; 32.2.2E; 32.2.2PP; 32.2.9N; 32.1.2B | A32.2.6.5E; A32.2.9N; A32.1.2B |
| 30378 | Dunne, Justin | No Gondola, please. This canyon is one of the most beautiful in our country. Keep it that way. Pursue other options, please. | 32.2.9E | |
| 32297 | Dunnigan, James | I do not support the gondola. Not flexible enough end points for the user | 32.2.9E; 32.1.2D | |
| 35873 | Duong, Annie | Please save our boulders. | 32.2.9E; 32.1.2D | |
| 30020 | Dupuy, Laura | NO to the gondola project. Absolutely not! This project benefits Snowbird and Alta at the expense of the community and the environment of one of our most important natural resources - Little Cottonwood Canyon. The resorts are full enough. The bad snow days and resulting traffic happen 5-10 days a year - certainly not enough to make this necessary. This project reminds me of the Great Salt Lake pumping project - a major infrastructure project that has never been used. People won't pay to ride the gondola for the scenery. Our taxes can be spent better to: fix roads, pay teachers a reasonable salary, work to reduce emissions, water conservation measures, etc. No, No, No to this project that favors a special interest group. | 32.1.2B; 32.2.9E | A32.1.2B |
| 27887 | Durboraw, Doug | 1/2 billion dollars for a select few for five months or so? NO NO NO | 32.2.9E; 32.1.2B | A32.1.2B |
| 33675 | Durham, Whitney | The gondola idea is ridiculous. It will not solve any problems facing LCC. Traffic problems along Wasatch will be as bad as ever. It does nothing to help parking at trailheads. Which is a much bigger issue. Complete waste of taxpayer money on something that benefits very few people. I think that the higher-ups in UTA are in this graft also. With the announcement of reduced bus service to LCC during the winter. I wish there was a law. So many people trying to screw the people of Utah over. I hope we can start to get rid of all of the corruption. UTA, UDOT, Utah government. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N; 32.6A; 32.7B; 32.7C | A32.1.2B; A32.2.9N |
| 30588 | Durham, Whitney | This is complete  , especially with what has happened with UTA reducing bus access. It is really criminal. The people promoting this should be prosicuted. | 32.2.6I | |
| 31756 | Durrans, Anna | Don't build a gondola!!! Nobody wants it and there are better solutions. | 32.2.9E | |
| 33273 | Durrant, Matthew | LCC doesn't need a gondola. There are many other, better options out there than to just take the most expensive and intrusive option. Please reconsider. | 32.2.9E | |
| 35595 | Dutter, Tim | As a dedicated user of Little Cottonwood Canyon, whether that be backcountry skiing or climbing, I am wholeheartedly opposed to running a gondola up this incredible canyon. BETTER ALTERNATIVES EXIST. Implementing a tolling feature, improving the bus service, anything but what amounts to a costly tourist attraction that most benefits Snowbird and Alta and harms the Utah taxpayer. Moreover, this is a solution to an issue that, at most, greatly impacts 15 days out of the season where snow falls and canyon traffic and accidents skyrocket. A remedy to this does not justify the use of a significantly impactful gondola. Please listen to the voices of the people that love this canyon and use it as a respite and place to grow and challenge themselves. | 32.1.2B; 32.1.2D; 32.2.9E; 32.2.2Y; 32.2.9A | A32.1.2B |

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| 37094 | Dvorak, Claire | <p>Irreversible & Rushed Decision</p> <p>There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions.</p> <p>If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws.</p> <p>We have seen parking reservations work throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon.</p> <p>As Salt Lake County Mayor Jenny Wilson said, these are "common-sense solutions that are fiscally sound."</p> <p>Tax-Payer-Funded, Serving Private Resorts</p> <p>Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses?</p> <p>As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging.</p> <p>They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses.</p> <p>UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> <p>Ignoring Local Public & Political Opinion</p> <p>80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll.</p> <p>Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski and many other elected officials agree.</p> <p>"Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound," Wilson said at the Truth About the Proposed Gondola event in June.</p> <p>With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year.</p> <p>Not a Convenient Solution</p> <p>If the gondola is built, your ski day will consist of parking off-site (or paying a premium for one of the limited parking spots near the base), taking a bus to the base station then riding the gondola 31 minutes to Snowbird or 37 minutes to Alta.</p> <p>And then doing it all in reverse order at the end of the day.</p> <p>How can it be assured the gondola will be used and actually reduce cars in the canyon?</p> <p>For the gondola strategy to be effective, there will need to be a major change in public habits.</p> <p>With no plan by UDOT to limit cars (it is our understanding they plan to implement bussing until the gondola is built but not continue the program afterward) or any analysis of demand, the original issue of traffic is not being solved. It will simply funnel more visitors to the resorts.</p> <p>Increased Visitation Stress on LCC</p> <p>If those invested in the gondola are so interested in preserving Little Cottonwood Canyon, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support.</p> <p>As our friends at Students for the Wasatch pointed out, if the gondola is implemented, the number of cars visiting resorts will remain the same while skier visits will increase by 20%, per UDOT's EIS.</p> <p>The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> <p>What Will it Really Cost?</p> | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.2K; 32.2.2M; 32.2.7A; 32.2.6.5G; 32.2.6.5F | A32.2.2K |

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| | | <p>The proposed budget to build the gondola comes in at approximately \$550 million. But many estimate that number would ultimately come in closer to \$1 billion.</p> <p>We know projects of this size tend to go way over budget. Our new airport (which could use a gondola from Terminal B) was budgeted for \$1.8 billion and ended up costing more than \$4 billion.</p> <p>If the gondola is built, it would cost \$10.6 million annually just to operate. Plus, UDOT estimates an additional \$12.5 million in capital costs, expected by 2037, followed by \$16.5 million by 2051, according to the Deseret News.</p> <p>Is a Gondola Even Necessary?</p> <p>How many days per winter are you in a complete standstill in Little Cottonwood Canyon? No doubt the red snake is real. But real enough for an expensive, permanent gondola?</p> <p>Plus, the gondola will not run when howitzers are active during avalanche mitigation in the lower canyon from Lisa Falls to Monte Cristo.</p> <p>And we can't even think of an argument for the gondola to be operating for the other eight months of the year.</p> <p>Preserving the Beauty of LCC</p> <p>Little Cottonwood Canyon is a true treasure of our local environment and attracts skiers, climbers and hikers from around the world to enjoy its beauty.</p> <p>Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of LCC would destroy the canyon's natural beauty.</p> <p>Altering the canyon's footprint will also destroy popular climbing and hiking areas including Alpenboch Loop Trail.</p> <p>Push Traffic onto Wasatch Blvd.</p> <p>The gondola will not solve traffic issues.</p> <p>It will simply push traffic out of Little Cottonwood Canyon onto Wasatch Blvd, I-215 and surrounding neighborhoods in the Cottonwood Heights community.</p> | | |
| 26479 | Dvorak, Tessa | This canyon has been a natural, and beautiful place forever. A place to recreate and access an escape from society. While congestion has resulted from limited infrastructure, additional means of congestions and traffic are not a viable solution, particularly when it then takes away a climbing (world class climbing, attracting world class climbers) and recreating areas from those seeking to and who have enjoyed it. | 32.1.2B; 32.4B | A32.1.2B |
| 38027 | Dwello, Sean | Please do not build these gondolas. The mountain needs better public transit but this project will do more harm than good. I'd be happy to discuss other alternatives, just not gondolas. | 32.2.9E | |
| 28565 | Dwyer, Holly | This gondola will impact the environment very much while being built. The parking structure will be an eyesore. Other options such as reservations, passes, discounts for full car loads on passes/ reservations, busses that have preferred stops, are all better options than disturbing the environment by building the gondola. Our wildlife will be impacted, while ski season is relatively short and over time may become even shorter with the impact of our changing climate. I do not believe that this has been given enough thought and time to process. Please consider the change it will make in the canyon and how our wildlife will be impacted. Don't you think they have suffered enough? Please reconsider your option for the gondola. I oppose. Thank you for your time, Holly Dwyer | 32.2.9A; 32.2.2K; 32.2.9E; 32.2.2Y; 32.13A; 32.2.2E; 32.2.2PP | A32.2.2K; A32.13A |
| 31183 | Dye, Nathan | I am opposed to any of the build alternatives. These build alternatives are too costly to the general tax base without providing a wide enough benefit among that tax base. If tax dollars are used to fund this project then the majority of people paying for it will never even enter the canyon. The number of users of the canyon compared to the overall population of the tax base is not considerable enough to warrant spending \$500 Million dollars on this project. This should be solved by having the users pay for the costs of providing improved access to the area. The majority of the benefit is providing improved access to private businesses. The businesses and the users of these areas should be responsible for paying for these improvements. A toll for driving the canyon would potentially reduce traffic in the canyon or it would provide funds for the future to improve the traffic scenario. This should not be paid for by the general public many of whom do not ever enter the canyon. | 32.2.9E; 32.2.7A; 32.2.4A | |
| 27687 | Dye, Shannon | I am extremely opposed to the UDOT plan of installing a gondola system in Little Cottonwood Canyon. It will be extremely costly and will destroy the beauty and wildlife of the canyon. It will only make a minor impact to the traffic issue in the canyon. I am much more in favor of an improved busing or shuttle system. | 32.2.9E; 32.2.9A | |
| 28778 | Dykman, Robert | No Gondola. The Public does not need to pay to fix the problem the privet business "ski resorts" are experiencing. | 32.2.9E | |
| 28314 | Dykstra, Joni | I'm disappointed with the gondola choice. By the time it gets underway (if it's funded...) many of us will no longer be skiing. Let's get to work on the problem NOW and get some real solutions instead on something that will take decades. | 32.2.9E; 32.29R; 32.2.2PP; 32.2.9N | A32.29R; A32.1.2H; A32.2.6S; A32.2.9N |

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| 38065 | Dymock, Jason | <p>To whom it may concern,</p> <p>Little Cottonwood Canyon holds a special place in my heart. I have been backcountry skiing, climbing, hiking, and visiting the ski resorts up the cottonwood canyons for the majority of my life. Some of my best days of skiing have been at Snowbird and the views from hiking up Mt. Superior in the summer always take my breath away. In recent years the crowds and traffic have definitely increased in the canyon and with that, my enjoyment of this beautiful area has decreased. Something needs to be done. At first, I thought the proposed gondola seemed like a good idea, but as I learned more it has become obvious that it is not a good solution and should not be implemented. Many less expensive and more effective options exist that should be evaluated instead of the gondola. While there may not be one perfect solution, the proposed gondola is one of the worst options out there.</p> <p>The main problem is high traffic on weekends and powder days, along with backups caused by closures for avalanche mitigation. We should take into consideration all affected parties, including both inbound and backcountry skiers/snowboarders, hikers, climbers, mountain bikers, taxpayers, the resorts, neighborhoods near the mouth of the canyon, and future generations.</p> <p>The gondola would be an eye sore for the many people who use the lower sections of the canyon and would ruin many climbing areas. It would only be of use in the winter, on weekends and a handful of powder days. It has a negative effect on climbers, hikers, and taxpayers and does not stop at any backcountry trailheads. Charging to ride the gondola will increase the cost of skiing and therefore limit skiing in the canyon to the wealthy (though with the price of lift tickets it is already limited to the wealthy).</p> <p>As a Utah resident, the price tag alone is reason enough to avoid the gondola. Nearly half a billion dollars put onto taxpayers for something that only benefits two private companies seems ridiculous. If the problem is caused by the two resorts, then they should have to pay for the solution.</p> <p>Some better options:</p> <ul style="list-style-type: none"> - Cap the number of skiers allowed per day at the resorts, similar to what they do at Powder Mountain. Fewer skiers = less traffic. - Build a tunnel system, It avoids avalanche paths, does not require snow removal, is less expensive than a gondola, is out of sight and not an eye sore, and you could connect all the ski resorts in the central Wasatch together. A tunnel from near park city to BCC and a tunnel from BCC to LCC would provide quick and easy access to all resorts and would route traffic through Parleys canyon which is much safer than driving LCC. The total tunnel length would be between 6-10 miles depending on placement. The longest road tunnel in the world is about 25 miles long and is in Norway. It was built in 2000 for 1050 million NOK. Accounting for inflation and exchange rates, in today's money that would be roughly \$170 million. Now I am no math professor, but \$170 million for 25 miles of road tunnels seems like a much more cost-effective option than a \$500 million gondola. This will also allow skiers to take their cars up to the resorts. Letting them take lunches, extra layers, different pairs of skis for changing conditions, etc. something that the gondola would not allow. A parking garage would come in handy if this option were selected and the lines at lifts would stay insanely long... but everything would be connected and it would be a huge plus for the tourism side of things as one could access 6 world-class ski resorts within 30 minutes of driving. <p>Learn more about the tunnel in Norway here -https://www.visitnorway.com/listings/!%C3%A6rdalstunnelen-worlds-longest-road-tunnel/12205/#:~:text=At%2024.5%20kilometres%2C%20the%20L%C3%A6rdal,connection%20between%20Oslo%20and%20Bergen. Maybe we could hire some Norwegians to come and help us out? My biggest hesitation with this option is that we would have to see how it affects watershed pollution.</p> <ul style="list-style-type: none"> - Increase bus services and require carpooling to enter the canyon. Make people change their behavior instead of modifying the environment. People will choose the most convenient and economical option for travel so make it inconvenient to drive up. - Require reservations to drive up and park in the canyon. Limit the number of reservations to the point that the traffic problem is resolved. This does not totally solve the backup at the bottom of the canyon when people are waiting for avalanche crews to do their thing but would reduce canyon traffic. <p>In closing, such a beautiful place should be preserved, not turned into Disneyland. I know that the tourism industry benefits our state greatly but surely we can find a solution that both preserves nature and benefits us economically. Underground tunnels or modifying people's behavior would be more effective and economical options than the proposed gondola. Plans for the gondola should be abandoned as they do not have the best interest of the state of Utah and its people in mind.</p> <p>Feel free to reach out to me with any questions.</p> <p>Best,</p> <p>Jason Dymock </p> | 32.2.9E; 32.1.2D; 32.2.7A32.2.2K; 32.2.9A; 32.2.4A | |
| 29952 | Dzilenski, Ian | Please don't build the gondola. I don't think its fair to use tax payer money to subsidize two private businesses. And at the expense of our beautiful canyon. Please don't. | 32.2.9E | |
| 35005 | Dziubyk, Laura | I agree with keeping the traffic down in the canyons; however, you can't just toll everyone to enter the canyons. This will make it less enjoyable for people, less of a desired place to live, and a hassle for travelers. I should be able to enjoy my hikes without paying to hike. Instead of creating a toll, you need to make public | 32.2.4A | |

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| | | transportation easier and more accessible. You can also maybe create a parking pass, which is \$10 a year per household so it is more affordable. I hike because it's free, I can't afford to pay addition entry fees into a free activity. Tolls create political patronage and discourage the needs for improvement. You're making people not want to go to the canyons. Fix your public transportation, road quality, and parking issues instead of deterring people away by taking our money. | | |
| 36648 | E Dokmo, Jannette | This gondola shouldn't happen and it's a mistake. | 32.2.9E | |
| 29372 | E Hopkins, Oren | I lived here in Utah since 1978, and skied at almost every resort, holding a season pass at Snowbird for a majority of that time. I have also enjoyed the Wasatch Front and have run and hiked literally thousands of miles over the years. I believe installing a gondola is a bad idea for the state/community. I've skied at Alta and Snowbird 100's of times over the past 40 years and have seen the crowds ebb and flow up the canyon. I believe there is a finite amount of skiers you can put on those two mountains and still have a pleasurable experience. I grew up skiing back East in the 60's and 70's and the lift lines were commonly 45 minute+ long. The technology to move people up and down the slopes has increased dramatically, but again, the mountains can't accommodate unlimited amounts of people. I think the elephant in the room is who is REALLY benefiting from this (either one of the proposed options) and MORE importantly WHO is going to pay for its construction. The estimates of 550M are a pipe dream and it won't be built (hopefully it won't) for that amount of money several years from now. I'm glad you are pausing and starting to make adjustments with can all live with now. Gas buses, more bus routes from various parts of the City, reservation systems for parking, etc. Skiing is on a significant decline as boomers are skiing less and younger people/families are not as interested, in large part due to the costs involved in visiting these two resorts. The owners of Snowbird and Alta are the people that stand to benefit from getting 'more' people of the hill quicker. The consolidation of the ski industry and the creation of the ICON/EPIC passes have only increased the pressure on these mountains. Show the tax payers how much state income taxes these two resorts contribute to the Utah State bottom line. There is limited hotels and retail space available (unlike Park City, Deer Valley, etc.) that would contribute to the increase in revenue. I urge you to reconsider this decision, listen to the majority of Utahans, and look for other options. Thank you, Oren Hopkins | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.6A | A32.1.2B; A32.2.2K; A32.2.9N |
| 28844 | E Johnson, Kathleen | I am concerned that the gondola option benefits private business primarily, i.e., the ski resorts, and does nothing for people who chose to use public lands for other uses, ie, hiking, rock climbing, and related. It appears to be a misuse of public funds to build such a thing using any funds from tax papers. I'm not a big fan of modifying the road either, but at least that is fair to the public in general | 32.2.9E; 32.1.2D; 32.2.7A | |
| 28657 | E Johnson, Sharon | Find a way to limit drivers up the canyon in ski season with tolls and reserved parking. Make Snowbird and Alta pay for road improvements or the Gondola . How can you justify \$500 million to enhance a rich person's sport when affordable housing is in such short supply. You're just lining the pockets of the developers and contractos] | 32.2.2Y; 32.2.2K; 32.2.7A; 32.1.2B | A32.2.2K; A32.1.2B |
| 28483 | E Weir, Craig | Before UDOT finalizes "Gondola Alternative B" for Little Cottonwood Canyon and forces it upon the Utah taxpayers, there should be a study of an alternative route for the Gondola from the Wasatch County side of the mountain. It is a less challenging/destructive route to build the structures required to carry the gondola(s). Wasatch County has far more land available for parking etc. with a large portion of the gondola route passing through Wasatch Mountain State Park rather than up though the fragile and protected watershed of Little Cottonwood Canyon. The recreational quality of Little Cottonwood Canyon is already degraded by overcrowding. It shouldn't always be about how much money can be made by a few. An "alternative" should be about what is best for the canyon, preserving the scenic beauty, critical watershed preservation, and the visitor experience and not what will most benefit the ski resorts and condominium associations. | 32.2.9N; 32.2.9I; 32.2.9W | A32.2.9N |
| 31222 | E Weir, Craig | The Salt Lake City council recently voted to stop the gondola. Is that not clear enough for UDOT to understand? We "The People" DO NOT want it! At a minimum before ignoring the people's voices there should be a study completed of an alternative route for the Gondola from the Wasatch/Summit County side of the mountain. UDOT is in the process of constructing a UTA express bus terminal in Summit County that could be coordinated with a gondola located in Wasatch County using Wasatch State Park lands for the best overall result. It would be preserving Little Cottonwood Canyon and providing an alternate transportation option for people to access the resorts. Best regards, Craig Weir Millcreek, UT | 32.2.9N; 32.2.9E; 32.2.2N | A32.2.9N |
| 27714 | E Weir, Craig | There should not ever be a gondola in Little Cottonwood Canyon. The resorts in LCC are already over crowded There should be a limit to the number of vehicles allowed up the canyon each day. When that number is reached only allow buses to access the upper canyon. | 32.2.9E; 32.2.2K | A32.2.2K |
| 25483 | E, A | I strongly oppose the gondola for many reasons. Ultimately this project will produce an influx of people to a scared area which will become very vulnerable to the impact of human activity. The construction of this project also brings up negative environmental impacts. This land should be preserved rather than exploited for selfish, capitalist reasons. | 32.2.9E; 32.20A; 32.20C; 32.1.2B; 32.2.9N | A32.20A; A32.20C; A32.1.2B; A32.2.9N |
| 37943 | E. Hale, Mike | It is hard to justify a single use expense as large as the gondola. Not to mention the fact that the primary beneficiaries will be ski resorts owned and operated by foreign entities. Instead, we should expand the roadways, increase the number of buses and utilize these buses elsewhere for public transport during the slow season. The additional parking could be utilized for events during the summer, and we would maintain the aesthetic beauty of Little Cottonwood Canyon. Simply put, | 32.2.9E; 32.2.9A; 32.1.2D | |

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| | | Building a gondola will frustrate local residents; benefit out of state companies and primarily be used less than half the year.. Lastly, I've heard the argument about avalanche, road closures frequently. If you ski, you understand that when avalanche conditions are hazardous enough to close roadways, they are too hazardous to open much of the ski resorts in Little Cottonwood. Those days saved will result in disproportionately less skier days. Please, look at the broader picture. Increasing skier days isn't the only thing that matters. As a community, we need to consider aesthetics, multi use solutions (meaning buses that can be utilized elsewhere) and recognize the primary beneficiaries aren't Utahns. | | |
| 25755 | Eads, Wesley | Private citizens are not interested in a gondola. A train, more buses and better public transport and parking opportunities are what the public want. Stop funding private business with tax dollars! | 32.2.9E; 32.2.9F; 32.2.9A | |
| 31581 | Eames, April | The community has spoken and the majority say no to these proposals. Why not electric buses? On those few great snow days those that really want to ski should be willing to take the electric buses from a bus station at you Fort Union parking proposal. Unless you are a guest at Snowbird or Alta any parking should be reserved ahead of time. So many more options than destroying the beauty of our canyons. | 32.2.9E; 32.2.6.3F | |
| 25295 | Earle, Colin | I am glad to read that you will be starting your improvements by enhancing bus service. But please do not go through with building the gondola. I believe that simply radically limiting car traffic and increasing bus service you can solve the currently issues cheaply and easily. | 32.2.9A; 32.2.9E | |
| 26684 | Earle, Kinloch | I appose the gondola solution to LCC. There are cheaper, and far less destructive to puplic lands alternatives | 32.2.9E | |
| 30016 | Earp, Annette | Thank—ī for your personal marvelous posting! I quite enjoy—pd reading it, you're a great author. I 'ūilpl remember too bookmark your blog and will eventually come back down the road. I want to encourage that you continue your +Āreat work, hafe a nice afternoon! | 32.29D | |
| 32401 | Eastman, Alan | I'm opposed to the gondola in general, but could reconsider IF and ONLY IF the two ski resorts who are the sole beneficiaries of the plan actually pay for ALL construction of the gondola and related infrastructure, including parking facilities and widening the access roads to the La Caille site. | 32.2.9D; 32.2.7A | |
| 29538 | Eastman, Vickie | I strongly disagree with the gondola proposal for Little Cottonwood Canyon. I feel it will disfigure a national treasure at public expense while benefiting private ski resorts. Please back away from this bad choice. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 30651 | Eatchel, Ann | I do not agree with tax dollars to pay for a lift to take people to a private resort/buisness. The canyons are only impacted (backed-up) approximately 12 times a year, when it's a big snow storm. Improve the road in the canyon, widen it for a bus lane and make it a toll road. The idea you need this is ran by the private business the resorts! | 32.2.9E; 32.2.9B; 32.1.2B | A32.1.2B |
| 26912 | Eaton, Benjamin | I am in favor of the gondola. Seems better than widening the road for a lot of reasons. | 32.2.9D | |
| 38076 | Eaton, Devin | There are obviously downsides with each proposed solution to mitigate travel time up Little Cottonwood Canyon. All options will require multiple year construction projects, cost hundreds of millions of dollars, and degrade dozens of acres in LCC. As someone who has worked and recreated in LCC for nine winters, I ask you to consider not charging those who work and/or live up the canyon the road-use toll. This project will be making their homes significantly busier. For it to mean a greater cost burden on life and make their home (LCC) more intolerable is not right. I do not plan to live or work in the canyon by the time this project comes to conclusion, but please treat those who will fairly. I would also like to add that LCC is not the Alps. When I say this, I refer to the limited size of the Wasatch range, especially LCC. Everyone loves the gondolas and trams which carry people country to country in Europe. The Wasatch Range next to Salt Lake is not very large. Getting as many people as possible up the canyon on busy days does not necessarily mean more people are going to have more fun. The ski resorts already feel above capacity on busy days. If a gondola or alternative transportation method were to permit the crowds to double in size, the experience of being in the canyon on those special days could likely half. To our legislatives, lobbyists, and big businesses of Utah, money is not everything. The state constantly pushes to increase population in the Salt Lake valley, ignoring the signs that we do not have the water to support these projected increases. A gondola or alternative transportation project is a small piece in this mindset driven issue, if we build it, they will come. One day if we build too much, there will no longer be reason to stay. Please make a decision which takes into consideration the current generation, and future generations. Please do your best to make sure this canyon can be enjoyed by those who love it, and that it remains something that is worth coming back to for centuries to come. Please make the most careful decision possible. | 32.2.4A; 32.2.0C; 32.1.2B; 32.2.9E | A32.2.0C; A32.1.2B |

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| 36915 | Ebbott, Cooper | I do not approve of the alternative, as it specifically benefits the already wealthy ski resorts, which have exacerbated the traffic problem by not limiting ticket sales. The project filters public money towards the resorts and construction firms, who provide funding to the individuals making the final decision. I don't understand how money is available for the worlds largest, most expensive gondola but not enough to attract enough bus drivers to fully staff routes in the current season. | 32.2.9E; 32.1.2D; 32.2.2K | A32.2.2K |
| 27516 | Eberhard, Todd | Having lived in Utah for 45 years and an avid skier, I am OPPOSED to the gondola for multiple reasons and support the proposals of Mayor Jenny Wilson. | 32.2.9E | |
| 33223 | Eberle, William | To whom this may concern, UDOT should conduct a capacity/visitor management study to better understand how many visitors LCC can support before completing the EIS. Additionally, the gondola won't solve Little Cottonwood Canyon's traffic problems, but we already have solutions that are proven to work, including enhanced buses, tolling, parking reservations and enforcement of traction laws. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of Little Cottonwood would destroy the canyon's natural beauty to ease traffic on 8-10 busy days per year. A permanent gondola for 8-10 days a year. Committing hundreds of millions of taxpayer dollars to the world's longest gondola without a commensurate effort to reduce auto traffic in the canyon nor addressing spring/summer/fall traffic amounts to a government-paid lift for two ski resorts. How are you ok with taxpayers subsidizing these two private ski resorts? Thank you, Will eberle | 32.20B; 32.2.9A; 32.1.2C; 32.2.4A | |
| 26598 | Echevarria, Eva | Please help us protect our beautiful wildlife and the creatures that need it as homes. This ecosystem is a delicate balance, and we need to protect it. It's completely unreasonable for us to build in places like this, places that are supposed to be protected. | 32.13A | A32.13A |
| 27282 | Echevarria, Eva | Please protect our home | 32.29D | |
| 35997 | Echo, Lauren | Unfortunately, the ski industry is fleeting due to climate change and the impact it has on snow. Putting billions of dollars into a gondola that may only get use for 10 more years in the ski industry is irresponsible. Not to mention the environmental damages it would cost our canyon. Little Cottonwood Canyon is a wonder and putting in a gondola without exhausting other modes of transportation makes it blatant that the gondolas only agenda is to make more money. | 32.2.2E; 32.1.2F; 32.1.2F; 23.29R | A32.1.2F; A32.1.2F |
| 34139 | Echols, Landon | I am strongly opposed to a gondola in our canyons. It would take away from the natural beauty of the canyon and will not solve the majority of problems with congestion, particularly long term. | 32.2.9E; 32.7C | |
| 37561 | Eck, Raechel | The gondola is an awful idea. It is crazy to me that it is being considered as 95% of Utahns hate the idea of putting a gondola. There are other options to at dont scar LCC | 32.2.9E | |
| 34732 | Eckels, David | A large part of what makes LCC so special is the variety of outdoor activities available so close to the SLC metro area: resort and backcountry skiing, rock climbing, hiking, biking, snowshoeing, picnicking and more. I worry that the proposed gondola will only really benefit and effectively serve the resort visitors, and locals who backcountry tour, hike, and climb will be negatively impacted. In addition, canyon transportation is a peak demand problem. People go up at about the same time in the am and depart about the same time in the pm. Thinking solely from the resort perspective I don't see how a fixed throughput gondola serves this use case well. I think closing the canyon to private vehicles and implementing a robust peak-optimized electric bus service would have the least visual and economic impact while best serving the peak needs as well as users whose destination is a trailhead rather than a resort. | 32.2.6.5N; 32.2.4A; 32.2.9A; 32.2.2B; 32.2.6.3F | |
| 35906 | Eckert, Caitlin | Not a good idea!! It will hurt the locals, it will bring more attraction because tourists will want to ride the gondola that goes in the mountains," I don't think it will solve the issue of over crowded canyons. Personal experience gone through the winter and summer and I did not experience any heavy traffic. | 32.2.9E; 32.20C | A32.20C |
| 26971 | Eckert, John | Gondolas may seem to answer a problem, but will create numerous new problems. The permanent support piers will change the wild and beautiful scenic look of the canyon forever. It serves ski resorts while ignoring all other recreational opportunities in the canyon. The proposed changes to Wasatch Boulevard are also unacceptable. Five lanes of traffic will make it impossible for those of us living on side streets to ever get out of our subdivisions and make a left turn onto Wasatch Boulevard. The speed limit in Wasatch Boulevard should be slowed down and a center parkway should be added. Cottonwood Heights does not exist as a sole reason for its existence to offer access to ski resorts. It is a residential community and has as many rights as the owners of the ski resorts. | 32.2.9E; 32.2.9L | |
| 32346 | Eckert, William | The idea of putting a gondola in Little Cottonwood Canyon and having the taxpayers fund it to the tune of half a BILLION dollars is absurd and would set a new apex of fiscal irresponsibility. This benefits Snowbird, period. Nobody else. Snowbird - the resort that packages preferred lift lines to out of towners over locals. The only reason I even consider voting for you people is your fiscal conservatism. This would be a boondoggle of historic proportions and scar the most beautiful canyon in the west. Don't do it. | 32.2.9E | |
| 38016 | Eckhout, Nancy | Do not destroy Alta Canyon by building a gondola system that will deface the canyon for the sole benefit of Snowbird. We do not need our taxes misused to destroy the prestine beauty of this state. | 32.2.9E | |
| 32644 | Eckley, Valina | I live in Taylorsville and love the canyons we have. I am very concerned about the expensive gondola proposal. It will go over budget and be an environmental disaster to little cottonwood. Expanding bus services and reducing cars is by far more substantial | 32.2.9E; 32.2.9A | |
| 33566 | Economy, Bryan | Dear UDOT, As a SLC County resident and Big and Little Cottonwood Canyon year round user, I highly encourage you to look at a more fiscally responsible, effective, and less environmentally impactful solution to traffic mitigation up Little Cottonwood Canyon. I understand that some of the responsibility falls on the public, I believe that shouldn't be at the price of a gondola that doesn't serve the public or the natural spaces. The responsibility that we bear as the public is that of more responsible | 32.2.2M; 32.2.2Y; 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |

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| | | <p>commuting. We need to first explore more flexible and less impactful solutions such as carpool incentives, checking of proper vehicle safety requirements, and bus priorities. I am the first to admit that, yes riding the bus isn't the most comfortable or easiest but it is something that I do as a consumer of these natural spaces in order to best protect and less impact these areas. As a bus commuter we have sat in traffic along cars with only one driver. I don't fully support widening the road but feel that some common sense traffic changes in the peak times would help best navigate the issue of buses sitting in traffic. If they were prioritized more people would be open to riding in them. We have to give the infrastructure that already exists, buses, a fighting chance. From previous meetings it is clear that not everyone would be happy with tolling or a bus only priority time, but it's our duty to first navigate and exhaust the least impactful solutions. What makes us believe that people who refuse to ride the bus will ride a Gondola that will require them to leave the comfort of their car just like a bus would? If we are going to do transit, let's not try to become a tourist attraction with a Gondola but instead make a statement for our environmental choice, one that would refuse emissions, lead to safer transport, and community involvement. I can't tell you the times my wife and I have been thankful to be riding the bus when it's a heavy snowfall day. I haven't ever felt unsafe while riding in the bus but will say it's scary to see the lack of enforcement on adequate chains or car requirements in the canyon lead to accidents. Riding in the bus has allowed us to meet other people within the community, while knowing we are safely getting to our destination, then we all get to get off and enjoy a beautiful day of skiing. I truly believe that if we encourage the use of our public buses by giving them a fighting chance we can overcome this traffic issue without the need of a gondola. Those wishing to opt for their personal car could be tolled. There's a reason the buses aren't the majority choice, let's look at why, come up with some solutions and give this several seasons to test out. I appreciate your time and consideration of a solution that doesn't involve a costly gondola or a high impact to our beautiful landscape.</p> <p>Thank you, Bryan Economy</p> | | |
| 33564 | Economy, Christina | <p>Dear UDOT, As a SLC County resident and Big and Little Cottonwood Canyon year round user, I highly encourage you to look at a more fiscally responsible, effective, and less environmentally impactful solution to traffic mitigation up Little Cottonwood Canyon. I understand that some of the responsibility falls on the public, I believe that shouldn't be at the price of a gondola that doesn't serve the public or the natural spaces. The responsibility that we bear as the public is that of more responsible commuting. We need to first explore more flexible and less impactful solutions such as carpool incentives, checking of proper vehicle safety requirements, and bus priorities. I am the first to admit that, yes riding the bus isn't the most comfortable or easiest but it is something that I do as a consumer of these natural spaces in order to best protect and less impact these areas. As a bus commuter we have sat in traffic along cars with only one driver. I don't fully support widening the road but feel that some common sense traffic changes in the peak times would help best navigate the issue of buses sitting in traffic. If they were prioritized more people would be open to riding in them. We have to give the infrastructure that already exists, buses, a fighting chance. From previous meetings it is clear that not everyone would be happy with tolling or a bus only priority time, but it's our duty to first navigate and exhaust the least impactful solutions. What makes us believe that people who refuse to ride the bus will ride a Gondola that will require them to leave the comfort of their car just like a bus would? If we are going to do transit, let's not try to become a tourist attraction with a Gondola but instead make a statement for our environmental choice, one that would refuse emissions, lead to safer transport, and community involvement. I can't tell you the times my husband and I have been thankful to be riding the bus when it's a heavy snowfall day. I haven't ever felt unsafe while riding in the bus but will say it's scary to see the lack of enforcement on adequate chains or car requirements in the canyon lead to accidents. Riding in the bus has allowed us to meet other people within the community, while knowing we are safely getting to our destination, then we all get to get off and enjoy a beautiful day of skiing. I truly believe that if we incentivise the use of our public buses by giving them a fighting chance we can overcome this traffic issue without the need of a gondola. Those wishing to opt for their personal car could be tolled. There's a reason the buses aren't the majority choice, let's look at why, come up with some solutions and give this several seasons to test out. I appreciate your time and consideration of a solution that doesn't involve a costly gondola or a high impact to our beautiful landscape.</p> <p>Thank you, Christina</p> | 32.2.2M; 32.2.2Y; 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 28994 | Eddy, Nicole | <p>Utah residents should not have to sacrifice our climbing , hiking , and scenic driving areas so a ski resort can sell more tickets for higher profit. Snowbird/Alta should limit daily capacity at the resort which honestly would be a better experience for resort goers and those who use the canyon. Build a larger bus shuttle and parking area at the bottom of the canyon to improve the bus experience. Force snowbird to require reserved parking and only those with a permit can go up. Do not spoil one of the best pieces of the Wasatch front with a tram.</p> | 32.2.9A; 32.20C; 32.2.2K | A32.20C; A32.2.2K |
| 29007 | Edelman, Bryan | <p>Hi,</p> <p>I am in favor of shared transportation models in LCC such as the Gondola. I am concerned that these will not be utilized by all due to the apparent focus on winter resort users.</p> <p>I would oved to use this in summer, fall and spring. To see wildflowers on hikes, reduce traffic and parking issues at existing trail heads, and enable mountain biking. Summer activities users are growing! You don't have to look for, Park City trail head parking is now insufficient for trail users and they have a bus program for hikers and bikers.</p> <p>What is built in LCC should be everyone, and should be built to withstand demand for 30 years, not just solve a specific issue we see today.</p> <p>Thanks</p> | 32.2.9D; 32.2.5.6G; 32.1.2B; 32.1.2D | A32.1.2B |

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| 26523 | Edelman, Eric | I do not support the construction of a gondola within Little Cottonwood Canyon. It does not service the taxpayers of Salt Lake County that will be paying for it. The ski resorts should cap the number of skiers. A dynamic bus system would be able to better service the ski resorts at peak times, cost much less, and allow passengers to be picked up from numerous other locations throughout the valley. I support replacing the UDOT member who did not serve the requests and needs of the 14,000 residents who voiced their displeasure of the gondola. | 32.1.2B; 32.2.2K; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 28439 | Edgar, Bruce | We are so glad you chose the gondola! It's a modern alternative that will be an excellent investment for the future. We wish you the best in securing funding to get it done! | 32.2.9D | |
| 36069 | Edge, Ronald | I am in favor of the gondola. There is already a parking problem in the canyon. | 32.2.9D | |
| 30518 | edgerton, kate | Please do not build this rail. The proposed plan adversely affect the recreational use of little cottonwood canyon for rock climbing. This area has a rich history and beloved use in this community. We are the local public, the supposed "benefactors" and reason for this building project, and we do not want it. Please don't build. | 32.2.9G | |
| 32656 | Edlund, David | Not in favor. Taxpayer funded monstrosity that benefits a few people. | 32.29D | |
| 36621 | Edlund, Mark | Please don't do this. I don't want to have to look at that thing the rest of my life. I would never use it. I'm not going to drive 3 minutes to get on a 30 minute ride when I can just drive an extra 14 minutes. NO GONDOLA | 32.2.9E | |
| 27937 | Edman, Kevin | This project is just way too expensive, and benefits essentially 2 private companies. No to the Gondolas. | 32.2.9E | |
| 36006 | Edmonds, Dennis | I oppose the gondola. The towers and needed access roads will do a tremendous amount of damage to the canyon environment. Additionally it seems unfair for taxpayers to subsidize the ski resorts to the tune of between \$500 million and \$1 billion dollars. The resorts would profit from the gondola. No one else would. So the resorts should shoulder the financial burden incurred in the construction of the gondola. | 32.2.9E; 32.1.2F; 32.2.7A | A32.1.2F |
| 33970 | Edmonds, Diane | I strongly object to a gondola being constructed in Little Cottonwood Canyon. It will negatively impact the beauty and environment of the canyon. I hike regularly on the trails in the canyon. I can imagine how the construction will change the nature of those trails all way up the canyon. Diane Edmonds | 32.2.9E; 32.4B | |
| 32995 | Edmonds, Shelly | The gondola is corporate welfare at its worst. Those who are profiting from this desecration of our canyon paid a mint to deluge us with commercials that unfairly and inaccurately portrayed bus service to the ski areas. Now the resorts, who have a stake in profits only, expect the taxpayers to spend a billion (yes, cost overruns will reach this amount) dollars to build unsightly towers so they can transport more skiers than they can possibly accommodate on the runs. This is a travesty. Environmentally, this is a disaster that will long outlive its use. Please re-consider a shuttle-only transportation, like Zion Canyon, during the busiest ski days. A billion dollars could purchase more natural gas/electric shuttles, pay drivers, and maintain them for more years than the ski resorts will be in operation. If the resorts had to build this gondola themselves, it would not be happening. It is a mistake. | 32.2.9E; 32.2.2B; 32.2.2L | |
| 28022 | Edmondson, Brandon | Please stop this gondola plan! This will only benefit ski resorts, and negatively impact every other use of the canyon. We should preserve our beautiful canyons at all cost! | 32.2.9E | |
| 29625 | Edmondson, Jeffrey | I support the gondola plan as long as adequate parking is provided at the base | 32.2.9D | |
| 31236 | Edmunds, Margaret | I am opposed to the gondola, which will change the beauty and character of LCC. It is outrageous to even consider such an expensive boondoggle when resorts in both canyons still offer free parking to some or all visitors. Fund more buses and drivers (maybe they need to be paid more to do the work?) and try that first before spending half a BILLION DOLLARS on an ugly gondola. Thank you! | 32.2.9E; 32.2.9A | |
| 29306 | Edmunds, Terri | I think the gondola is a bad idea. There are other methods of transportation to get up the canyon. I would never use this and don't think that taxpayer dollars should be used for it. The ones that benefit the most from this idea are the ski resorts, so if they want it that badly, they can pay for it. They have plenty of money. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 35060 | Edson, Shauna | The gondola proposal only takes into consideration ski resort users and ignores the myriad other users in the canyon. It in an inequitable solution for Canyon users. | 32.2.9E | |
| 31322 | Edward, N | I wonder if those who oppose the gondola actually ski Alta/snowbird or even ski at all? The gondola makes the most sense and on snowy days makes the roads safer with less traffic and no tie ups. We have to be forward thinking. If we go with busses and wider lanes, in 10 years, we will have to examine a gondola again. Busses are relics. Why don't people see that? | 32.2.9D | |
| 35572 | Edwards, Farrah | As it stands, I am strongly against a gondola in the canyon. I feel like this ends up being a gift from regular taxpayers, (including the poorest renters,) to the wealthiest people in America (who can afford to ski, build multi-million dollar complexes, and afford vacations in Utah.) I believe that a better, and more egalitarian approach would be to use the gravel pit at the base of Big Cottonwood Canyon as a transportation hub to serve both Big and Little Cottonwood Canyons. Furthermore, I support restriction or elimination of single occupancy vehicles in the Canyons, in favor of REGULAR, RELIABLE bus services in both summer and winter. Creating snow sheds at avalanche sites and taking non-resident vehicles off the canyon road will dramatically improve the safety and efficiency of Canyon road use. Finally, the resorts should work with the transit organizations to make bringing luggage and equipment easier. Season ski passes should automatically be provided with a ski locker so that using public transit is less of a chore. Honestly, we can do better than the current plan and a lot of the adjustment that needs to be made is in attitude - if you want to access our world-class skiing, Oktoberfest drinking and hiking, you will have to ride the bus, along side of us. | 32.2.9E; 32.2.7A; 32.2.2K; 32.2.2I; 32.2.9A | A32.2.2K; A32.2.2I |

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| 32015 | Edwards, Farrah | I'm in favor of Gondola B. We should look at public transit first and then if we need to, consider gondola. I personally think we should have no private vehicle access outside of residents and business up and down the canyon in the winter. The resorts need to come up with a streamlined approach to getting people on-&off transit with their gear. They also need to provide gear lockers for every season pass holder. | 32.2.9D; 32.2.9R; 32.2.3A | A32.2.9R; A32.1.2H; A32.2.6S |
| 36938 | Edwards, Forrest | Please do NOT build a gondola in Little Cottonwood Canyon and instead seek to support more user groups than just skiers and snowboarders with the final transportation solution. A gondola only serves one user group during one season and would have a devastatingly negative impact on the local wildlife, recreationists, and casual users of the canyon as well. It would forever take away the natural appearance of the canyon and the feeling of connecting with nature when recreating inside it. We should put more funding towards better/additional buses, an updated park and ride, or tolling instead of an unsightly gondola that only benefits a few users. | 32.2.9E; 32.1.2D; 32.2.6.5F; 32.2.9A; 32.2.4A | |
| 29955 | Edwards, Jake | The gondola will not be used for 75% of the year, nor will it effectively control powder day traffic. As long as it's still an option to drive your own vehicle people will, no matter the price. build the parking lots at the base and triple the buses, then require buses only on peak days. | 32.2.9A; 32.2.2B | |
| 31661 | Edwards, Michael | Why spend billions of dollars on a gondola to make the problem worse? Put in a toll booth, make money, and SOLVE the problem. | 32.2.9E; 32.2.2Y | |
| 30274 | Edwards, Sally | I support tolling. | 32.2.4A | |
| 27542 | Edwards, Sophia | NO NO NO!! | 32.2.9E | |
| 37772 | Edwards, Susan | I am totally against a gondola. This EXPENSIVE option would still require large parking facility, be very disruptive to the peaceful nature of the canyon and not help with much of the traffic. It will not service multiple trailheads only ski areas. For the few days a year that we have traffic issues in the canyon the gondola is a terrible ongoing expense. Some kind of bus option with more parking is much preferred, as when not busy it's just less traffic and not empty gondolas | 32.2.9E; 32.1.2B; 32.2.9A | A32.1.2B |
| 27343 | Edwards, Weston | I do not support the creation of a taxpayer funded gondola. This multi-billion dollar project would only serve the privately owned ski resorts and the wealthy who frequent them. It would not alleviate traffic in and around the base of the canyons. To call the gondola a solution to our traffic problem is naïve. The stated maximum capacity of the gondola (1000 ppl/hr) is not sufficient to even put a dent in the total amount of traffic caused by the 20,000+ patrons to the resorts on a typical busy day. The current problems with canyon traffic are mostly limited to a few incidents per year while the rest of the time the traffic moves smoothly. The traffic issues could be easily solved by a more flexible bus system with the highway protected from slide paths by avalanche sheds. Also the problem of vehicle slide-offs could be solved by requiring vehicles to be equipped with snow tires all season long regardless of current conditions. In addition, if built, the gondola and its unsightly towers and cables will blight the landscape of the canyon year round. It is next to useless during the Summer and fall months since it doesn't stop at the popular trailheads. The only ones to truly benefit from its construction are the wealthy business owners of Alta and Snowbird who will turn parking lots into more vacation housing or hotels so that they can pad their pockets. If built, the gondola will stay, whether the taxpayers like it or not. The gondola is a terrible idea. | 32.2.9E; 32.2.6.5E; 32.2.9A; 32.1.2B | A32.2.6.5E; A32.1.2B |
| 26563 | Egan, Jamie | For those of us who do not ski but have lived in the area 40 plus years this is totally unreasonable to make us pay taxes on this. Somehow find the funds through the canyon users and residents of the canyon and that makes sense. This is ridiculous. I know you won't listen or read or care about this comment because you already made the decision. This is just to help residents feel like they had a say, even though we don't. Whoever is lobbying for this and making money off the gondola should be ashamed. It's all about getting them money, not anything to do with our used to be beautiful canyon. Know this won't get read. Venting makes me feel like I tried. | 32.1.2B; 32.2.7A; 32.2.9N; 32.6A | A32.1.2B; A32.2.9N |
| 36988 | EGAN, TONYA | As a tax payer and frequent visitor to LCC I can't support the gondola option. Too expensive, too intrusive, too drastic and too big of an environmental impact. Let's put our tax dollars towards a more sensible plan. | 32.2.9E | |
| 37972 | Egbert, Cary | I'm a resident of CWH but believe Little & Big Cottonwood Canyons belong to all Utah residents. Please ignore pleas from CWH City Council and go with the Gondola option! It will be a grand experience for residents & tourists that can't be viewed well via moving vehicles. Also, Wasatch Blvd belongs to all and should be widened with a 50-mph speed limit between the canyons. | 32.2.9D; 32.2.9Q | |
| 36237 | Egbert, Jonathan | I think year round busses would be a good initial solution for both big and little cottonwood. The ski bus is currently \$10 for a round trip and cost of car fuel less than \$5, so that price needs to come down. Limiting roadside parking can promote bus use and improve cyclist safety. Entry/parking for cars should be more than the cost for the bus. If people are angry about a gondola before one is built they probably won't want to ride it. | 32.2.9A; 32.2.2Y; 32.2.9E | |
| 29897 | Egbert, Patrick | I am in support of the Gondola, I have looked at the options and feel it is the best solution for the most people for the longest time. It allows for safe and environmentally conscious transportation and allows for more people to experience the beauty and majesty of Little Cottonwood Canyon. | 32.2.9D | |
| 28699 | Egbert, Susan | The taxpayers do not need to pay for this horrible gondola that will ruin our canyon to help only 2 businesses for 3 months of the year. You need to take care of this with busses or limit the amount of single cars going into the canyon. WE DONT WANT THE GONDOLA TO RUIN OUR CANYONS. NOT RIGHT FOR ONLY TWO SKI RESORTS. | 32.2.9A; 32.2.7A; 32.2.2Y; 32.2.9N | A32.2.9N |
| 35605 | Egelund, Dave | My wife and I both see the gondola as the better plan. 1. It is avalanche proof. Resorts won't lose revenue if a road is closed, and less vehicles to get caught in an avalanche. 2. Less traffic on the road. Isn't that the whole idea? 3. Revenue year round. How many people, local and tourists will want to ride the worlds longest gondola, just to ride it? Increased revenue to local businesses also. 4. Safety. Less chances of slide offs or head on collisions. More buses, diesel or electric are not the answer in our eyes. | 32.2.9D | |

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| | | Dave and Angela Egelund | | |
| 30336 | Egger, Alisha | I've just moved from Texas. Climbing is the sole reason I moved here. I have countless other friends that have also moved from across the country to be close to Little Cottonwood Canyon and have the chance to climb the classic boulders that this plan will destroy. The gondola will only drive people away from the Salt Lake area. Going through with this plan will only let people, specifically climbers, know that decades of history and thousands of people's opinions don't matter. There are better alternatives. NO GONDOLA. | 32.2.9E; 32.4B | |
| 34227 | Egger, Tobin | Tax pay dollars should not be going to a gondola that will ruin the beauty of the canyon. | 32.2.7A; 32.2.9E | |
| 34400 | Eggert, Don | I am extremely opposed to the "Gondola A" and "Gondola B" alternatives because they would create significant visual impacts and would only serve the existing alpine ski resorts. Any new transportation solution should benefit all canyon users, including hikers, cyclists, and back-country skiers. Over the next couple decades, these uses will become much more important than resort skiing as global warming shortens the ski season. I support the "Enhanced bus with roadway widening for peak-period" alternative. However, a much more cost-effective and environmentally-friendly alternative would be to increase bus availability on the existing road and to restrict personal vehicle use in the canyon similar to how Zion National Park has successfully managed their canyon transportation. | 32.2.9E; 32.2.9B; 32.2.2 | |
| 30657 | eggertsen, chad | I am writing to you to let you know that the Gondola is the wrong choice to fix the traffic issues in LCC. I'm sure you receive plenty of money from those two ski resorts but they will not solve the problem. Dedicated bus lanes and increases bus service will fix the issue. The gondolas won't move enough people up the canyon fast enough and will have a drastic impact on the environment. Also the gondola DOESN'T PROVIDE ENOUGH PARKING TO MAKE A DIFFERENCE. NOBODY WILL USE IT IF PARKING IS A NIGHTMARE. The lack of bus frequency is the problem nobody uses it now so if you increase the frequency and the speed at which the bus can move then people will use it. Also the LCC is freaking dangerous for cyclists and this would be great solution for that as well. I'm writing this to you so that you can impact the decision while there is time for you to change it. Listen to your constituents and dont let the gondola go through. Chad On top of that the dedicated bus lane could be used for cyclist. LCC is really dangerous for bikers and it could be made much safer if expanded and would be so much better. As a city planner, I think the gondola is a bad solution and the dedicated bus lane and more frequent service is the solution. YOU AREN'T EVEN GOING TO PROVIDE ENOUGH PARKING TO MAKE THE GONDOLA A FAVORABLE CHOICE | 32.2.9B; 32.2.9E; 32.2.6.5E; 32.2.6.5J | A32.2.6.5E |
| 30654 | eggertsen, chad | The gondola doesn't move enough people. The proposed plan only will move a small amount of people up the canyon per hour in comparison to the number of people that go up that canyon. A dedicated bus lane, and more frequent service will solve the problem. Buses are very efficient at moving lots of people. People dont use the current bus because its lack of frequency. On top of that the dedicated bus lane could be used for cyclist. LCC is really dangerous for bikers and it could be made much safer if expanded and would be so much better. As a city planner, I think the gondola is a bad solution and the dedicated bus lane and more frequent service is the solution. YOU AREN'T EVEN GOING TO PROVIDE ENOUGH PARKING TO MAKE THE GONDOLA A FAVORABLE CHOICE | 32.2.6.5N; 32.2.9B; 32.2.6.5J | |
| 34224 | Eggertsen, Chad | The gondola won't move enough people to make a difference in traffic and will destroy famous rock climbing spots. The bus options are cheaper and would be of greater benefits to more people year round including better service the the city as well as a safer bike lane | 32.2.9A; 32.2.9B; 32.4B; 32.7C | |
| 31282 | Eggertsen, Chad | I apprise the gondola. The bus is much better | 32.2.9E; 32.2.9A | |
| 37843 | Eggett, Debbie | The gondola will in no way shape or form benefit me or my family! | 32.2.9E(?) | |
| 30505 | Eggleston, Nathan | The proposed gondola is NOT the right decision. It will destroy recreational resources (world renown bouldering and rock climbing). The gondola also does not serve backcountry ski users or hikers in the lower canyon. The gondola will cost excessive amounts of money to tax payers to serve two private resort companies. The gondola will also create environmental impacts that will forever scar the canyon. | 32.2.9E; 32.2.9A | |

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| | | I support increased bus service and parking infrastructure, winter tolls, or bus only hours during peak use. There are much simpler, less destructive options which we should impose before destroying our canyon with excessive infrastructure. No Gondola! | | |
| 25788 | Ehlinger, Travis | <p>Dear Sir/Madam,</p> <p>I would like to voice my opposition to the UDOT recommendation of the construction of a gondola to serve Little Cottonwood Canyon. I ask the Utah legislature and my legislators specifically, Representative Dailey-Provost and Senator Kitchen, to oppose it and not provide funding for it. I believe the people of Utah and Salt Lake County are better served through less invasive means of transport up and down the canyon, such as through bus service during peak usage times.</p> <p>Sincerely, Travis Ehlinger</p> | 32.2.7A; 32.2.9A; 32.2.9E | |
| 28962 | Ehninger, Andrew | I do not want the gondola built. I have lived in the littkr cotton wood canyon area my entire life. Keri capitalist agendas away from the nationally protected forests. | 32.2.9E | |
| 25863 | Ehninger, Shauna | This gondola makes absolutely no sense! It will take years to implement when traffic in the canyon is an immediate problem. Plus, its construction will have a negative environmental impact by destroying the natural beauty of the canyon, habitats & recreational areas. It seems this proposal is being pushed by people in power who stand to financially benefit from the gondola's construction. Why can't we use the infrastructure we already have by adding more busses? It would be much less expensive, have less environmental impact & immediately solve the problem. | 32.2.9A; 32.2.9E | |
| 29202 | Ehrhart, Jason | <p>I have been driving to and from Alta and Snowbird since the early 1980s and remember the two lane road that used to be Wasatch Blvd from before I-215 was built.</p> <p>The way my experiences have taught me, this problem can be looked at in two ways, ingress and egress to and from Little Cottonwood Canyon road.</p> <p>I'll begin with ingress issues and finish with egress. Both present issues, both sets of issues can be solved, or improved by utilizing alternative transportation. In a nutshell, the Gondola provides the only real relief from these issues.</p> <p>Ingress into Little Cottonwood Canyon when a much anticipated ski day, such as a blue bird powder day, particularly on a weekend, but in recent times, this includes nearly any day that will have good skiing. I currently live in the [REDACTED], very near the mouth of Little Cottonwood, and when traffic is backed up to get into the canyon, we have for the past ten or so years, had an enormous increase in neighborhood traffic. These folks, while frequently Utah locals, more times than not, they are out of town folks, (based on the observed license plates), that are attempting to get as far into the front of the traffic as possible. They usually drive over 40 mph in our neighborhood which has posted speed limit signs limiting speed to 25 mph. These speeds are routinely ignored, and often there is fresh snow on the ground making this situation very dangerous. Additionally, many uphill vehicles are not prepared for winter driving, so once traffic gets allowed into the canyon, (post avalanche control efforts and clean up are completed), this becomes an uphill traffic issue with the lack of traction by these unprepared vehicles causing a traffic problem, until the law enforcement folks step in and inform the offending vehicle they must leave the canyon due to the situation they are causing. I have had unprepared vehicles cause traffic issues for ingress to the canyon spanning multiple hours, mostly caused by this unprepared vehicle issue. A gondola or similar solution, would allow those with unprepared vehicles to not cause the ingress issue, and at the same time, those folks would not be fighting to get to the front of the traffic, and it is my estimation, that the speeding traffic in the neighborhood would cease to be an issue, saving us in the neighborhood from having to call law enforcement, or having issues with vehicle wrecks due to speeding in our neighborhood.</p> <p>While the ingress into Little Cottonwood Canyon (LCC) can be a challenge from time to time, the real issue here is egress. If you frequently drive up and down LCC, you know this to be true. If you don't drive up and down frequently you may not be aware of the biggest problem. This is due to unprepared vehicles being permitted to drive up in snowy weather, that may be getting up before the weather gets really bad, or stopping due to a lack of traction, sometimes putting chains on in the middle of the road where they got stuck.</p> <p>Egress is by far the biggest issue. I have, at many times, been stuck in downhill traffic, frequently for three hours, several times for more than six or seven hours. In order to safely egress LCC, both the vehicle and the driver must be prepared for severe weather events. Usually, the issue is that vehicles got up the canyon before the weather started or got very bad, and stayed to enjoy the powder. Every single storm, this happens, when a vehicle, whether it's a personal, a rental, or even buses, which are not prepared for driving down during a snowstorm attempts to drive down during the storm. If the tires of that vehicle do not have enough traction, (note that all season and many M + S tires and simply worn tires can fall into this category), driving down is terrifying and very dangerous. A single vehicle that is not prepared, either the vehicle's equipment or the driver, can slide off and block the roadway for all of the other downhill traffic. This single vehicle can be a bus which due to the driver or the equipment not able to make the drive down the canyon safely.</p> <p>UDOT and UPD can only start to check vehicles for proper equipment after the storm has made driving dangerous and unsafe. Unfortunately, this timing is too late to have a positive effect on the vehicles already up the canyon. In my 40 odd years of driving LCC, I have never seen a traction safety check on vehicles that are going down the canyon during a storm. Because of this, vehicles that should never have gotten up the canyon due to the conditions, and trying to drive down the canyon. This is not only terrifying, but completely unsafe and is the main reason why if just one vehicles slides off, or hits other vehicles which in turn causes the downhill traffic to halt. This halt during a storm is dangerous as vehicles get stuck on the road in avalanche paths. We have had multiple times where stopped vehicles waiting to egress get hit by avalanches and blown off the road. Given that UDOT plans to build snow sheds is a help. But we are now having</p> | 32.2.9D; 32.7B; 32.2.2M; 32.2.6.5F | |

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| | | <p>strange weather events due to a changing climate. Twice in the past two years these unusual weather events have created large new slide paths across LCC road, and so while the snow sheds will help, it will not be enough over time with the changing climate. Those who complain about damaging the beauty of LCC need to understand that hundreds of cars idling for three to seven hours does bad damage as well, and getting them off the road is good for the canyon. Getting as many vehicles off the road, including buses is the only real solution to this egress problem.</p> <p>Adding enhanced bus service will not solve this problem as buses are also ill prepared for the conditions, and sometimes those drivers are not accustomed to driving in winter conditions. Buses are not the real solution to this egress problem, the real solution is a combination of a Gondola, Cog railway, or underground transit, (think the Boring Company). We need to keep the folks who are causally visiting and unwittingly renting unprepared vehicles, or are driving unprepared vehicles from entering the road when bad conditions are forecast, before those conditions emerge. Vehicles that are checked for traction once the storm has reached a bad state does not help this situation because "the cow is already out of the barn". That's entirely too late to mitigate the problem. Furthermore, Ski Utah has done a great job of promoting our resorts, there will be more skiers, not less, the price has little effect on those masses. The Ikon passes also contribute to these numbers. What we really need to do is to get as many vehicles off the road as possible. More buses are not the solution, neither is more lanes. A snowshed helps, but again, unless there is a snowshed the entire way, vehicles that are unprepared will stop the ingress or egress for all of us.</p> <p>A gondola with a large parking structure and a hub is the only real solution where both the people who brought up vehicles prior to the storm increasing in intensity and those who rode up on the gondola can safely egress the canyon, virtually eliminating the dangerous driving situation we have faced for decades. If the intensity of the storm stops the driving egress in LCC, the option to leave via a gondola is far better than sleeping on the floor of an interlodged accommodation. I don't ever want to see another "red snake" as we locals call it due to the cars parked going down the LCC roadway. A gondola, one with more capacity than the currently planned one, is the only solution that makes sense. Also note, that the gondola will also make for a tourist attraction of its own and allow folks who want to enjoy the canyon views to enjoy them without hindering traffic flow, like they do now. You may not want a gondola, but it is the best of all of the possible solutions presented. Any arguments about tax money and developers misunderstand what's being solved here, and the fact that the resorts will be helping to pay for it. Just like they subsidize the bus service now. If you have doubts about this, watch the first in person UDOT EIS meeting about this and listen to Tom Patton, (third speaker) saying that Snowbird will write a big check to help it get made. The maintenance costs for the gondola are also smaller than the maintenance costs for enhanced bus service, so in the long term, we save money. The gondola, if designed properly, can help to alleviate a summer traffic issue as well. Snowbird now makes more in revenue from the Oktoberfest celebration than it does during the entire winter. The parking is so bad, that Snowbird charges for parking now, and this does not fix the parking situation. Go observe the poor parking (over the white line on the right of the lanes on any Oktoberfest day and you will see what I mean. There simply is not enough parking at Snowbird for this series of events. Enabling the gondola for this event would help to stop the current traffic and parking situation that is absolutely insane and has no other solution, except the use of the gondola during the summer and winter months.</p> | | |
| 34727 | Ehrhart, LeeAnn | I support the gondola over the bus option but still think the train is a better solution. While I generally like the gondola concept (and it would be a beautiful ride up, especially in the fall) there are many concerns. One is cost, it must be competitive to driving in a car. Another are the climbing boulders at the mouth of the canyon, this area should be protected. The gondola should also run year round and have access to trail heads. | 32.2.9D; 32.2.9.5G; 32.4B | |
| 30212 | Ehrlich, Ian | The only good thing about this is there's no funding for this nightmare. Why does UDOT continue with this completely disingenuous campaign? 90% of people who live in the Wasatch don't want this gondola. It doesn't solve the problems it purports to solve and it's a nightmare for the environment. But of course UDOT doesn't give a flying F about what the people actually want. This is all performative nonsense. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9N | A32.1.2B; A32.2.9N |
| 31012 | Ehrlich, Ian | Are you actually going to take the public comments into account? My guess is this is all theater. 90% of the public comments are against the Gondola. The people of Utah do not want it. It doesn't solve the problem of canyon traffic and it only makes things worse. | 32.2.9E; 32.2.9N | A32.2.9N |
| 25278 | Ehrlich, Ian | This decision is absurd. The public is overwhelmingly against the decision to erect a Gondola which will ruin multiple neighborhoods as well as the LCC. Why did you even ask for public comments and then make a decision that 90% of the public is against? | 32.2.9E; 32.2.9N | A32.2.9N |
| 28105 | Ehrlich, Joshua | <p>I am writing to oppose the proposed gondola plan for several reasons:</p> <ul style="list-style-type: none"> -the plan preferentially privileges two businesses (Alta and Snowbird); -the plan preferentially privileges alpine skiers at the expense of climbers and hikers (some routes will be adversely affected) and without concern for backcountry skiers; -it may remain easier for skiers to drive given the 0.75 mile walk from parking lot to gondola in ski boots and the time required to ride the gondola. In this case, the overall environmental impact of the gondola is higher than estimated; <p>I believe that a much better option would be to restrict private car traffic into the canyon at all times, or at least at key traffic times (weekends, early mornings/late afternoons). Providing robust electric powered bus service in lieu of allowing private cars would: address the traffic problem; not require considerable additional infrastructure that disturbs the canyon's ecosystem and creates runoff into streams; would decrease carbon emissions; would preserve the canyon for all and provide more equitable benefits.</p> <p>No solution is perfect and all require sacrifices. The benefits of bussing - instead of allowing private cars or building a massive gondola - are much clearer and definite.</p> | 32.2.9E; 32.2.4A; 32.2.2B; 32.2.9A; 32.2.6.3F | |
| 32023 | Ehrman, Deborah | I am against the proposed gondola solution for Little Cottonwood Canyon as outlined in the Final EIS. This plan inequitably serve the majority of the community who want to use the canyon for activities other than skiing at the two ski resorts in this canyon. The gondola will also impact the canyon's beauty and appeal. If there will | 32.2.9E | |

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| | | be a large fee attached to use of the proposed gondola-that is another example of inequitably serving visitors to that beautiful canyon. No gondola-listen to the public and not the ski resorts and future developers. My son works for the US Forest Service (not in Utah) and this plan is bad public lands forest policy. policy. | | |
| 32024 | Ehrman, John | The proposed gondola will only serve two elite ski resorts at the expense of all Utahns, it will only benefit a very small percentage of the community who can afford to ski at two very expensive resorts, pay the gondola fee, and not take into account the greater percentage of people who would like to use the canyon for non-skiing activities.Listen to the public, no gondola in Little Cottonwood Canyon. This plan is a waste of taxpayer money and only serves a few. Absolutely no to this plan. It's an example of corporate welfare. Climate change may make our ski industry unable to operate in 20 years-consider that. This is terrible public lands policy. | 32.1.2D; 32.2.9E; 32.2.2E | |
| 31126 | Eichelberger, Caroline | While I like some aspects of a gondola, in the end, I don't support the one proposed: It only services ski areas in the ski season (and therefore should no be a publicly funded project), and it has a ridiculously long and cumbersome process including busses from parking. | 32.2.9E; 32.2.7A | |
| 28826 | Eichorn, Michael | The Gondola is not the answer. People will still drive up the canyon, we are just increasing the # of people at alta and snowbird. traffic will move further into the valley, and become even more of a problem for locals in the area. Its an eyesore, and a giant waste of money. The real estate development deals that are going on in the background make me question motivations and wonder who really benefits. Tax payers shouldnt be flipping this enormous cost, ski areas should at least being paying their share. Please reconsider. | 32.2.9E; 32.2.6.5E; 32.20C; 32.2.7A; 32.7B; 32.2.9N; 32.2.2PP | A32.2.6.5E; A32.20C; A32.2.9N |
| 33280 | Eiger, Juliana | The gondola won't benefit the local population that truly cherish Cottonwood. Please leave our beautiful nature alone! | 32.2.9E | |
| 27700 | Eining, Allison | I have lived in Cottonwood Heights for 22+ years. The idea of gondola seems very extreme given that the small canyon can't even accommodate the summer crowds this year let alone winter crowds of years past. When the Winter Olympics was here, no events were held in LCC because its too small! The gondola would only cram more people into an already overpacked canyon. Why not start with pay booths at the bottom of the canyon or parking reservations & paid parking? These options seem like they'd maintain crowd numbers & encourage carpooling. The gondola is horrible idea for our environment, wildlife and the locals that live near the area! Tell the developers to keep their pavement off our paradise. Shame on you UDOT! You should be protecting our lands, not selling out! | 32.2.9E; 32.2.2K; 32.2.4A; 32.2.9R | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |
| 36071 | Eisel, Lauren | As someone whose studied applied economics related to development, and is moving to Utah in a month... this idea is absolutely horrible. It's obvious that no thought about the environment has been put into this plan. It's also obvious that if this plan goes through big business will be prioritized over the people of the state. Please, please, please reconsider doing a different development project that cares more for the environment. | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 30269 | Eisenhauer, Patrick | I have reviewed the Final EIS. I am a resident of Cottonwood Heights very near Wasatch Blvd. I concur with Cottonwood Heights City Preferred Alternatives, https://www.cottonwoodheights.utah.gov/home/showpublisheddocument/6479/637963436171200000 . I oppose the Gondola B construction. It is fiscally irresponsible to spend \$550M for the gondola which provides marginal improvements in transportation to the ski resorts. It is poor business to support a declining industry. Refer to NOAA Climate.org, https://www.climate.gov/news-features/climate-and/climate-skiing , "...the fraction of precipitation that used to be totally snow is changing to rain." NOAA data indicate that the CONUS snow-to-rain ratio of precipitation has moved mostly toward rainfall and away from snowfall." Further, "...The upper elevations of the Uinta Mountains may have snow, but the Wasatch Range will be snow free." | 32.2.9E; 32.2.2E | |
| 35908 | Eiting, Jake | <p>Dear UDOT,</p> <p>My name is Jake Eiting and I am a SLC resident. I am writing to you in opposition of the proposed transportation alternative, the gondola.</p> <p>I believe the proposed gondola B option laid out in the FEIS is the wrong decision.</p> <p>Firstly, the cost of building a gondola in LCC is an irresponsible use of tax payer money. It is easy to see how a project of this scope, with inflation, delays, material and labor shortages could easily top the scales at 1 billion dollars. UDOT should absolutely not use that amount of money to cater to a select few utahns, tourists, and to line the pockets of Alta and Snowbird. Absolutely not.</p> <p>Secondly, a reduction of 30% personal vehicles could be achieved in a much, much cheaper and simpler way. One such example, increase the number of travelers per vehicle on S.R. 210. Carpooling could easily cut the number of vehicles entering the canyon by half and open up space for more buses which carry dozens of people. The gondola option does not solve the vehicle issue. It allows 2500 cars to park at the base but then what? The parking fills up and folks drive up the canyon anyway. The gondola option does not eliminate vehicles from entering the study area and is a very poor option.</p> <p>Thirdly, the public has spoken! I have spent many nights reading through the comments and the responses to the draft EIS provided by UDOT in volume 6 of the FEIS. It is obvious to me that the public is against the gondola option. I also attended the Salt Lake County Council meeting on Oct. 4th, 2022 in which the Council voted in favor of supporting common sense solutions and not supporting the gondola option. The public presence at that meeting was huge and not a single member of the public who spoke in front of the council was pro-gondola. Everyone was against the gondola. Including the Salt Lake City mayor.</p> <p>Lastly, and most importantly, we need to address the environmental legacy of this upcoming decision. Beyond the obvious destruction of one of Utahs greatest view sheds, the gondola represents many dangers to the hydrology and ecology of LCC. One only needs to look back in history to see the folly in large scale projects taking place in such important natural spaces. Glen canyon dam is a recent example. It was a project of immense destruction to one of the world's great canyons and now it's on the precipice of being obsolete as we continue to encounter drought conditions. I worry, sometimes awake at night, that the gondola would be a similar folly. Us humans are great at justifying these types of acts even though the negative impacts to the environment, our fragile and dwindling watershed, the plants and animals that we rely on, are staring us right in the face.</p> | 32.2.9E; 32.2.7A; 32.2.2Y; 32.2.9N; 32.1.2F | A32.2.9N; A32.1.2F |

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| | | <p>I urge you to please not build a gondola. A low impact carpooling system with increased bus support is a far more environmentally and fiscally responsible option. Please listen to the public, represent your constituents, think about the citizens of Utah first, all of the citizens of Utah, not just the skiers, and certainly not the resorts, and please, please consider your legacy. What is progress? Do you want to take a forward step? Or do you want to turn 180 degrees and take a forward step? Which one is progress? Please, look into your hearts and ask yourselves what you want your legacy to be. What will you decide to do with one of the West's most beautiful and greatest canyons?</p> <p>Thank you for your time, dedication, and hard work,</p> <p>Sincerely, Jake Eiting</p> | | |
| 27730 | Ekstrom, David | I am a Cottonwood Heights resident and have enjoyed both big and little cottonwood canyons for 40+ years . I DO NOT support the Gondola proposal. | 32.2.9E | |
| 25539 | Ekstrom, Mike | The Gondola makes a lot of sense to me. I have had season passes to Alta for years. This proposal seems fair to the environment while being VERY cost effective compared to massive road construction. Also, many people don't like the bus due to the risk it proposes in bad weather-the thoughts of a bus slide off terrify me. I would take a gondola long before I would take a bus. | 32.2.9D | |
| 30100 | Elander, Chuck | Hello. I believe that putting up a gondola up Little Cottonwood Canyon would be a huge expensive mistake. The vast majority of people that can afford to ski, do not use public transportation, nor will they. They will try it once and move on to a ski destination that they can drive to and park at.If you build it it will be a novelty. Much like the Mall of America In Minnesota, people will go there once or twice until the novelty wears off, and then dont return , especially if your local. If your looking for less people wanting to ski Alta or Snowbird, in the long run you will accomplish that by having a gondola. You also should expect costs by the end to more than double whats projected currently. Minnesota is going through this now. The "Met Council" has forced a train system in Minnesota on our metro area and came up at least half a billion dollars short in constuction and have no further funding. I have yet to find anyone in support of a train or said they would actually use it, but yet they force this on hard working tax payers. Do not take these comments as negative just because they don't support the gondola agenda. | 32.2.9E; 32.20D; 32.20I; 32.2.7C | A32.2.7C |
| 33282 | Elander, Sam | <p>Hi,</p> <p>There is a lot that could be said here, but I will be brief.</p> <p>The canyon is too long for this type of system and BCC is the canyon that struggles way more with traffic (3x the length and more windey).</p> <p>This would take require a lot of demolishing the forests and boulder fields that people climb on. Those recreation spots will be gone forever. With the length of the Gondola, there would be very long wait times!</p> <p>I highly recommend increased bussing and restrict the canyons to 2+ or 3+ per vehicle to reduce traffic.</p> <p>Thank you.</p> | 32.1.1A; 32.1.2B; 32.2.2Y; 32.2.5.5C; 32.2.9A; 32.4B; 32.6D | A32.1.1A; A32.1.2B |
| 35263 | El-Deiry, Chris | <p>I fully support enhanced bus service as the EIS preferred alternative.</p> <p>I am in full opposition to the Gondola B project.</p> <p>I am a local resident to the Cottonwood Heights and Holladay areas, and have been visiting Little Cottonwood Canyon for near 15 years, and am active in the canyon during all seasons.</p> <p>Additionally:</p> <ul style="list-style-type: none"> - I fully support tolling for vehicles of Canyon non-residents. - I fully support a phased implementation to reduce stress on the local communities directly affected by a transition to better infrastructure and transportation management. - I fully support that consideration of ALL canyon users be the priority, not just those of resort visitors. - I fully support that keeping existing recreation opportunities intact (climbing zones, trails, etc.) be placed as a priority. - I believe that focusing on keeping what we have intact and utilizing enhanced bus service (while helping communities adapt habits through incentives) will be a much more acceptable and attainable approach to managing growth in an effective manner, as opposed to the proposed cost + timeline + long term effects of the Gondola project. <p>Only when you step away from Salt Lake City and visit other areas do you realize what a gem Little Cottonwood Canyon is. We cannot afford, as local communities</p> | 32.2.9A; 32.2.9E; 32.2.4A; 32.1.2D; 32.4A; 32.4B | |

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| | | and a State, to get this wrong by wasting time/money/community support and ultimately the viability and natural beauty of the Canyon environment itself, implementing a project that is not supported by the majority population. | | |
| 27345 | Elder, Bernardo | We need this now. So much vehicle congestion is bad for the environment. As a local resident of [REDACTED] I agree with this project. | 32.2.9D | |
| 31676 | Elder, James | The gondola option is too limited in what it will do and not flexible going forward as a long term solution. I am not in favor of this concept. | 32.2.9E | |
| 31234 | Elder, Kristen | Please-no gondola!! The reason people enjoy Little Cottonwood Canyon is the natural scenery. It's bad enough Snowbird built on top of Hidden Peak. A gondola would ruin it entirely. I am a resident of Salt lake County and oppose my tax dollars going toward this project. This benefits no one but wealthy ski resort owners. | 32.2.9E | |
| 27344 | Elder, William | This is such a critical project to complete NOW, to decrease negative environmental impact. Let's keep Utah as clean and uncongested as possible. | 32.2.9D | |
| 38890 | Eldredge, James | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. Sincerely, James Eldredge [REDACTED] | 32.2.2BB; 32.2.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 28870 | Eldredge, Noah | What a complete waste of tax payors money. A train would be more efficient. Be able to take more people up and down the canyon. | 32.2.9F | |
| 27323 | Eltman-hanson, Ariel | Hello, I am an avid skier and hiker in Little Cottonwood Canyon. I live in Sandy and love the short commute to Little Cottonwood. It is embarrassing to see the irrational decision-making of UDOT officials. If you could answer these questions for me that would be great. First question is the reasoning for choosing an option the state cannot afford. If we cannot afford to build a gondola then why did you select this option? Second question relates to the reasoning for not pursuing a less invasive and cheaper alternative first? Tolling in the canyon is one example of a great alternative! Third question is the reasoning for such an invasive option to our natural environment. The natural of beauty of Salt Lake is already being ruined by continued building and expansion. A 2,500 space parking lot at the base of the canyon is going to ruin the raw beauty Utah has to offer. And the nightmare of traffic this so-called "efficient" option is going to create in the neighborhoods and streets west of the canyon. Fourth question, in a recent survey only 20% of Utah residents voted in support of a gondola. Why is the State of Utah's transportation going against the wishes of the citizen's of this state? Lastly, we are in a climate crisis in which the years of snow in Utah are numbered. Let's put this money into saving the great salt lake and renewable energy! Please open up the decision for this project to the public. Let the citizens of Utah decide what they want done with the canyon. Who's ego is driving this project and keeping it afloat? Because the citizens of Utah do not agree and it is disgusting what is being approved by you all. -Ariel Hanson | 32.2.9N; 32.2.9R; 32.2.6.5E; 32.2.2E | A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.5E |
| 28996 | Elias, Audrey | I do not support the gondola! | 32.2.9E | |
| 33241 | Elias, Paul | Hello, I am a former resident of Utah and a continued seasonal visitor. I'm writing to express my strong opposition to the proposed gondola in Little Cottonwood Canyon. The reasons are simple. 1) This will result in permanent destruction and desecration of trails, crags, and other aspects of the natural environment that should be cherished and preserved. 2) This is unnecessary. There are alternative options that will cost less and have substantially fewer negative impacts. | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | I respectfully urge reconsideration of this plan. There is a better way. Sincerely, Paul Elias | | |
| 28489 | Elich, Hallie | The majority of local Utahns do not support the Gondola. Do not build it. It is unreasonable to tax Utahns for something only select few would use. | 32.2.9E; 32.2.7A | |
| 37353 | Elison, Kade | As a citizen of the state, I am ashamed that business is being prioritized over conservation and has been deemed more important than public lands. As a climber I am saddened that we will lose historic climbing areas to the greed of a few with the construction of this gondola. As a snowboarder I am appalled at the behavior of the ski industry. We can and should do better than this gondola. It is unwanted, unnecessary, and absurd! | 32.2.9E; 32.1.2D | |
| 28137 | Elizabeth Steele, Robert | Do not build the gondola! It's a fragile environment and will suffer from such a plan!! Wouldn't it be better to do what Zion Nat. Park has done -- have people reserve a bus time, close the road to private cars and allow only shuttles (busses) to access the road up the hill. We'd save wear-and-tear on the road, and we could limit the number of people, so that lift lines wouldn't be horribly long. (I know people who are already giving up on skiing due to the long lines.) And, NO, do not allow cars up for an extra fee. That just allows the rich vacationers more access than the locals. It's also time we started realizing we can't have unlimited access to the canyon with unlimited numbers of people if we want the canyon to remain what it is. What about the people that are not skiers but want to go up and enjoy the canyon? The canyon is being defaced, & the quietness of hiking or camping have now been changed for skiing. I don't believe Alta and Snowbird own the canyon." | 32.2.9E; 32.2.2B; 32.2.4A | |
| 28880 | Elkaz, Alma | I'm opposed to the gondola. It will irreparably damage LCC and primarily serve the interests of resorts largely at the tax payers expense. Implement and enforce traffic control measures. | 32.2.9E; 32.2.2M; 32.2.7A | |
| 30229 | Ellen Burton, Jan | I am in favor of a phased plan for Cottonwood Canyon. It would be informative to see how increasing bus service and charging a fee to vehicles would impact the traffic problem. The plan for a gondola need not be implemented at this time. It would not help people who just want to see the canyon--or hike in the summer. It will change the ambience of the canyon experience, and only be an improvement for the ski resorts. At this time, with dwindling snow, it makes little sense to construct a gondola without implementing other measures first. Thank you. | 32.2.2E; 32.2.4A; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 36477 | Ellen Navas, Mary | The public does not want taxpayer money to pay for a gondola that benefits Utah tourists, two ski resorts, and a handful of developers including former Utah Legislators. We agree. We want an iterative slow approach to reducing the car traffic up LCC. That can include clean fuel public buses and vans, tolls, and incentives to carpool. No major investment or fouling of the landscape should occur until all other remedies have failed, and even then the pros and cons must be considered and the people are given more than a tacit role. NO GONDOLA. NO GONDOLA. A gazillion times, NO GONDOLA! | 32.2.7A; 32.1.2D; 32.2.6.3F; 32.2.9A; 32.2.4A; 32.2.9E | |
| 34127 | Ellen Segodnia, Mary | The gondola is an incredibly expensive & ineffective way to approach the traffic issues in LCC. It only benefits a small portion of canyon users and certainly does not benefit all state citizens, yet will use taxes and state Highway money. It reeks of payoffs and political pay backs. Do not build a gondola. | 32.1.2D; 32.2.7A; 32.2.9E; 32.7C | |
| 30637 | Ellen, Young | The research shows that this will not be the solution to LCC traffic issues. It will instead ruin world class climbing boulders and only make the issue worse. This is a tragedy and an obvious play for money when their are obvious better alternatives like increasing public transport that aren't being considered. | 32.2.9E; 32.2.9A | |
| 27702 | Elletson, Cody | The gondola is not what the people of this community want. This will not solve the congestion problem, just move it elsewhere, yet also ruining the beauty of the canyon. | 32.2.9E | |
| 35633 | Ellias, Sarah | Hello, I am very strongly against the installation of the gondola. It would impact the natural beauty of LCC, cause harm to SLC's watershed, and only benefit the private ski resorts at the cost of our taxpayers. | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 32996 | Elliott, Carol | no gondola | 32.2.9E | |
| 36161 | Elliott, Colton | No Gondola, expensive, tax payer pay for it, harms the wildlife and beauty of canyon, serves 2 ski resorts only, and will still be expensive to ride, most people will still drive. Seems rushed and not well thought out. | 32.2.9E; 32.2.7A; 32.1.2F | A32.1.2F |
| 30797 | Elliott, Karen | electric buses and toll for folks that choose to not ride the electric bus. as a taxpayer, I cannot afford to ski. why should I pay for a gondola? | 32.2.9E | |
| 30799 | Elliott, Karen | can't afford to ski...so why should I pay for a gondola? electric buses would be less intrusive in the canyon. | 32.2.9E | |
| 27180 | Elliott, Karen | ! | 32.2.9D | |
| 28085 | Ellis, Aaron | This really seems to only benefit the ski resorts and not recreation as a whole. If this plan also allowed for stops at various trailheads then I would see it as more of a success in eliminating roadside parking, but without that it's really just getting people to the resorts and that's it. Please add additional stops to the plan to make it more useful for a wider range of people throughout more of the year. | 32.1.2D; 32.2.6.5G | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25886 | Ellis, Anna | i dont like this. dont do it | 32.29D | |
| 28272 | Ellis, Dean | No gondola please. The few times that the canyon has traffic do not warrant the cost and environmental impact of adding a gondola to this small canyon. Only the ski resorts want this so they can make more money while tax payers like me pay the bill for the gondola to nowhere. Please vote no gondola. Thank you | 32.2.9E; 32.1.2B; 32.2.7A; 32.2.9N | A32.1.2B; A32.2.9N |
| 29913 | Ellis, Karen | I do not support the gondola. It does not serve users who are not going to the ski resorts and does not solve the problem of traffic congestion. Please increase bus services- if buses were available in a timely manner I would take them. | 32.1.2D; 32.2.9A; 32.2.9E | |
| 37111 | Ellis, Lyn | I do not support any form of gondola in Little Cottonwood Canyon! It would definitely negatively impact the canyon. | 32.2.9E | |
| 26868 | Ellis, Matthew | Hello, this gondola project will likely still create backups, just into the valley. Buses can hold so many people, why not improve bus routes throughout the valley? I live in Murray and drive because the bus stops are usually filled up. If the bus stops fill up, and the resort stops fill up, how will one more parking location solve the parking issue? People will still backup onto I215 regardless. I would support a better bus system, and better public transit in SLC in general. | 32.1.1A; 32.2.9A; 32.7B; 32.7C | A32.1.1A |
| 28299 | Ellison, Leslie | The Godola Alternative is unnecessary, extremely expensive and unfortunately not the proper solution to the traffic issues in Little Cottowood Canyon. If the following is initiated over the next couple of years it will be manifest that a more efficient and dramatically less expensive solution will work: 1. Increased bus service to satisfy demand. 2. Intermediate canyon stops (Mouth, Gate Buttress, White Pinetrail head.) 3. Widening of road at these stops. Not necessary to widen the current configuration. 4. Transit center with extensive parking. 5. Special canyon pass for a reasonable fee or free with pass. Relatively simple and cost effective Respectfully, Leslie Ellison | 32.2.9E; 32.2.9A; 32.2.6.3C; 32.2.2K | A32.2.6.3C; A32.2.2K |
| 26714 | Ellison, Suzie | I continue to be firmly opposed to building a tram in Little Cottonwood Canyon. I believe the answer to the congestion problem is more efficient and more widespread and available mass transit. Building a tram that would benefit private businesses is an egregious misuse of taxpayer money when our state is lacking in so many other things that would benefit everyone or more Utahns and make more lives better, such as affordable housing, higher teacher salaries, increased mental health services, climate action, environmental work, etc. | 32.1.2B; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 37743 | Ellsworth, JoAn | I don't want our tax money paying for the gondola, what a bad waste of tax payer money. An avalanche will hit it and it will cost even more to fix it! Do Not build the gondola! | 32.2.9E | |
| 35869 | Ellsworth, Kyle | The gondola approach seems to have a high impact in terms of the visibility and beauty of the canyon. As a father with children, the automobile is still the primary choice to access the canyon. During the high-peak times, we have chosen to ski in the afternoons when driving to Alta is not a challenge. It is not unusual for society to focus on the peak-capacity times when things are naturally overburdened. The road are currently sufficient for the demand. For morning skiers, the bus is a great alternative. Also, it seems that ski areas should just sell out eventually. Thus, improving roads up the canyons is the most practical approach that seems the least burdensome approach. Please do not change the view in the canyon with a man-made gondola. | 32.2.9E; 32.1.2F; 32.2.9A | A32.1.2F |
| 31261 | Elmer, Allison | Please don't put a gondola in little cottonwood canyon. Improve access with UTA instead! | 32.2.9E; 32.2.2I | A32.2.2I |
| 36206 | Elmer, Susan | the cost is out of site for tax payers so two ski resorts can expand their lift to carry more skiers and make more money. The ski resorts should look to cover a high percentage of the cost or limit the number of skiers by limiting the number of passes sold in a day by reservations. Or look at more bus service to the resorts and use more electRICT buses, or encourage car pooling. The lkon pass that the resorts have expanded this problem and they may need to limit the number of passes sold. but NOT the GONDOLA!! Cost is too high and benefit is too limited for the general puplic. | 32.2.7A; 32.2.2K; 32.2.2Y; 32.2.6.3F; 32.2.9E | A32.2.2K |
| 37404 | Elswood, Heather | Horrid. Soo many reasons. A gondola would be a massive eye sore. Vastly a bad idea. Outrageous cost. Destruction of environment. Destruction of land and ecological damage at mouth of canyon, plus installing the large amount of parking. Still the exact same amount of traffic to mouth of canyon & getting to a gondola. Increased costs of year round maintenance, security, and employment of a gondola also further increases flow to canyon and up canyon. Increaed cost to tax payers. Cost to people riding a gondola is expensive. But it wont change the amount of people coming up the canyon. All still need to take buses cars to mouth of canyon and it will actually increase. The numbers of people just required working the gondola, and riding. It will ruining existing landscape, a watershed canyon and long standing neighborhoods of surrounding areas. Despite a gondola, people will still drive up and down the canyon: all workers to the ski resorts, busses will still go up, trucks with supplies, people who can't afford the fees of the gondola or planning of staying at resorts, etc. The cost of building a gondola will only benefit ski resort owners by allowing even more influx of people to their resorts, ultimately lining their pockets with money, publicly funded, for their benefit. I've lived in the ██████████ my whole life. A Gondola is not a good idea. It is a bad one. Traffic in the neighborhoods and roads is horrible and a gondola won't change that it will increase it. If solving the carbon footprint and traffic in Little Cottonwood Canyon was the goal then resolution was NOT a gondola. Rethink this. Electric busses ought to be the option. Since a gondola will not stop busses from traveling the canyon. Besides, an electric bus holds as many people as a gondola car. I am vehemently opposed to the Gondola project that will ruin my canyon. | 32.2.9E; 32.2.7A; 32.1.2F; 32.1.2B; 32.2.6.3F | A32.1.2F; A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28127 | Elswood, Robert | I do not favor the Gondola solution. It still doesn't solve the car traffic, parking , and air pollution caused by the traffic getting to the gondola terminals. Electric Bus fleet is a far better option. With the buses available from multiple locations including the Airport and downtown hotel locations. The aerial tramway is too expensive and destructive from the start and would be very expensive for users, maintenance, and employee costs on an ongoing basis. | 32.2.9E | |
| 38063 | Elwood, Steven | I am for the Gondola. I think it would help relieve traffic and also, itself, become a tourist attraction. | 32.2.9D | |
| 31461 | Emeney, Lisa | I am an avid hiker and love to access Little Cottonwood canyon for the trails, snowshoeing and other outdoor recreation. I am opposed to the gondola because it primarily benefits the ski resorts and real estate developers, not citizens like me. I believe access fees, buses, parking reservations and other less expensive and more flexible options should be tried first. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2K | A32.2.2K |
| 37855 | Emery, Allison | I cannot believe that a gondola is even an option for solving traffic in our gorgeous Little Cottonwood canyon. One of Utahs most incredible places. Why oh why would anyone want to destroy this amazing landscape with skyscraper towers of metal and destruction of a such a pristine place? The traffic is only bad a few days a year...why destroy a canyon for that? What this would destroy could never be brought back. Please oh please do a phased approach that would preserve Little Cottonwood canyon forever. The generations to come deserve for you to reconsider destroying this canyon that I've loved all my life. Thank you for doing all you can to stop the gondola from ruining this canyon for the people in the state of Utah. Don't let the outsiders take over. Let the people who love this canyon be heard!! Please listen to my plea!! | 32.2.9E; 32.1.2B; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 32171 | Emery, Jordan | A gondola is NOT the solution. There are several questions UDOT has ignored with a proposed gondola as the solution. Lets just discuss a few questions that should be answered before considering such an expensive permanent structure: Where do the traffic jams begin? How many days a year is the traffic at a standstill and is it just stopped in LCC? Would a gondola solve traffic issues in LCC and on Wasatch blvd? The answers are obvious here, UDOT. More research must be put in to find a real solution, the traffic is backed up on all roads leading to BOTH canyons. The traffic is worse on powder days and holidays. On powder days, the traffic would not be improved with a gondola, there will still be a line of cars waiting to enter the canyon and this would stall any progress of cars getting into La Caille to park and wait in a line for a gondola that also cannot operate while there is avalanche mitigation in effect. In proposing solutions to relieve traffic in LCC, consideration of all areas affected by this very traffic must be considered. It is not just SR-210 that is backed up from La Caille. The traffic extends all the way down every road leading to the mouth of both canyons. SR-209 down to 9400 S, SR-210 all the way past the mouth of BCC to Wasatch blvd/6200S and onto the highway I-215, and all the way down Fort Union blvd for miles while UPD manually directs traffic and gives preference to drivers on Wasatch blvd/6200S because of how badly I-215 is backed up. The traffic is not just on SE-210 and up LCC. The gondola must be scrapped, find a real solution. | 32.2.9E | |
| 32612 | Emery, Katrina | A gondola is NOT the solution. There are several questions UDOT has ignored with a proposed gondola as the solution. Lets just discuss a few questions that should be answered before considering such an expensive, permanent structure: Where do the traffic jams begin? How many days a year is the traffic at a standstill and is it just stopped in LCC? Would a gondola solve traffic issues in LCC and on Wasatch blvd? The answers are obvious here, UDOT. More research must be put in to find a real solution, the traffic is backed up on all roads leading to BOTH canyons. The traffic is worse on powder days and holidays. On powder days, the traffic would not be improved with a gondola, there will still be a line of cars waiting to enter the canyon and this would stall any progress of cars getting into La Caille to park and wait in a line for a gondola that also cannot operate while there is avalanche mitigation in effect. In proposing solutions to relieve traffic in LCC, consideration of all areas affected by this very traffic must be considered. It is not just SR-210 that is backed up from La Caille. The traffic extends all the way down every road leading to the mouth of both canyons. SR-209 down to 9400 S, SR-210 all the way past the mouth of BCC to Wasatch blvd/6200S and onto the highway I-215, and all the way down Fort Union blvd for miles while UPD manually directs traffic and gives preference to drivers on Wasatch blvd/6200S because of how badly I-215 is backed up. The traffic is not just on SE-210 and up LCC. The gondola must be scrapped, find a real solution. | 32.2.9E; 32.1.4D; 32.1.1A; 32.2.6.5 | A32.1.1A |
| 34967 | Emery, Nichole | I oppose the building of the gondola. It is not the appropriate solution for the canyon. The unique and beautiful views that Little Cottonwood provides should be preserved, not exploited for a one-trick project like a gondola. The watershed from the canyon is also vital to our community and regularly protected. Climate change is reducing our water and affecting the snowpack levels making the watershed even more valuable. Doing a vanity project like this is a threat to that vital water source, plus it wastes tax dollars on something extremely expensive with little point to it. Tax dollars should go to preserving the canyon since it provides joy, water, beauty, and nature to the humans and a proper home to the abundant wildlife of the area. Plus the community around Little Cottonwood have already and repeatedly spoken out against this project and used their voting to oppose this during the Sandy mayor race. We will continue to speak out and vote against it. It's not wanted. | 32.2.9E; 32.12A; 32.2.2E | A32.12A |
| 25573 | Emery, Patrick | The gondola is a terrible idea! Looking through the comments it seems pretty obvious that the public does not want this. UDOT has much bigger issues to worry about and better places to spend taxpayer dollars. This only benefits Alta, Snowbird, and the local developers. | 32.1.2B; 32.2.9E; 32.2.9N; 32.6A | A32.1.2B; A32.2.9N |
| 30683 | Emery, Patrick | Nobody wants the gondola! We want expanded bus service. Don't destroy our beautiful canyon with a gondola that only runs in the winter. The whole deal reeks of corruption. Your going to do it anyway | 32.2.9A | |
| 26972 | Emery, Richard | Opposed to the gondola. A fleet of electric busses and snow sheds would be cheaper with less impact on the canyon. | 32.2.6.3F; 32.2.9E; 32.2.9K | |
| 33510 | Emery-Fertitta, Luke | Little Cottonwood has incredible, world-class recreational opportunity in the form of its road-side bouldering. I strongly urge UDOT to select an alternative which will not have any negative impact on this asset. | 32.6D | |
| 34898 | Emma, taylor | When I moved to utah four years ago to go to school I found myself in awe of how easy it was to disappear from life, to drive 20 minutes from my home and to be able to completely disconnect. To get to listen to the birds, to smell the trees, to look up and see the Milky Way. Little cottonwood has become an escape from me to go run, climb, and fish after classes or on the weekends. It's turned into an essential place for me to stay sane in a stressful world that we live in, adding a gondola | 32.4B; 32.2.9E; 32.2.9A | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | to this serene escape would completely destroy the magic and appeal to it. There would be constant noise of construction or operation, the climbing spots that have become home and fostered so many amazing memories will be blown up, gone forever and unusable for the future generation. The "world class," little cottonwood canyon would be destroyed in the efforts to construct a way to get more people up canyon more efficiently everyday. I urge you to use the money that would go towards a gondola to try other easier solutions first. Pay bus drivers more and add more buses as a first step. Every time I've ridden the bus it's been so crammed with people it's hardly worth it. Make the buses a pleasant experience, and then see how much they get utilized. Try something less permanent before you go and destroy one of utahs best attractions. | | |
| 32792 | Emmer, Emily | As a resident of the Little Cottonwood Canyon area (upper Sandy) for over 30 years, I strongly believe we need to explore common-sense solutions such as electric buses, rideshare, reservations and tolls before we create permanent new infrastructure that detracts from the natural beauty of our canyon. | 32.2.9A | |
| 25499 | Emory, Meg | This decision is disappointing and it is quite clear how heavily lobbying was involved to come to this conclusion as the "best" option for the future of lcc. It shows how important the support of the resorts and pleasing tourist are over the practicality and overall enjoyment of the public. Not to mention as the environment continually and quickly deteriorates in the area, this seems like a foolish way to waste money when these resorts may be heavily struggling by the time this is completed. Do better. | 32.29D; 32.2.2PP; 32.2.9N. 32.1.2B | A32.1.2B |
| 36266 | Emory, Meg | It is not encouraging to the citizens of SLC that this is the best their DOT can come up with. A clear case of lobbying while ignoring the interest of the public is disgusting. A solution that benefits all canyon users, not just the ski resorts, is greatly needed and the gondola is not that solution. | 32.2.9E; 32.1.2D | |
| 38032 | Emsley, Zubin | The fundamental assumption that all Utah taxpayers should pay for a project that benefits ONLY the 2 ski areas and the skiers that patronize them is flawed and unfair. The owners of Alta & Snowbirds, and through the increased ticket prices, the skiers who go there should pay for the gondola. | 32.2.9E; 32.2.7A | |
| 27912 | Ence, Bradford | I oppose the creation of the gondola. This will further damage the natural beauty of the canyon. We need to make more efforts to preserve the canyon and reduce traffic, not build an expensive new ways to increase the traffic. | 32.2.9E | |
| 31302 | Ence, Elizabeth | NO!!!! GONDOLA!! May I add my voice again to the growing number of residents of Utah who vehemently oppose the proposed Gondola. I am sure you have heard these arguments before, but may I reiterate how it affects us in Cottonwood Heights. - This is on our doorstep in Cottonwood Heights. We deal with the traffic, we should have a say. How will this divert traffic from our area by creating a stop at the base of the canyon? It won't. I walk to the top of my street and ride the bus to Snowbird. It is quick and pleasant. I will lose that option. - How is it fair to have citizens of this state, urban and rural to foot the bill for the elite riding this monstrosity to two stops in our pristine canyon? Why aren't the resorts paying for this option to bring people to their resorts? The \$500 million is not a realistic estimate. Make those who will benefit by it pay. See how far that goes. - We are being held hostage by those in power who invested secretly in the land in and around the base of the proposed gondola. Do you think we didn't notice? - Little Cottonwood Canyon a fragile ecosystem that would be greatly disturbed by building towers all the way up the canyon, accessed by a service road to each. - Those who use the canyon for recreation other than alpine skiing at a resort are being overlooked and ignored. This is our playground too. - The mayors of Salt Lake county, Sandy and Alta all oppose this. That says something. | 32.2.9E; 32.1.2B; 32.2.7A; 32.1.2D; 32.2.6.5E | A32.1.2B; A32.2.6.5E |
| 30858 | Ence, Parker | As a resident of Cottonwood Heights and frequent user of Little Cottonwood Canyon, I oppose the gondola as a solution to relieving traffic in the canyon. Please pursue other approaches. Thank you Parker | 32.2.9E | |
| 38178 | Ence, Rob | I am adamantly opposed to the gondola. Once a structure goes up, the vistas and purity of the canyon are gone. There is no turning back. And if it doesn't get used because of cost, too much time, etc. we're stuck. I live in Cottonwood Heights and the mess this would make in the canyon and the parking area planned by La Caille will be an eyesore and created unwanted congestion. It is not practical and will not be utilized. Those of us who like to hike various routes, etc. (I am not a skier) think other solutions, buses, better highway plan, maybe even toll days of heavy use. Things we can plan and have flexibility of usage. The gondola monster would be a huge mistake to support the few, the resorts, and the higher income users - but I bet they won't use it either. | 32.2.9E; 32.2.6.5E; 32.1.2D; 32.2.9A; 32.2.4A | A32.2.6.5E |
| 37272 | Engar, Kim | I say NO to a gondola in LLC canyon! | 32.2.9E | |
| 30140 | Engberg, Zeb | I am opposed to the gondola proposal. It devastates finite natural wonders to create profit for two ski resorts. In the immediate, it will restrict LCC access for common user groups. In the long-term, it will destroy an already splintered ecosystem. Please apply some forethought in this, and consider other objectives besides churning profit. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.9N; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 28731 | Engen, Alf | You guys are a bunch of corrupt SOB's. Thanks for ruining LCC. | 32.29D | |
| 36458 | Engl, Kevin | Gondola= worst idea ever. It's ludicrous to think that we as Utah tax payers flip the bill for privately owned ski resorts. It absolutely does not fix the traffic problem. | 32.2.9E; 32.2.7A | |
| 38054 | England, Emily | It's got a \$550 million dollar price tag, the only people supporting it are the ski resorts and UDOT (public opinion has been strongly opposed), the towers will forever be part of the view up and down the canyon, the studies have not shown that people would ride it (it will take 45 minutes), it will ruin several rock climbing areas, and at some point I think our canyons have a capacity limit. My favorite thing about Little Cottonwood is that it is a glacial canyon so you can see the city from the top and all the way up the canyon from the bottom. The gondola would ruin that. | 32.2.9E; 32.1.2D | |
| 29649 | Engle, Colette | Absolutely against the gondola. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25904 | Engle, Forrest | I absolutely can not believe that the majority of locals support the gondola. I'm a sandy city local that has spoken to many within our community and the vast majority are against this proposal including but not limited to the district 3 Mayor who one her office with the promise to fight against the gondola. On top of this there are no local discounts for gondola usage/ local breaks. This should definitely be the case because we are the people finding this project. | 32.2.9E; 32.2.4A; 32.2.9N; 32.2.7A | A32.2.9N |
| 27169 | Engle, James | 30 cars/ hrs. X 35 ppl/car = 1050 ppl/hr. How is 1050 pp/hrs. going to alleviate the traffic problem??? | 32.1.2B; 32.2.6.5D | A32.1.2B |
| 28805 | Engle, Sierra | NO GONDOLA!!! Nothing should be passed if the large majority of people it would "benefit" don't want it. What about hikers wanting to stop at one of the many different trail heads? Or the fact that it will be a major eye sore, take forever to be built, and technology will be outdated faster than you think. Us tax payers should not have to pay for something that we don't want and only benefits the resort owners. Resort use fees have gone up drastically in the last 10 years. They have more than enough money and profits to pay for something that only benefits them. | 32.2.9E; 32.2.7A; 32.2.6.5G; 32.1.2D | |
| 28258 | English, Garrett | <p>There are several items about this project, as currently presented by UDOT, that raise concerns about the function and financial viability of this project. As a year-round user of Little Cottonwood Canyon and homeowner in the Salt Lake valley, this project appears to be ill-conceived, exclusionary, aesthetically & ecologically damaging, and one with potential for massive cost overruns.</p> <p>1) The gondola is proposed to have an uphill capacity of 35 persons per car, with a car departing every 2 minutes. This provides an uphill capacity of approx. 1,050 persons / hour. The tram at Snowbird ski resort has an uphill capacity of 1,000 persons / hour. How does UDOT reasonably expect this capacity to serve both Alta and Snowbird ski resorts in an effective manner and capacity? The backlog of uploading and downloading skiers, workers, etc. will be unsustainable based on this simple calculation.</p> <p>2) (Please note mm is used to as shorthand for millions of dollars, ex. \$600,000,000 is represented as \$600mm). At a proposed cost of \$600mm (as estimated by UDOT in 2021) the project seems irresponsibly fiscally, but as a professional in the architecture, engineering, and construction industry I suspect cost estimate is significantly under actual project cost. The approx.. 17.5% construction costs increase due to inflation for 2022, estimated by the US Census Bureau, would add approx. \$105mm to this cost, bringing it to \$705mm. Additionally, using a similarly ambitious transit gondola project, Panorama Mont Blanc, as a R.O.M (rough order of magnitude) cost basis of analysis, I argue that this project would cost far more than just the initial estimate plus inflationary increases. Completed in 2015 the Panorama project cost \$138mm for an approx. 2 mile long gondola. The proposed 12 mile Little Cottonwood gondola, at 6x the length, and using a conservative 25% inflation rate since 2015, would theoretically cost \$1,035mm (nearly twice the UDOT estimate). This project however has other unknown cost factors, at twice the length of any currently existing gondola the engineering and construction costs cannot reasonably be based on comparable projects as there is no comparable. I would argue this project is as ambitious as something like the Boston I-95 'big-dig', which had an initial cost estimate of \$2,700mm but an actual cost of \$25,000mm! I don't suggest this will be the cost of this project, but when construction something with no equal for scale the potential for unknowns to significantly increase cost must be accounted for, which I do not believe the UDOT estimate does.</p> <p>3) What is the access plan for construction of the gondola tower foundations? The scarring on the hillside and impact to the creek basin will be irreparable. I would argue that adding to the impact of the existing road with snowsheds, etc is significantly less impactful since this is already an existing engineering scar that could be expanded, not an entirely new impact.</p> <p>4) This project is exclusive to the benefit of the private ski resorts. Backcountry and other trailhead users are excluded and would still rely on the existing road, while still paying to fund this gondola project. A tax-payer funded solution must benefit all users of the canyon, if private enterprise wish to improve their guest experience than they should foot the bill.</p> | 32.2.6.5N; 32.2.9E; 32.2.7A; 32.1.2D | |
| 27815 | English, Justin | Please don't follow through with this gondola plan. The gondola will only service a small portion of the year and do nothing for summer traffic. The gondola will scar one of the prettiest canyons we have, other alternatives are better. This whole process feels driven by money, greed and corruption and the public's voices are being ignored. | 32.2.9E; 32.1.2B | A32.1.2B |
| 28614 | English, Lena | I am against the gondola. I don't like that it passes over private yards, and that it only services ski areas. As someone who does not ski, but often visits the canyon for other areas, I do not want to pay for something I will never use. I am also terrified of heights and would never choose to ride the gondola even if I was going skiing. Do not build this gondola. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 36898 | English, Madeline | Incentivize carpooling! Have a better bus system! A gondola is not going to be an effective solution! | 32.2.9E | |
| 27782 | English, Mary | Don't destroy this beautiful canyon with gondolas. Use the sensible electric bues. | 32.2.9A; 32.2.6.3F | |
| 34074 | Engracia, Judith | I am a [REDACTED] homeowner (zip code [REDACTED]). Alta and Snowbird refuse to accept that there is an inherent limit to the number of skiers their resorts can accommodate. They insist on expanding their business beyond the capacity limit, beyond what the roads and parking lots can handle. Their greed created this problem, yet they are shifting the cost and the responsibility to the taxpayer. Why do Alta and Snowbird get to reap the financial benefits of a gondola and increased business, while the taxpayer pays for it? Why do private businesses get to shift the cost to taxpayers? The gondola doesn't even serve hikers, climbers, or backcountry skiers. This reeks of corruption and greed. Alta and Snowbird cannot expand to infinity. The gondola won't solve the problem of traffic and parking. Alta and Snowbird need to put a cap on the number of tickets they sell and stop over-advertising. Alta and Snowbird created this problem for themselves, yet they are forcing the entire state to pay for it with the dumbest "solution" ever with this gondola. A gondola not only is an inefficient mode of transportation, but it is also an eyesore that will tear up the canyon. No one wants the gondola except Alta and Snowbird. | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N; 32.7C | A32.1.2B; A32.2.2K; A32.2.9N |

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| 37583 | Engstrom, Brian | <p>Please rethink your decision to make the gondola the preferred choice in Little Cottonwood Canyon. As someone who lives and pays taxes in the Salt Lake Valley and utilizes LCC for recreation all year round I do not think there could be a worse outcome. In the summers I hike/backpack/climb all throughout the canyon and it is one of the magnificent treasures that keeps me living in the area. It is a respite from all of the hustle and bustle that an increasing population in the surrounding areas brings. I am also someone who patronizes the resorts who have campaigned so ardently against the wishes of the locals to put in a gondola. Snowbird and Alta have great resorts that help to show off the true beauty that awaits in Little Cottonwood Canyon. However, we should not then tarnish the natural magnificence we have in our backyards just to get the resorts a few extra ticket sales on powder days. Most can attest that on most good weekend days there are already pretty severe crowds at the resorts even with all the supposed issues with the LCC transportation situation. What are we really doing here? The solution has become to attempt to build the worlds longest gondola? Did we ever stop to ask why this would be the longest gondola? As someone who works in finance I can also say that this is just begging to be a project that gets started and flies over budget, but once you have started there is no going back. Who is this really for? Who is going to then deal with traffic to park at a gondola station and then pay a large sum of money to jump on a long gondola ride? This is a permanent decision that will forever hinder the landscape of LCC. Are you okay being the ones to make that decision against the will of a majority of your residents? There are thousands of less impactful alternatives that have not been tried. Lets spend some of this proposed money to make common sense changes that will make a real impact. That is the way forward. Please do not destroy the climbing and natural beauty in Little Cottonwood Canyon to build a large and untested method of transportation to appease a few people. For the sake of Little Cottonwood Canyon and all those who gain so much from this place, please help us save and preserve what we have! With much respect! -Brian Engstrom</p> | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |
| 37595 | Engstrom, Brian | <p>Please rethink your decision to make the gondola the preferred choice in Little Cottonwood Canyon. As someone who lives and pays taxes in the Salt Lake Valley and utilizes LCC for recreation all year round I do not think there could be a worse outcome. In the summers I hike/backpack/climb all throughout the canyon and it is one of the magnificent treasures that keeps me living in the area. It is a respite from all of the hustle and bustle that an increasing population in the surrounding areas brings. I am also someone who patronizes the resorts who have campaigned so ardently against the wishes of the locals to put in a gondola. Snowbird and Alta have great resorts that help to show off the true beauty that awaits in Little Cottonwood Canyon. However, we should not then tarnish the natural magnificence we have in our backyards just to get the resorts a few extra ticket sales on powder days. Most can attest that on most good weekend days there are already pretty severe crowds at the resorts even with all the supposed issues with the LCC transportation situation. What are we really doing here? The solution has become to attempt to build the worlds longest gondola? Did we ever stop to ask why this would be the longest gondola? As someone who works in finance I can also say that this is just begging to be a project that gets started and flies over budget, but once you have started there is no going back. Who is this really for? Who is going to deal with traffic to park at a gondola station and then pay a large sum of money to jump on a long gondola ride? This is a permanent decision that will forever hinder the landscape of LCC. Are you okay being the ones to make that decision against the will of a majority of your residents? There are thousands of less impactful alternatives that have not been tried. Lets spend some of this proposed money to make common sense changes that will make a real impact. That is the way forward. Please do not destroy the climbing and natural beauty in Little Cottonwood Canyon to build a large and untested method of transportation to appease a few people. For the sake of Little Cottonwood Canyon and all those who gain so much from this place, please help us save and preserve what we have! With much respect! -Brian Engstrom</p> | 32.2.9E; 32.1.2F | A32.1.2F |
| 38528 | Enke, Sam | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 38529 | Enke, Sam | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 34958 | Enos, Beth | <p>We need safety improvements to Wasatch Blvd. In the State Route 210 stretch Ft. Union south 2.6 miles there are eleven intersecting neighborhoods. I live in one of these and have seen three cars fly off Wasatch into neighbors yards- these home have small children who play in the yards! Of all other State Routes in Utah, the majority of state routes have a posted speed of 35mph or a maximum of 40mph. Strava cycling reports that this stretch is highly utilized by cyclists. With post-Covid levels of distracted, impaired and speeding motorists and the acceptance, as is stated in the U.S. Department of Transportation's "Safe Systems Approach", roadways through residential areas must take into account human error. NACTO studies show that T-bone motorist to motorist collisions, which is likely when motorists are entering and exiting from side roads at speeds of over 35mph are usually fatal. It has become very dangerous for me (and my 16 yr old son new driver) to try and exit our neighborhood onto Wasatch due to the high-speed drivers) The SR 210 stretch is no place for a posted speed of 50mph. UDOT needs to analyze and report on why SR 210 is treated differently from the majority of other State Routes.</p> <p>¬Σ Since the installation of the "High-T intersection" where SR 210/Wasatch Blvd splits just north of the La Caille Restaurant, bullet bikers, HOGs and unmuffled cars can see the green light as they drive southbound from Golden Hills Avenue. There begins, for many, an unbridled gunning for speed. the noise from these high-speed drivers and motor cycles in neighborhoods is unacceptable. This also occurs as motorists leave the Ft. Union intersection. In 2022, CHPD have clocked speeds as high as 72mph. These cars exit Wasatch into neighborhoods going over 55 MPH. With the average speed measuring 48mph, we know that many drivers are well in excess of 50mph in this area where people live and try to sleep, and cyclists, pedestrians, children and motorists from adjoining neighborhoods attempting to cross or turn left or right through this fast moving traffic are endangered. UDOT needs to run updated traffic analysis of the dangerous areas including Ft. Union/SR 210, 1/4 mile stretch south of Ft. Union/SR 210, the 3500 East and south for 1/2 mile (including Kings Hill Drive), the 1 mile area in and around Golden Hills Avenue/High T intersection.</p> <p>¬Σ The problems of SR 210 Ft. Union to 1/4 mile south of High T Intersection need immediate improvement not expansion.</p> | 32.2.6.2.2A | A32.2.6.2.2A |

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| | | -∑ We believe your 2050 data may be flawed and does not support the widening of Wasatch Blvd and the building of the gondola. We need to treat this as the residential area that it is and slow down the traffic. I have seen two bicycles hit by cars in just two years! We need to preserve this road for everyone and reduce the accidents by reducing the speed limit. | | |
| 27166 | Enos, Elizabeth | The traffic study needs to be repeated to validate the data- post Covid volume and regular days- not snow days. The high volume days can be accommodated at significantly lower costs through the use of electric buses. We should also utilize electric buses during the Summer months, providing access to the canyon trail heads. The expansion of Wasatch will permanently destroy the beauty of the foothills and prevent pedestrians and bikers from safely enjoying all that Wasatch blvd has to offer. The only proven method to reduce the accidents and injuries on Wasatch is to reduce the speed limit and enforce it! Even with the current speed limit , we see excessive speeds and three of my neighbors have had cars fly off the road into their yards! This is a neighborhood area that borders Wasatch and needs to be safe for the families who live here. Why do we not try electric buses and reduced speed limits first, before spending a huge amount of money. This stretch of road in the foothills and the canyons need to be preserved in a conservative manner that will allow people to safely enjoy both | 32.2.4A; 32.1.4B; 32.2.6.3F; 32.2.6.3C; 32.2.6.2.2A | A32.2.6.3C; A32.2.6.2.2A |
| 31873 | Enos, Elizabeth | The speed limit on Wasatch Blvd needs to be reduced to 35mph, similar to other residential areas. This road has become increasingly dangerous due to high-speed vehicles. This is a multi-use roadway and pedestrians and cyclists need The ability to safely use this road. Additionally several high-speed crashes have occurred with vehicles ending up in the yards of houses in neighborhoods along Wasatch Boulevard. The beauty of the foothills and access to the canyons needs to be preserved for everyone including all of the bicyclists and pedestrians who use that road. | 32.2.6.2.2A | A32.2.6.2.2A |
| 26945 | Ensign, April | No gondola. Let's put that money toward our water crisis instead. | 32.1.2B; 32.2.9E | A32.1.2B |
| 25327 | Ensign, Zach | This proposed gondola is not the solution to LCCs problems. Enforced tolling, traction laws, and public transportation incentives (With more eco friendly busses) are the solution. It would be cheaper and easier to implement immediately as opposed to an expensive gondola that will take years to come into being. As an employee in LCC I know I speak for many people on this. Again, a gondola is NOT the answer. | 32.2.2M; 32.2.2Y; 32.2.9E | |
| 25324 | Ensign, Zach | This deal feels corrupt and like the best interest of the canyon is not at heart. Please make real change for the better of the amazing place it kills me and everyone to see bribery of this level get pulled off. Please please please make change to sole the problems of the canyon instead of further lining the pockets of the resorts up here. The canyon need to be protected not profited. | 32.1.2B; 32.2.2PP; 32.2.9N | A32.1.2B; A32.2.9N |
| 28784 | Epperson, Julie | I am opposed to the gondala proposed for Little Cottonwood Canyon. This is designed to support two for profit ski resorts and requires way too much taxpayer support both to build and to maintain. The parking changes put in place last year helped to minimize the crowds and road traffic. I suggest the additional bus service and some road widening is sufficient m. | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.7A | A32.2.2K |
| 26269 | Epperson-valum, Mackenzie | Instead of trying to jam pack more people into this small ecosystem why don't we try to find a better alternative than the gondola. This canyon is being loved to death. I say no to gondola. Has anyone over there considered avalanche tunnels like they do in the rest of the world? That would help with safety and still allow for public transit and private transit up the canyon. Either way, we can do better than a gondola.... | 32.2.2C; 32.2.2PP; 32.2.9E; 32.2.9K | |
| 32137 | Epstein, Leo | The Gondola will be an immensely expensive, project that will only serve to line the pockets of those involved in building and running it. People who utilize the canyons do not want to leave their vehicles, to wait in line to pay to take a Gondola to the ski areas, where they will then wait in line more, while also waiting to get back down. It will be costly and inconvenient for them. Enforce the sticker program UDOT has already to keep vehicles out of the canyon on Snowy days that do not have snow tires, as outlined in this news article: https://www.newschoolors.com/news/read/An-Solution-Traffic-Cottonwood-Canyons | 32.2.9E; 32.2.2M | |
| 34113 | Erbach, Craig | The environmental impact of this gondola is too great. I worry about impacts to our water supply. Lets do something less invasive and costly. | 32.1.2B; 32.2.9E | A32.1.2B |
| 32981 | Erdmann, John | I firmly oppose building a gondola. I support increased flexibility and capacity utilizing busses. | 32.2.9A | |
| 31064 | Erekson, Greg | Well I don't live in Utah anymore, I spent much of my adolescence in the Cottonwood Canyons snowboarding and enjoying outdoor recreation. Adding a gondola will forever change the character of the canyon. There are other alternative ways to allow people access at peak times that do not require forever changing the visual landscape. Please consider alternatives. | 32.2.9E | |
| 28882 | Ereneta, Kristine | Don't judge my area code and throw this comment away. I lived in Alta at the cat shop for over 13 years. I'm very familiar with the traffic issues of Little Cottonwood Canyon. Please do the right thing and look at other options than the gondola. As an equipment operator for Alta Ski Area for almost 17 years I understand the type of impacts and footprint that is going to be necessary to complete the project you are endeavoring. Please I'm begging you not to do that to our watershed. I'm begging you not to do that to our natural space in Little Cottonwood Canyon. This is the only chance you have to back away from this disastrous prospect of a project. Please call me. I can in detail describe the type of impacts heavy equipment will have in these very sensitive zones. I have years of experience with the Alta Environmental Center and the studies we've done and the projects we've undertaken in restoration for the type of damage that I myself did to the mountain in the early years of my career at Alta. I will be very transparent with what it's going to take to bring heavy equipment into these very sensitive areas. There are other options. I'm begging you to take a step backwards. Get a bigger view of the true value of this incredible space. Thank you. | 32.2.9E; 32.12A; 32.19C; 32.2.2PP; 32.2.9N | A32.12A; A32.2.9N |
| 28011 | Erickson, Adam | Please stop the gondola. Expand busses. Explore light rail options. Toll road to offset cost's. Encourage car pool. | 32.2.9E; 32.2.9A | |

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| 28616 | Erickson, Adam | No gondola. Consider light rail. Implement toll road. Encourage car pool. | 32.2.9E; 32.2.9F; 32.2.4A; 32.2.2I; 32.2.2Y | A32.2.2I |
| 32027 | Erickson, Adam | No gondola | 32.2.9E | |
| 28624 | Erickson, Ak | Has anyone done a study on how often the gondola would stop running in due to wind? Those cabins are like kites and from experience working at a ski resort, they are the first lift to go on wind hold. What about the evaluation process? Why don't you tell people about that? My vote is for the tunnel, which no one has talked about. We need options and just advertising two of them isn't right. European's have the experience, with tunnels and trains. We don't need put lives at risk with a gondola! | 32.2.6.5K; 32.2.2C; 32.2.2H; 32.2.2PP | |
| 26388 | Erickson, Alyssa | I do not want to see a permanent gondola ruin little cottonwood Canyon, a gondola does not solve the traffic issues but does highly impact the scenic and environmental health of the area. Increased Bus service that was on time and pay parking is a good solution. | 32.1.2B; 32.2.2K; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 37534 | Erickson, Caitlin | I am all for finding a solution to ease congestion and promote preservation of little cottonwood canyon; however, a gondola that only serves the two ski resorts in the canyon is not the answer, especially when that gondola serving two ski resorts is funded by public money. I would be okay with having a fee (like millcreek canyon) or a shuttle that drops off at popular hiking trails as well as the ski resorts (like Zion National park does), or even both of those things, to eliminate congestion. Perhaps if you use the shuttle you don't have to pay the fee, and perhaps there can be a few free days every year for those who may not be able to afford the fee. TLDR I oppose the gondola and implore you to find better options. | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.2B | |
| 33852 | Erickson, Chris | The gondola goes against all common sense: it only serves the resorts, only runs in winter, and is an eyesore. It will take twice as long as a bus to get to the resorts, and cost an absurd amount of money. Why are we not committed to trying common sense solutions (look what parking reservations did last year!) and re-evaluating before making such a colossal mistake? | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.5.5C; 32.2.6.5F. 32.2.9E | A32.1.2B; A32.2.2K |
| 33854 | Erickson, Chris | Why do we keep moving forward on an EIS that is fundamentally misguided: we need to solve more than just getting traffic to the ski areas on the 5-10 busiest weekends. Sacrificing the aesthetics of the entire canyon to solve the problems of a few weekends is insanity. | 32.1.2B | A32.1.2B |
| 32914 | ERICKSON, DUSTIN | I am writing to oppose the Gondola B solution. This only goes to serve the resorts which is NOT the reason most locals revere Little Cottonwood Canyon. This will visually ruin the other aspects of the canyon that many of us choose to live here in the first place for while likely only serving to further crowd the canyons as this will not dissipate traffic. Furthermore, if despite the peoples rejection of this proposal it somehow happens to go through under no circumstances should taxpayer dollars be used to fund this project. This only goes to serve the resorts of Alta and Snowbird and not the growing backcountry skiing community. They need to pay for this if it unfortunately happens at all. We know that Neiderhauser has monetary interests in this going forward and that is an obvious conflict of interests. Sincerely Dustin Erickson (a lifelong Sandy citizen) | 32.2.9E; 32.2.7A; 32.2.9N | A32.2.9N |
| 37625 | Erickson, Elaine | I absolutely hate the gondola idea. I can't think of a worse way of marring our canyon and preventing free access. | 32.2.9E | |
| 29916 | Erickson, Jana | A gondola that is accessed at the mouth of Little Cottonwood Canyon will only drive more traffic, pollution, and congestion to that area. The solution to the problem is NOT to create more traffic, which then requires taxpayers to pay for wider roads and bigger parking lots. UDOT needs to focus on alternatives that don't require personal vehicles to travel to the mouth of the canyon. We need more ski buses, including electric buses, that originate from many more locations across the valley. It is unconscionable to saddle taxpayers with an incredibly expensive option that only benefits the most affluent citizens--those who can still afford to ski--and the two ski resorts that stand to gain from the misguided gondola plan. The selection of this option as the preferred proposal smacks of influence peddling, gross negligence, and blatant disregard for the taxpayers of Utah. | 32.2.6.5E; 32.2.9A; 32.2.2I | A32.2.6.5E; A32.2.2I |
| 31383 | Erickson, Jason | Dear UDOT, Thank you for compiling the detailed EIS report that clearly lists out the main options and an overall review of how the analysis and impact study was conducted. The main concern with the final EIS proposal is the very narrow focused scope of the project being the evaluation of options being considered to improving the mobility and reliability of transportation on S.R. 210 overall for winter ski traffic. The problem regarding mobility and reliability is now becoming a matter year-round and impacts S.R. 190. Seeking scope expansion to cover recreation users for the 2.1m users as listed in section 1.1.2.1 for S.R. 210 and the additional users for S.R. 190 My first suggestion is to expand the Scope of purpose statement to include improving the mobility and reliability of transportation in S.R. 210 during year round peak periods. When considering the current scope of the Final EIS statement - My recommendation is enhanced bus service without road expansion in S.R. 210 is the best solution moving forward as it is a scalable solution that minimizes permanent environmental impact in S.R. 210. Per page 2-142 of the Final EIS the cost of phase implementation is \$110 Million with a \$7 million operating budget. This solution can be | 32.1.2C; 32.2.9A; 32.2.9E; 32.2.7F; 32.2.7E | A32.2.7F; A32.2.7C; A32.2.7E |

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| | | <p>implemented with out permanently changing the landscape. This solution has a 54 minute proposed transit concept which is one minute shorter than the Gondola B alternative as recommend by UDOT. Per page 2-89 Final EIS statement</p> <p>The gondola would not operate if artillery is being used for avalanche mitigation since the artillery shells would pass over the gondola towers and cable (up to six times per year with snow sheds in place). As soon as the avalanche mitigation using artillery is completed, the gondola would begin to operate even if S.R. 210 is closed to remove snow from the avalanche mitigation. Some of the gondola towers and parts of the alignment would be within an area where there might be artillery shell fragments. The gondola cabins would not be on the cable within the fragmentation zone when artillery is being used (gondola cabins can be stored at the nearest station). After avalanche mitigation using artillery is completed, the cables would be inspected by cameras and magnetic imaging devices, and the towers would be inspected by video, to ensure that no damage has occurred. To reduce the need for avalanche mitigation using artillery, snow sheds have been included with Gondola Alternative A (see Section 2.6.4.4, Avalanche Mitigation Alternatives). (This applies for Gondola B) Snow sheds could reduce the need for avalanche mitigation using artillery by 80%</p> <p>This demonstrates that the Gondola B alternative does not solve the problem of moving people during avalanche mitigation and if the cables were determined that they needed repair this could potentially shut down the gondola for the season.</p> <p>It is fiscally irresponsible for UDOT to recommend moving forward with a \$550 Million dollar construction project that will still require the \$110 Million cost of the enhanced bussing to bridge the time gap. That brings the total of the Gondola system to a baseline of \$650 Million not adjusting for price changes between 2020 and 2025 or later when the construction would begin.</p> <p>The enhanced bus system can be rolled out in smaller phases and tested/proven method while it is initiated. Per UDOT statements they acknowledge that the current SKI bus system frequently reaches</p> <p>Unrestricted</p> <p>max capacity and there is an issue with lack of parking based on current infrastructure. During Free Fare February 2022. Page 7 of the UTA_ Free Fare February 2022 final release statement shows an increase of 14% for weekly riders. People will take the bus when you make it convenient and affordable.</p> <p>The costs analysis provided in the FEIS statement has many ambiguous statements that demonstrate that the cost for the Gondola is a rough estimate and that if any design and construction changes are required that UDOT might need to re-evaluate the Environmental analysis - 2.6.4.1.6</p> <p>This would include several large construction projects that have highly variable costs and have seen a 30% minimum increase since the EIS baseline cost set in 2020.</p> <p>Once permanent modifications to Little Cottonwood Canyon begin, they can never be undone. The stunning canyon that has shaped the lives of generations will no longer be the same.</p> <p>The large diesel tanks at both angle stations present potential for large scale environmental impact into our watershed if there were any damage to the containment system and a Oil/water separator system is not installed.</p> <p>Multi year civil construction through out the canyon will require intense SWPP mitigation programs. UDOT has proven in Millcreek that your projects have contaminated our watershed to the point that it was not safe for human interaction.</p> <p>The acreages the is impacted by the Gondola is primarily in Little Cottonwood Canyon by the Angle stations, switching stations, and 22 Pole foundations.</p> <p>We seek sensible solutions that look at a holistic view of the canyons and not a fiscally irresponsible band-aid that is funded by the tax payers. The canyons need to be preserved for generations to come and as a community we will work together to alter our habits for a sustainable future.</p> <p>Thank you for your time,</p> <p>Jason Erickson</p> | | |
| 35220 | Erickson, Jason | <p>My name is Jason erickson and am a resident of cottonwood heights, constituent of Utah.</p> <p>Thank you for listening to our comments and suggesting to move forward with the enhanced bus service.</p> <p>1. In alignment with the Salt Lake County Council that The Gondola Alternative B proposal be eliminated from consideration in its entirety or at minimum be put on hold until the following have been demonstrated.</p> | 32.2.9E; 32.2.9A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>a. The enhanced bus service as recommended by UDOT is in effect and a study on usage occurs b. Education is put out by UDOT/UTA demonstrating to the public that these resources are available and how we can work together as a community to resolve the congestion issue in S.R. 210 c. SLCA is added as an engaged stakeholder of S.R. 210 d. A clear construction timeline & updated cost breakdown is presented that will show the impact of the Gondola B proposal in regards to lane closure, durations, and updated costs e. Updated analysis of S.R. 210 recreational users on an annual basis that includes post pandemic population boom & increase in outdoor recreation 2. UDOT releases a timeline and plan for the Enhanced Bus Service without road widening as this has been proposed by UDOT per FEIS statement</p> <p>3. The Trail Head parking issue be decoupled from the FEIS statement and given priority to move forward with independent funding. a. The FEIS statement has shown several recommendations for this and it is a clear and apparent needs. b. UDOTe to work with UTA & key stakeholders to focus on increasing Trail Head parking at the identified areas and not wait until the resolution and funding of this project. 4. UDOT to release a direct cost and timeline comparison between the Enhanced Bus service without road widening & the Gondola Alternative B without any supplemental costs and factors including avalanche mitigation/trail head parking. a. Impact statement on how current users will be impacted by Enhanced bus service with no construction modifications with in S.R. 210 and the Gondola Alternative B.</p> <p>The SLCA makes the following recommendations and requests of UDOT</p> <p>1. In alignment with the Salt Lake County Council that The Gondola Alternative B proposal be eliminated from consideration in its entirety or at minimum be put on hold until the following have been demonstrated. a. The enhanced bus service as recommended by UDOT is in effect and a study on usage occurs b. Education is put out by UDOT/UTA demonstrating to the public that these resources are available and how we can work together as a community to resolve the congestion issue in S.R. 210 c. SLCA is added as an engaged stakeholder of S.R. 210 d. A clear construction timeline & updated cost breakdown is presented that will show the impact of the Gondola B proposal in regards to lane closure, durations, and updated costs e. Updated analysis of S.R. 210 recreational users on an annual basis that includes post pandemic population boom & increase in outdoor recreation 2. UDOT releases a timeline and plan for the Enhanced Bus Service without road widening as this has been proposed by UDOT per FEIS statement</p> <p>3. The Trail Head parking issue be decoupled from the FEIS statement and given priority to move forward with independent funding. a. The FEIS statement has shown several recommendations for this and it is a clear and apparent needs. b. UDOT to work with UTA & key stakeholders to focus on increasing Trail Head parking at the identified areas and not wait until the resolution and funding of this project. 4. UDOT to release a direct cost and timeline comparison between the Enhanced Bus service without road widening & the Gondola Alternative B without any supplemental costs and factors including avalanche mitigation/trail head parking. a. Impact statement on how current users will be impacted by Enhanced bus service with no construction modifications with in S.R. 210 and the Gondola Alternative B.</p> <p>Little cottonwood will forever has changed my heart and soul with the purity it has provided. I want generations to have this to experience this</p> | | |
| 32565 | Erickson, Jason | Little cottonwood will forever has changed my heart and soul with the purity it has provided. I want generations to have this | 32.2.9E | |
| 30112 | Erickson, Jon | I am in full support of the Gondola solution. It will have the least amount of impact to the canyon while allowing the easiest and most efficient way to access the canyon going forward. | 32.2.9D | |
| 35626 | Erickson, Kelly | I am totally against the gondola. The mountains should be preserved for generations, it can never be undone. widen the road, enforce carpooling, do whatever is necessary to make it work. The traffic, congestion and pollution will be unbearable. Dick Bass would be disgusted. Wrong for Utah, wrong for nature. Limit the number of skiers and people attending Oktoberfest. | 32.2.9E; 32.1.2F; 32.2.2K | A32.1.2F; A32.2.2K |
| 30992 | Erickson, Lynette | <p>Hey, I live in [REDACTED], and I have course have written a couple of letters regarding the terrible idea of putting a gondola up little off and everyone I know does not want it. So I'm curious as to where I can read what other people have been writing on the internet to you. I don't want to like read page. I'm sure a lot of people have sent them in, but I'm curious to see actual tons of letters that are actually for this Gondola. So I'm trying I've written no one's responded. I'd like to know where I can see these letters that are actually sent to you guys about, you know, the proposals. Could you please call me? [REDACTED]. I just need validation to know that this is in fact what the people want job. It was being put to a vote, but I somehow don't believe that most people want this and I find it hard to believe because everyone I know that's an outdoor person and I, you know, a lot of people and I live in Cottonwood Heights. We do not want this Abomination going up our Canyon. So please call me. Let me know where I can get my hands on reading these actual letters home supporting or disappointing this horrible decision. Thank you. My name is Lynette Erickson.</p> | 32.29D; 32.2.9N | A32.2.9N |

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| 31209 | Erickson, Margie | I am firmly opposed to the gondola plans for LCC. I have lived in Sandy all of my 81 years (minus college years) and the canyon feels like my own backyard. Please do not scar it with such an atrocity. It is foolish to spend taxpayers \$ on a project benefiting two resorts and in particular since with the GSL drying up our snow season will change drastically and skiing will no longer be drawing tourists whose \$ benefits surrounding communities. Back to the early planning, please, let's do something more common sense that does not scar the natural beauty of this iconic canyon. | 32.2.9E; 32.2.2E | |
| 28587 | Erickson, Ryan | As a Sandy resident that lives within a mile of LCC I am saddened by this decision. Our community has spoken and voiced that we are not happy with the gondola. Too much political influence and private funding seems to have made its way into this decision. We want to build a tourist attraction instead of trying to solve for the issue. The issue is that there arent that many days where traffic is congested. So the problem has been focused on the wrong thing. 15-20 days MAX of traffic issues which all are during the winter. Charging residents tax to fund this project and to pay for annual costs too isnt right when only a niche demographic use these two ski resorts. Charing all residents tax to pay for something that very few use isnt the right approach. Putting a toll booth, similar to milcreek canyon, and charge during peaks times a premium will require those who contribute to the issue to pay a higher price to use the canyon. Otherwise use the bus. Again, as a resident I am very saddened and disappointed with how much public push back there has been that our voices were factored. Which means that the inside influencers are telling a better story why this should be developed. Tourist attraction is all I have to say. Sad that we are trying to capitalize on money at the expense of residents voices and local disapproval. | 32.2.9E; 32.2.2Y; 32.2.9N; 32.2.2PP; 32.1.2B | A32.2.9N; A32.1.2B |
| 26773 | Erickson, Sara | I am strongly opposed to the gondola implementation in LCC. It is an egregious use of tax payer dollars to fund only two private resorts - this is not the equitable option nor reflective of the majority citizen opinion. NO to the gondola! | 32.2.7A; 32.2.9E | |
| 38635 | Erickson, Stephen | Comment attached, Utah Audubon Council <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.9A; 32.2.9R; 32.1.2B; 32.1.1A | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B; A32.1.1A |
| 37233 | Erickson, Steve | <p>October 17, 2022</p> <p>To Whom It May Concern:</p> <p>Utah Audubon Council submits the following comments on the Little Cottonwood Canyon Final Environmental Impact Statement. Utah Audubon Council is the public policy arm of the five Audubon societies in Utah, whose leaders serve as the Council Board of Directors. The mission of the Audubon Council of Utah is to conserve and enhance Utah's natural environment with special emphasis on birds and their habitat, for the benefit of humanity and the biological diversity of the Earth. The five Audubon societies that comprise the Council are: Bridgerland Audubon Society, Great Salt Lake Audubon, Red Cliffs Audubon Society, Utah Lake Audubon, and Wasatch Audubon Society. Many of our Audubon members have skied, hiked, biked, birded, photographed, and camped in Little Cottonwood Canyon, as well as recreated at its two ski resorts.</p> <p>We urge UDOT to drop its support for the gondola in the FEIS and proceed with the "phased implementation plan starting with components of the Enhanced Bus Service" and associated infrastructure improvements, tolling and single occupancy vehicles, additional valley parking, and limited roadside improvements.</p> <p>We previously commented on the DEIS that UDOT should have withdrawn the DEIS prior to issuing the FEIS due to its fundamental flaws, and instead proceed with a Supplemental EIS. We reiterate this as UDOT considers its Record of Decision.</p> <p>We emphasize that the gondola will have negative impacts that are irreversible and extremely detrimental to the canyon environment. These include impacts to migrating birds, visual pollution, lack of access to trail heads in both winter and summer and complete lack of functionality for any access during the ski off-season, when most Utahns enjoy LCC. The failure of the EIS to address the more comprehensive issues of transit and transportation in the area should have been a deal killer for the gondola, as it simply fails to solve the transportation problems in LCC or the Cottonwood Canyons.</p> <p>Of course, the gondola will also be paid for by taxpayer who will never ride it to access the beneficiaries - the ski resort owners and those well-off enough to afford to ski LCC, including a large percentage of out-of-state skiers. The positive economic impact of tax revenues generated is out-weighed by the regressive and unfair negative impacts upon the 90+ percent of Utahns who don't ski, much less ski at Alta or Snowbird. With these access problems and the tax inequities for such a large percentage of the local populations, the gondola should be considered an environmental and economic injustice.</p> <p>Lastly, assuming that UDOT will proceed with the phased implementation plan, we urge that due consideration and time be given to assessing the impact of the current bus driver shortage on the overall evaluation of the plan. This driver shortage is likely a short term impact, but its impact upon transit up and down the canyon this winter at least will be very significant, and it should not be ignored or downplayed as UDOT proceeds with its on-going analysis of LCC transportation.</p> <p>Respectfully,</p> <p>Steve Erickson, [REDACTED]</p> | 32.2.9E; 32.2.6.5G; 32.2.6.5F; 32.1.2D; 32.2.7A | |
| 28740 | Erickson, Wynnette | I am vehemently opposed to a Disneyland like gondola running up the most beautiful canyon Salt Lake City has. I know of no one that enjoys the canyon for skiing, hiking, or rock climbing that is in favor of the gondola. The vistas will be ruined. The canyon will lose the wild beauty that I an so many others have grown up with. Electric buses make way more sense and I feel that that is the poplular consensus of most of the people that live in the Salt Lake Valley. Why are we looking at spending millions if not billions of taxpayer dollars to appease Snowbird and Alta with a gondola that only tourists will want to use. It is total BS!!!! Please do not make the mistake of the gondola ruiing the natural beauty of our canyon!!!!!! | 32.2.9E; 32.2.9E; 32.2.6.3F; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |

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| | | Why cannot this proposal be on a ballot so that you can see what the majority of people want?? | | |
| 30141 | Erickson, Wynnette | Where can I read the commentt from other people on the website that we sent in our own comments as I would like to read what other people are saying. I already wrote my comments, but everyone I have talked to does not want the gondola. I would like to read the comments sent in to your website to see how everyone is truly feeling about this horribe decision to ruin our beautiful canyon with the Disney like gondola. Please know that I am serious about reading he cpents as I feel the public has a right to view the opinions. Wynnette Erickson | 32.29CC | |
| 28028 | Erickson-wayman, Alyssa | As a frequent user of the little Cottonwood Canyon I'm extremely concerned about the proposed gondola. This seems like it solution that will only help a very limited number of people. This does not seem address the issue of how to get large quantities of people up the canyon and will make the use exclusive and inaccessible to most. It is inconceivable to me that the gondola is more financially viable than improved public transportation with buses and increase d parking. This truly needs to be reconsidered for the people that live in the Wastach front, the health of the canyon and cost. | 32.2.9E | |
| 29490 | Ericson, Shauna | this is the stupidest thing ever. you build something that only the rich can afford to do? at least a bus everyone can afford it. do what zions national park has. and do this for the skiers. Its like you are only making it that only the rich can ski. I personally will never ride the Gondola. its to rich for me. | 32.1.2B; 32.2.2B; 32.2.4A; 32.2.9E | A32.1.2B |
| 38532 | Erik, Erik | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 36631 | Ermolaeva, Irina | Gondola is NOT a solution for the LCC at all. Neither from technical, ecological, or financial perspective. You cannot make plans based on the old techniques. All transportation is switching to ELECTRIC. Buses included. And when comparisons and considerations was made - it was assumed for the diesel buses. Which would NOT be the case anymore. New electric buses are much more economical and require NO maintenance. So, the economic numbers would be completely different as well as ecological impact. The gondola will destroy the beautiful views forever and will affect natural habitats. While the road was there for more than hundred years, and the ecology is settled already for the existing road in some way. Third: why the whole people of Utah must pay to the thing that will ONLY benefit very certain group? (gondola will only serve skiers and will NOT work for hikers, campers, climbers). If ski resort wants it - they must finance it completely. 80-85 percent of residents in SLC valley do NOT want it. As a resident of Sandy, I am very concerned as have not seen how any document in EIS that explains how new parking for 2400 cars will affect traffic in Sandy and Cottonwood Heights (most negatively), will affect crime levels in the area, and emissions exhausts. Also, projects like gondola are very stiff and any error in planning or engineering will cause the ballooning of the costs, while the system will remain dysfunctional. While buses or other phased approaches are FLEXIBLE. Like you can easily move bus stops, sell buses, repurpose to other DOT needs. With gondola all those things are impossible. If something goes wrong it will remain the grand monument of stupidity (like the gondola near Moab, UT) or will be consuming more and more taxpayer's money. The road was there and will be there for rest of the times and we shall use all benefits of that. Thank you for reading. | 32.2.9E. 32.2.6.3F; 32.1.2D; 32.2.7A; 32.2.6.5E | A32.2.6.5E |
| 33836 | Erney, Jeffery | I sincerely hope that this gondola boondoggle is reconsidered. It's the most expensive and inefficient means of addressing ski resort traffic. The tunnel proposal is a far better idea. Thanks, Jeff. | 32.2.2C; 32.2.2PP; 32.2.9N | A32.2.9N |
| 33717 | Erney, Richard | I am opposed to the proposed gondola as a transportation solution. A gondola simply won't move enough people to make it a viable alternative to driving or taking a bus, not to mention the cost of riding said gondola & ignoring shutdowns due to weather, etc. It also completely ignores BCC. Please take another look a the idea of tunneling an express road or train up each canyon to the resorts. It would be an engineering marvel that doesn't have the visual impact on the canyons or ruining sites on the surface where people recreate. | 32.1.1A; 32.2.2C; 32.2.2I; 32.2.4A; 32.2.6.5C; 32.2.6.5K; 32.2.9E; 32.7C | A32.1.1A; A32.2.2I |
| 30623 | Ernst, Dan | Reading and listening to the available information and understanding there is a lot of emotion that has been conveyed, I want to give my perspective. I see the gondola as the preferred alternative for a variety of reasons. 1. Reliability - whether for weather, road conditions, accidents or sure number of guest wanting to ascend the canyon, there is a higher probability of reliability. 2. Environmental - having the alternative - will provide a means to take cars off the road - less hydrocarbons. Also note each time there is an accident involving cars in the canyon, likely resulting in the release of contaminants; coolant, battery acids and lubricants that can flow into SL County water system. 3. Financial - The bill is steep, but what is the cost to the public. The ski industry and the tourism that has occurred as a result of the canyon has been a positive impact upon state, county and the communities serving this canyon over the years. Adding the gondola, would it preserve and expand the opportunity to grow the revenue \$'s in light of limited parking already in effect within the canyon. Another way to promote the state and community. Will the cost of investment be offset by expanded tourism growth with an updated and progressive view on how to better service the canyon and community via a gondola. | 32.2.9D | |

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| | | <p>4. Historical - My first visit to Little Cottonwood Canyon was 1960. From my recollection, Alta was a small and quaint community served by a small and limited road. There were a limited number of homes and there was no Snowbird. Advance 60+ years and, well, we know what is up the canyon. The impact has been significant and in my mind is a reminder of the impact of growth and the pressures that comes with these additions. As is evident, there is only one way up and down the canyon and that requires a vehicle and there are limits on the number that can travel at any one time. And when there is event that makes the road impassable, well everything comes to a halt. I'm not a fan of expanding roads, adding additional hydrocarbon driven buses. Weather patterns are changing and in my mind, doing nothing or adding lanes for buses will only contribute and accelerate weather change.</p> <p>Change is difficult and even more so when emotion is added. I look at the addition of the gondola and that of being a pioneer leader (see what we did and are doing) that serves the community. If I recall, there were a lot of vocal naysayers concerning TRAX. I disagree it is only serving two entities. I see it as servicing the entire canyon (all businesses up the canyon), the entire skiing community (businesses and local community) as well as the service community (hotels, restaurants and entertainment).</p> <p>I could keep going, but I will close for now. Thanks for the opportunity to comment.</p> | | |
| 37240 | Eroh, Guy | I am AGAINST the planned gondola. Zion NP has had effective elimination of traffic in their park through the use of busses on regular routes and parking lots outside the park. That could be a solution to LCC traffic congestion. An 8 mile tram is ludicrous. NO on the tram idea. | 32.2.9E; 32.2.2B | |
| 25711 | Eror, Ryan | I think that only serving 1000 skiers per hour it really won't make a dent in weekend traffic especially on a powder day. I think there's other options that would be a much better start and cheaper for a community. | 32.1.2B; 32.2.2PP | A32.1.2B |
| 36895 | Erwin, Sarah | <p>As a longtime resident of Sandy, I am not in favor of a gondola or other fixture implementation up Little Cottonwood Canyon. I am in favor of limited parking and ski resort areas to encourage do use of buses for those with the main destination of the resorts and feel that these services should be provided by the resorts for their guests with some, reasonable subsidies from the city.</p> <p>Our primary use of the Little Cottonwood Canyon is hiking and snow shoeing. I am in favor of proposal A for parking expansion.</p> | 32.2.9E; 32.2.2K | A32.2.2K |
| 33402 | Eschler, Carrie | This will be regrettable for generations to come. This canyon was perfect before homes, excessive skiers, traffic etc. leave well enough alone for once. Money doesn't produce oxygen or needed water. | 32.1.2B; 32.2.9G | A32.1.2B |
| 26948 | Esham, Kristina | Please reconsider the gondola. It will permanently change the landscape of Little Cottonwood Canyon. It is a solution which only caters to skiers and does not address overall congestion in the canyons and the east bench/foothills. If millions of dollars are going to be spent for a transportation hub then that hub should serve a year-round purpose. The solution only helps people going to Snowbird and Alta. Please consider a plan which will aid a larger group of people.. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 28057 | Eskelson, Isabella | <p>The gondola is going to wreak havoc on the beautiful simplicity of our valued canyons. Not only will it be an eye sore to many who embrace and see the importance of the eutopia our canyon brings, but it will have potential negative affects on our soil, drinking water, animal migration paths/homes, ecosystems, and more. It will tear apart the wonder of our canyon's beauty. Many could argue that it will help our environment and reduce pollution, but there are more reasonable means of transportation or the prevention of congestion within the canyon. From personal experiences I have never suffered a long wait due to exceeding traffic in our canyon. Many even find it more plausible to carpool as is which significantly reduces the traffic we see. If we truly value the life and love this canyon brings then why would we be putting nearly \$600 million dollars into building this gondola when taxpayer dollars could make a more impactful difference being used somewhere else? If we value life then why put our canyons life in danger. The construction of the gondola will be displacing many animals. This is their home, haven't we invaded it enough? Why use this opportunity to disrupt their natural ways of life and ecosystems more so then we already have. The building of the gondola also has a significant effect on our local citizens as well. If anything won't this installation be causing more tourist traffic which will cause an increase in pollution rates? Tourists may not be emitting pollution by their drive up the canyon, but what about the surplus of people traveling to get to the gondola? Not only that, but homes of many will be bought off and torn down due to the widening of one of the main roads. There are so many ulterior options such as tolls, public transportation buses, etc. The sole purpose of the gondola.... At least at this point seems to be the lining of sky resorts pockets. So what is the real reason we are planning the installation of the gondola? From my point of view, and the point of view of many of my fellow citizens, it seems to be another selfish act of humanity to further the profits of already exceedingly wealthy resorts.</p> <p>Thank you for your time, Isabella Sidney Eskelson</p> | 32.2.9E; 32.20C; 32.2.9A | A32.20C |
| 35890 | Eskew, Aimee | I am deeply opposed to the Gondola, it will be ugly and it will detract from the canyon's natural beauty. The gondola would only be used by a small percentage of Utah residents and it is not for EVERY Utah resident as not every Utah resident skis, myself included. I do not want to be hiking up there and have to look at an ugly, out of place gondola instead of the gorgeous greenery and natural sounds and smells of the canyon. I can imagine a very loud electrical hum reverberating throughout the canyon as the gondola goes back and forth between the parking lot at the bottom and the two resorts at the top, which is what I consider to be noise pollution. Please put the kabosh on this plan and come up with something that would benefit ALL of Utah taxpayers. Thank you. | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 35976 | Eskic, Dejan | Against. This project needs to be reevaluated. Spending this much money to benefit just one business is irresponsible use of taxpayer money. If Snowbird wants a gondola then they should pay for it or we need to have multiple stops along the way because the traffic and parking issues existing throughout the canyon and not just at Snowbird. | 32.2.9E; 32.2.7A; 32.2.6.5G | |

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| 26535 | Esnaola, Elisa | My friends house and my house is located in little cottonwood canyon and we'll have to move!!! DONT DO THIS YOU ARE LIKE PAPA | 32.4S | |
| 33587 | Espinosa, Rebecca | Mountains/nature undisturbed are a haven, adding more public buildings will ruin my personal experience for the MAIN reason I go to the mountains. DO NOT DO THIS | 32.29D | |
| 27002 | Espinoza Owens, Marcus | The Little Cottonwood Recreation Areas solution should be a gondola as it would provide safe and predictable outcomes every time. In contrast, vehicle-based solutions such as letting others drive up to their desired locations could prove difficult and dangerous not to mention unpredictable as you do not know what they will do with their freedom. Although some might offer that a gondola would be much more money and citizens having the freedom to drive themselves would add to another incentive to go because you don't have to go anywhere you don't want to. Except this opens things up a little too much as this freedom could cause traffic to more popular spots and issues with parking not to mention the fact that if something like a wreck were to happen up there then it would cause massive traffic and rescue would be somewhat lagged because of the location as well as some newer people might not know where exactly to go and get lost. In addition to this, a gondola would be a fun and exciting way to get up to your favorite ski resort the only issue would be the parking lot would get packed with people, but this is better than trying to park up at the location you want to because you might lose your spot and not remember how to get back up or just have a hard time getting to your spot. While the gondola offers a safe and reliable way to get up without the unpredictableness of driving. | 32.2.9D | |
| 32011 | Esplin, Ian | Thank you to UDOT and all of the planners and engineers who have been working on this. I hope toll booths, increased bussing, and resort parking fees options are exhausted before seriously considering the gondola, which I am opposed to. Thank you | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 29808 | Esplin, Kara | As a born & raised proud Utah citizen, I have never had the privilege of holding a ski pass. Raised by a single mother who provided for her kids on a public school teacher salary, it breaks my heart to see this gondola project move forward. This gondola does not serve me. It does not serve all the lower-income Utah residents who love this state, yet have not even the opportunity to participate in one of the most famous Utah pastimes. Our tax money should NOT be used to serve those who can already afford the high prices of winter recreation. We should not be catering to wealthy resorts full of fancy tourists. I care about our environment. I care about Utah citizens. My priority will always stand here. Us Utahns are the ones who have to live here and suffer the environmental and taxation consequences. How can we justify such a large investment when teachers like my mother can't even stock their classrooms with basic needs? Put that tax money into public streets, electronic busses, etc. all things that'll actually benefit Utah residents for years to come. If I'm popping my tire driving on pothole filled roads in my community, you bet I'm going to stand against an unsustainable/catering to the wealthy gondola. Stand up for actual Utahns. Don't cave to half-solutions. Do what's right. The gondola is not the answer. | 32.1.2B; 32.2.9E | A32.1.2B |
| 29809 | Esplin, Kara | The gondola is not the answer. Stand up for Utah residents and hear our voices. NO GONDOLA. | 32.2.9E | |
| 33816 | Esseltine, Chris | I completely oppose the gondola. It will be an environmental nightmare, and it is a ridiculously expensive boondoggle that is wholly unnessesary and will not reduce traffic in any significant way. | 32.1.2B; 32.2.9E; 32.7C | A32.1.2B |
| 27432 | Estrada, Mayra | Please do not build a gondola. Keep Utah beautiful | 32.2.9E | |
| 33299 | Ethington, JD | I participate in a variety of activities in the canyons and am grateful for all the special interest groups that exist out there. I have participated in many of their programs and events. Unfortunately, their voices tend to shout loudly at projects/stages like this. Hopefully it can be recognized that their noisy, one-sided responses whose arguments lack the thoroughness in the "Response to Comments" document distance themselves from their members and supporters. The "Response to comments" document was very beneficial. While I see that the scope of work has to be well-defined in a project of this size, I think the creators of the document put a little too much emphasis and weight behind the argument that all users will benefit because the gondola will take away some of the resort users. I think that answer doesn't exactly hold water, but also see why the answer to that question is difficult to address. I think it needs to be recognized that future decisions of other stakeholders (such as the forest service, resorts, etc.) will also affect how the gondola can benefit non-resort users, but that those potential benefits, while real, are unknown at this point. Please explore all possible ways the gondola use can directly improve users' experiences- both resort and non-resort users. Please put pressure now on the forest service to make changes that will allow bicycles on the gondola, and please don't place a "forever" ban on bicycles on the gondola just because it's not feasible at this point in time. | 32.1.2D; 32.2.9N; 32.2.9D; 32.2.6U; 32.2.6.5I | A32.2.9N; A32.2.6U |
| 36416 | Etz, Olivia | The gondola is a bad idea. The alternative that I think should be considered is restricting or even banning private vehicles in the canyon for visitors and relying on a robust bussing system to solve the transportation issues of Little Cottonwood Canyon. The residential community of the town of Alta, deliveries, and other services passing through would be allowed to drive up the canyon but recreational users and workers of the resorts should be required to utilize public transportation provided in the canyon. I know you guys are working hard and this is a very emotional issue for a lot of people but please consider the lasting impact that the Gondola would have and the philosophy that it is promoting for your organization. | 32.2.9E; 32.2.2B | |
| 33818 | Evaga, Olivia | save our views,ù\$Ô[]è | 32.29D | |
| 37448 | Evans Phillips, Sarah | Do an elevated train. So many great cities have subways and trains. Utah is way behind the times. | 32.2.9E | |
| 26805 | Evans, Adam | I feel I am fairly neutral on the gondola. I think it's going to be more environmentally friendly after they build it given the towers have less of a footprint than asphalt. I however share the concern that this mainly serves private skin resorts and wish there was maybe a consideration to design stations as having more around and the resorts just happen to also be there. | 32.2.6.5G | |
| 28227 | Evans, Andrew | I live at the mouth of little cottonwood and 95% of people do not want this. There is not even capacity at snowbird or Alta to allow additional skiers/snowboarders. If this does somehow go thru with taxpayer money, Alta needs to allow snowboarders especially considering it's on national forest land. | 32.2.9E; 32.20C; 32.29I | A32.20C |

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| 29264 | Evans, Anne | <p>I'm really saddened that the Gondola has been chosen. In cost alone it is ridiculous, we could try other alternatives first like solar buses, reservation options (at some point the canyon is full!) before spending so much.</p> <p>The Gondola will completely ruin the look of the canyon, the views and aesthetics are why so many people choose to visit and this will ruin it.</p> <p>Also as a local I will not be spending the \$\$\$ to ride the gondola or the 45min it'll take. It says it will run in all weather but really gusty/high winds really? It'll stop running just like Snowbirds!</p> <p>Listen to the majority nobody wants this! I guess however those that have bought property & the vision of hotels will win out with money.</p> | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.6.3F; 32.2.6.5K; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 35378 | Evans, Anne | WHY? 80% of residence don't want it. Locals will not be using it yet our tax dollars are paying for it. It will ruin the beauty of LCC. We should be looking at less costly alternatives first. Disgusted with the whole process - to many people in the pockets of those that want this & will make money off it! | 32.2.9E; 32.2.7A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 30740 | Evans, Anne | Can't believe that this amount of money is going to be spent on this without trying other sustainable options. It will ruin the aesthetics of the canyon which is why people come to visit. Locals will not be paying the premiums to ride this. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 37981 | Evans, Brian | As someone who spends a lot of time recreating year-round in Little Cottonwood Canyon, I strongly oppose the gondola proposal. Certainly a much less costly and obtrusive solution can be agreed upon. If UDOT decides to proceed with the construction of a gondola, I believe that the future sentiment of the majority of Utah residents will be that it was wasteful use of taxpayer funds and an eyesore in that beautiful canyon. | 32.2.9E | |
| 29798 | Evans, David | The technology is already here. There is a gondola system from the Oakland, California airport to the Bay Area rapid transit system. It works, no bus driver, and no long wait for the bus. | 32.2.9D | |
| 27473 | Evans, Emily | This just seems like a terrible idea to me. I suspect there must be some special interest/kickback going on here. Please don't do this. Little Cottonwood Canyon is such a pretty canyon and a gondola is going to ruin it! This makes no sense to me. | 32.2.9E | |
| 33174 | Evans, Jason | I am against the gondola. There should be a better way that benefits all canyon users and not just the resort visitors and has less visual impact. | 32.2.9E | |
| 31300 | Evans, Joe | We need a solution that both decreases the automobile traffic in the canyon as well as increases access to the whole canyon year round. Increased electric busses, more parking, and a canyon toll or reservation would be very effective and could also be extended to Big Cottonwood too. The gondola is a terrible idea that only benefits the resorts and doesn't actually solve the problem. The experts and public agree that the gondola is a bad idea. | 32.2.9E; 32.2.2Y; 32.2.6.3F | |
| 34655 | Evans, John | I do not support the creation of a gondola in Little Cottonwood Canyon. This would create everlasting changes to character and visual beauty of the canyon that would impact the canyon year-round. While the functionality of the gondola only is really achieved a dozen or more weekends in the winter season. This is not an appropriate trade-off. Summer and mid week visitors should not be made to suffer the sight of the gondola in the canyon to benefit a small sub set of the canyon's weekend, winter visitors. Alternatives that emphasize busses, carpooling, tolls, and limits to the total number of canyon visitors allowed should be implemented first and their impact assessed before embarking on something as permanent as the gondola. | 32.2.9E; 32.2.9A; 32.2.2K | A32.2.2K |
| 27471 | Evans, Joseph | I think the gondola is a terrible idea! It favors access to the resorts and leaves out the rest of the canyon recreation and I don't see how it could possibly move enough people to reduce congestion significantly. Since there still need to be a major investment in parking for the gondola, why not just build more parking and increase bus access. And invest in improving the roads? The gondola seems like a gimmick, not a rational solutions. In addition to increase bussing we could look into canyon access reservations like the national parks have been doing. That would limit canyon access to set capacity and encourage use of public transit and carpooling. PLEASE DO NOT RUIN THE SKYLINE AND WASTE MONY ON AN IMPRACTICAL SOLUTION LIKE THE GONDOLA!!! It really seams like someone at udot is getting a kickback on this since it doesn't have widespread support and feels like it's being forced on the public. | 32.2.9E; 32.1.2D 32.2.2K | |
| 27595 | Evans, Maria | Do not build a gondola in Little Cottonwoord Canyon! Residents do not want it; it's not a great long-term solution; we don't need it; it costs a lot of money; it's invasive; we have quicker solutions with less impact! Gondolas mean parking lots and that's even more invasive. Please do not build a gondola! | 32.2.9E | |
| 34094 | Evans, Mark | <p>First things first, I vehemently oppose building a gondola in little Cottonwood Canyon!</p> <p>I am an avid outdoor enthusiast, rock climber, mountain biker, skier, hiker, photographer, and I recognize the reason to address traffic congestion during certain times of the winter. I have read through all of this and previous EIS statements and I have yet to find an argument that leads me to believe the gondola is the best choice.</p> <p>One thing I do agree with is building snow sheds in certain avalanche paths, which is some thing we have needed for a long time.</p> <p>Personally, I think the most obvious first choice would be enhanced bus service without road widening. The reasons stated in the most recent EIS disputing enhanced bus service as a viable option are ludacris. "We won't be able to transport enough people by bus..," "It will cost 'x' amount of money....," Seriously?! I understand that articulated busses won't work in LCC, but what about having multiple busses leave at the same time? The argument that we can't move that many people just shows that someone at UDOT probably has their pockets lined with GondolaWorks money....</p> | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9K; 32.2.9N | A32.1.2B; A32.2.9N |

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| | | <p>Possibly close the canyon to all but employee and residential traffic on certain days/times of day and have multiple busses leave the base at frequent intervals during peak times. Make the bud an actual viable option and the only option and we can avoid this expensive PR stunt turning LCC into a theme park that only benefits 2 private ski resorts.</p> <p>I'm having a very hard time not believing that there is blatant corruption somewhere along the line being that the VAST MAJORITY of residents and elected officials oppose the gondola, and yet you still are moving forward with Pugh giving REAL reasons as to why that is the "preferred," option.</p> <p>PLEASE HEAR OUR VOICES! NO NO NO NO NO GONDOLA!!!</p> <p>██████ figure it out!!</p> <p>Thank you for reading my rant. I apologize (slightly) for my anger and vulgarity.</p> | | |
| 27538 | Evans, Mark | Why dump a \$550 million tax burden on the citizens of Utah for the benefit of Snowbird and Alta. Let them pay for it. Too much of a tax burden to foist on the taxpayer. | 32.2.7A | |
| 28646 | Evans, Matt | I support the gondola proposal and feel it is the only true long term solution. Further I believe if other options are chosen in time the gondola will still be needed and implemented. UDOT is correct and this needs to be built. Thanks | 32.2.9D | |
| 28832 | Evans, Max | <p>An alternative Solution to the Traffic Problems in Little Cottonwood Canyon</p> <p>After hearing that UDOT has approved the controversial plan to build a system of gondolas to serve the ski resorts in Little Cottonwood Canyon, and then traveling to Switzerland where I learned about and traveled electrified cog rail trains up and down mountains and from town to town, I began to wonder why not a cog railroad for the canyon? I also remembered that the railroads were built and existed from the 1870s to the early part of the 20th century to support the mining industry at Alta and other mining camps in the canyon. During that period, granite used to complete the Salt Lake Temple was moved from the canyon by rail.</p> <p>If the existing highway, the location of the original right-of-way, could be widened to accommodate a modern cog railroad it could carry all the skiers and summertime tourists to the resorts. The highway should be used only as a service road for the rail line, the resorts, the Forest Service, and residences' of the canyon. Think about how much safer the ride and cleaner the air could be.</p> <p>A parking lot dedicated to either a gondola, or a rail line, at the mouth of the canyon simply moves the traffic congestion to the roads and highways of Sandy and Cottonwood Heights. It makes more sense to invest in an east-side Trax line to serve commuters as well as skiers. When I lived in Cottonwood Heights, I would have gladly taken Trax to my job in Salt Lake City to reduce traffic on the freeways and improve air quality. Let us think of Little Cottonwood transit as part of an integrated whole.</p> <p>Imagine a Trax line from the airport to the resorts with just one transfer, to the cog railroad. Those at other locations served by UTA would have a similar experience. I can imagine a Trax line to the canyon beginning at the South Town Center in Sandy, a place with a good deal of parking and easy to connect to the existing Trax and Frontrunner lines nearby. Think of the retail traffic this could bring to that location. Another option might be to make the Point a destination with easy access to skiing and summer recreation. The possibilities are endless.</p> <p>The Swiss engineers building railroad cars at the new Stadler plant in Salt Lake City, could share their expertise and might even propose shorter but steeper routes for which cog railroads are made. In Switzerland mountain railroads use tunnels to reach their destinations. The ride to the Jungfrau, a mountain known as the top of Europe, terminates at the end of a tunnel.</p> <p>Clearly, my proposal is merely conjectural. Many, many engineering and other details will have to be worked out. But I hope that you will at least give it some thought and look into and consider the Swiss model.</p> <p>Max J. Evans, Lehi, Utah September 12, 2022</p> | 32.2.9F; 32.2.3B; 32.2.2I; 32.2.9N | A32.2.2I; A32.2.9N |
| 38793 | Evans, Michael | <p>Subject : Little Cottonwood Canyon y nuestra comunidad merecen respect!</p> <p>Dear Utah Department of Transportation,</p> <p>I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons.</p> <p>The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low-</p> | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2I; 32.10A | A32.1.2B; A32.2.6.3C; A32.2.2I |

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| | | <p>income communities. They will have less access to the gondola station and less access to Little Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low-income residents live.</p> <p>Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening.</p> <p>Thank you for your consideration. Sincerely, Michael W Evans [REDACTED]</p> | | |
| 34699 | Evans, Michele | <p>I do not support the gondola option. It will forever change the visual nature of the canyon. The gondola option will make all of us suffer this huge change, year round for a few high traffic days in the winter and Snowbird's Octoberfest.</p> <p>I do support the expanded bus and implementing tolls with car pooling scaled rates on these high traffic days. Any option needs multi-level parking for any kind of mass transit pick up/ drop off points for the canyons. Please don't put in a gondola!!! Thank you, Michele</p> | 32.2.9E; 32.2.9A | |
| 28217 | Evans, Nathan | <p>The current and future problem of congestion in the canyon doesn't merit the significant funds that are being proposed.</p> <p>At \$550M, the time savings of those visiting the canyon is place at over \$100/hour (1 hr/person, 10k people/day, 50 days/year, 20 years). For a car of 4 people, I don't believe they'd be willing to pay that much to save the hour round trip (85 minutes down to 55). If they are, a variable rate toll at the canyon entrance with a fee that high would certainly incentivize car pooling and would require those using the canyon during peak times to pay for it. Based on the experience of many people I've talked, to, the number of days impacted is far less than 50, and the resorts cannot accommodate more people visiting.</p> <p>My family visits Little Cottonwood Canyon 5-10 times per year, and we only go as far in as Snowbird every few years. The gondola only benefits those going to the end of the canyon, ignoring the congestion in the other areas.</p> | 32.2.9E; 32.1.2B; 32.2.4A; 32.20C | A32.1.2B; A32.20C |
| 34209 | Evans, Seth | There is no good coming out of a gondola we do not need this if it was going to trailheads that's a different idea but this does not benefit anyone but the resorts | 32.1.2D; 32.2.9E; 32.6A | |
| 27386 | Evans, Steve | I'm against the gondola option. Picking the gondola options is a typical Utah backroom choice to spend 1/2 billion dollars that benefits 2 private business Alta and Snowbird ski resorts. This choice would only solve the transportation issue in Little Cottonwood Canyon for the elite few that ski at the 2 resorts because it only unloads at Snowbird and Alta. It leaves out all the other users hikers, walkers, campers, climbers, site seers and back country skiers. The bus option serves all the tax payers not just one user group. If Snowbird and Alta want a tram to their resorts let them pay for and build it. The best long term option in my view would be to close the canyon to motorized vehicles and build a train. This has been successfully done in europe. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2I; 32.2.2PP; 32.2.5.4, 32.2.6.5G; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2I |
| 32202 | Evenstad, Gwen | No gondola. Ski resorts should pay 100% of cost and should less invasive electric buses. Robust avalanche control and remediation program development needed. | B32.2.9E; 32.2.7A; 32.2.6.3F | |
| 38628 | Everton, Evelyn | <p>Please find attached Sandy Mayor Monica Zoltanski's public comment on the final EIS for Little Cottonwood Canyon. Thank you.</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.29R; 32.1.2B; 32.2.9E; 31.12A; 32.12B; 32.2.2I; 32.1.2B; 32.20B; 32.2.2K; 32.2.4A; 32.1.2F; 32.7H; 32.7I; 32.7K; 32.2.2I; | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B; A32.2.2I; A32.1.2B; A32.2.2K; A32.1.2F; A32.2.2I; A32.2.6.5E; A32.2.6.2.2A; |

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| | | | 32.2.6.5E; 32.2.6.2.2A; 32.20H; 32.7E; 32.7K; 32.20A; 32.20C; 32.20B; 32.17A; 32.2.9A | A32.20H; A32.20A; A32.20C |
| 38946 | Eves, Randy | To whom it may concern: See the attached document with comments Randy Eves [REDACTED] | 32.29R; 32.2.9E; 32.2.6.5C; 32.2.6.5E; 32.2.4A; 32.2.7A; See DEIS Comment 11472 | A32.29R; A32.1.2H; A32.2.6S; A32.2.6.5E |
| 27904 | Eveson, Brandon | DO NOT PUT A GONDOLA IN...IT WILL BE THE BIGGEST MISTAKE FOR MANY REASONS. THERE ARE BETTER ALTERNATIVES | 32.2.9E | |
| 30358 | Ewanowski, Mike | Please don't build the gondola! It will permanently deface this beautiful place. Alternatives exist, and I would urge you to consider widening the road, improving year round bus service, and implementing tolls for peak days. | 32.2.9B; 32.2.9E | |
| 27952 | Ewell, Cade | A gondola would ruin the chill vibes of the canyon. | 32.2.9E | |
| 28802 | Ewing, Julie | I do not support construction of the gondola. I think it will completely wreck the aesthetics of Little Cottonwood Canyon. Any of the other alternatives which do not involve construction of the gondola would be better. | 32.2.9E | |
| 34854 | Ewing, Spencer | No, the plan should not continue | 32.29D | |
| 37105 | Eyer, Benjamin | I support Winter Wildlands Alliance, Wasatch Backcountry Alliance and all the other groups in opposition of this gondola. This will forever tarnish the natural beauty of the canyon while coat taxpayers a lot of money and benefit a select few. This is not how government funds should be allocated and there should not be a gondola in Little Cottonwood Canyon. Best, Ben Eyer | 32.2.9E; 32.1.2D; 32.2.7A | |
| 28463 | Eyink, Jessica | I do not support the gondola plan. First of all, it has pushed through by unethical politicians who stand to benefit financially. Second, I do not think taxes should be imposed to pay for it, which has not been ruled out. Third, at some point, we have to ask ourselves if shipping more people up the canyons and on the resorts is really what we want. Can the resorts actually support more skiers? They're too crowded already. | 32.2.9E; 32.20C; 32.2.9N; 32.2.7A; 32.1.2B | A32.20C; A32.2.9N; A32.1.2B |
| 37806 | Eyre, Alyson | The gondola is a terrible concept for the well being of Little Cottonwood Canyon. I completely disagree with the destructive "development" and the many unanswered questions of how much the gondola costs, how does that impact ticket prices (already astronomical), who will profit from this, the existence of the parking structure in a residential neighborhood, the cost of parking, (who will profit from this), the impact on mouth of the canyon traffic and the impact of climate change on snow patterns. This is another grift on the people of Utah to benefit some development individuals and private businesses that should be planning their own long term business model in a time that markets to tourists with Ikon and Epic passes while filling the canyon with out of state rental cars and pushing out local customers and canyon wellbeing. This is an absolutely crazy idea that I do not support. | 32.2.9E | |
| 33950 | Eyre, Jandi | No. Stop taking away climbing areas. Stop destroying gorgeous wild areas. We don't want or need it. | 32.29D | |
| 35938 | Eyre, Madison | No to the Gondola. Please keep the foot traffic down as much as we can in our beautiful mountains. We don't need this. Thank you. | 32.2.9E; 32.1.2B | A32.1.2B |
| 26514 | F Fleming, Susan | My concern is that the gondola idea will bring too many visitors to the canyon and mostly will benefit the ski industry. With climate change, we may have reduced future snow. We have TOO MANY PEOPLE using these canyons, so I recommend a system where only an allotted number of people can access this canyon during any given day. We are ruining our beautiful outdoors and must restrict, in a fair way, the number of people allowed up the canyon. Bussing seems to be the best choice. | 32.1.2B; 32.2.2B; 32.2.2E; 32.2.2K | A32.1.2B; A32.2.2K |
| 34564 | F, Natalie | Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered. The proposal has unacceptable impacts on Little Cottonwood Canyon's iconic natural character. The gondola equals the destruction and removal of irreplaceable natural landscape and views. The gondola is designed to serve only ski resort users, ignoring dispersed use recreators and other year-round canyon users. The gondola is fiscally irresponsible, with half a \$ billion in initial construction costs, alone. The gondola is not an equitable solution and perpetuates environmental marginalization and injustice in the Wasatch Front. | 32.29R; 32.2.2I; 32.2.6.3F; 32.2.2KKK; 32.1.2D; 32.5A | A32.29R; A32.1.2H; A32.2.6S; A32.2.2I |
| 37572 | F. O'Meara III, Thomas | My vote is in favor of the Gondola. I agree with the EIS that it will have the least impact on the canyon, and that is and should be the ultimate goal. | 32.2.9D | |
| 37669 | Faber, Christian | To Whomever Will Read This, My name is Christian. I'm an EMT here in Utah and Ive grown up in Holladay near the Cottonwood Canyons, recreating in them for as long as I can remember. I am | 32.2.9E; 32.1.2D | |

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| | | very concerned about the grandiose plan to erect the longest gondola in the world up Little Cottonwood Canyon. This permanent and rushed decision will disproportionately cater to resort skiers over all other people who choose to recreate in the canyon. Other options should be explored first. Thank you for your consideration. | | |
| 33955 | Fabert, Sherri | I would like to voice my opposition to the proposed "Gondola B with phasing" preferred alternative to improving transportation in Little Cottonwood Canyon. This decision has negative consequences for the people near Wasatch Blvd. and to all the citizens who will be responsible for paying for this alternative. There will be a direct impact on traffic and adjacent residential city neighborhoods and the price tag is too high to ask the people to pay for the benefit of the few (those entities which will benefit from the gondola). The cost will be passed on to the taxpayer who in most cases won't be using the gondola. I believe either making a dedicated bus lane to move people up the canyon or limiting the number of people who can access the canyon at any given time are better alternatives for all. | 32.1.2B; 32.2.2K; 32.2.7A; 32.2.9B; 32.2.9E | A32.1.2B; A32.2.2K |
| 37803 | Fabry, Kerri | I do NOT support the gondola! I can't imagine ruining our beautiful canyon with steel pillars and cables. There are plenty of other resort areas in the world with similar issues. We need a solution that will preserve our canyon, not deface it. We Don't Want a Gondola for miles and miles up our canyon costing millions! | 32.2.9E | |
| 33739 | Fackrell, Debbie | I think it only benefits the skiers not the ones that have to pay for it. Since this is part of National Forest, can't people be required to have a National Park pass? | 32.2.2K | A32.2.2K |
| 26495 | Facktor, Sheryl | I think the gondola and tolling are the only ways to preserve both LCC and BCC Canyons. We are destroying this natural resource with cars and gas busses. | 32.2.2Y; 32.2.4A; 32.2.9D | |
| 37713 | Fadel, Ann | No no no. Please don't make savoring gorgeous canyons an experience for only the wealthy. Gondolas are for just a small fraction of enthusiasts. Broaden availability. Don't stricture it. | 32.2.9E; 32.1.2D | |
| 38647 | Faerber, Ron | We appreciate your comments and information back to our organization (LUCC), but we still have too many concerns and questions with regards to the Proposed Gondola and EIS. Again, attached is our letter of recommendation to not proceed with the proposed Gondola. <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.1.1A; 32.1.1C; 32.1.5B; 32.2.2H; 32.2.2N; 32.2.2Q | A32.1.1A; A32.1.1C |
| 38111 | Faerber, Ron | STOP - Please do not allow this EIS (Environmental Impact Statement) to proceed. Please do not allow the Proposed Gondola to proceed. | 32.2.9E | |
| 34362 | Fagan, Mel | I moved to SLC in 2014 and have been using LCC in all seasons ever since, to ski, hike, run, and climb. The gondola is a terrible idea and it should not happen. It's an expensive yet ineffective solution to problems of traffic and over-use. Residents do not want this gondola. It will benefit very few and destroy the sight of our beautiful canyon. We should instead expand existing bus services to reduce congestion in the canyon. I am a Utah voter, and the LLC is one of my favorite places to relax and recreate all year round. I appreciate UDOT's openness to comments and getting a sense of what the community wants. The gondola proposal is so bad that it would be comical if the stakes were not irreparable damage to a beautiful natural place. | 32.2.9E; 32.2.9A | |
| 30737 | Fagergren, Tyler | This is wonderful, the gondola provides an alternative method of accessing the canyons. Even during snowstorms or road closures. This is an option I can use with my family that avoids some of the issues even the current bus system has. | 32.2.9D | |
| 27568 | Fague, Justin | No to the gondola!! Why would we put in a gondola for people to use in winter time when people won't even use the bus system?? Do we really think people are going to take a 30 minute gondola to relieve traffic instead of a bus? This just doesn't make sense. Carpooling, busses, or a dedicated bus lane would be far superior, and would be useful in summer for those crowded summer hiking days. | 32.2.9E; 32.2.4A; 32.2.6.3C | A32.2.6.3C |
| 25408 | Fahey, Sarah | The gondola is just a horrible idea - it will not fix any "traffic congestion" and destroy a canyon. So little respect for Snowbirds staff and the money they spend on propaganda as well as most Utah state officials who are taking donations from ALTA/Snowbird to support an 500 MILLIONNNNN dollar toy... SADDDD | 32.2.9E; 32.2.9N; 32.7C | A32.2.9N |
| 35987 | Fairbanks, Aften | I am in favor of the gondola. The construction may impact the wildlife to an extent, but no more than the hundreds of cars that go up there. It will decrease the car traffic and is a cleaner alternative. Thank you. | 32.2.9D | |
| 29036 | Fairbanks, Callie | This project should not happen to preserve the natural beauty of the canyon. | 32.2.9G | |
| 37045 | Fairbanks, Lance | October 17, 2022 To Whom It May Concern, State Agencies: UDOT, UTA, Re: Gondola Project in Little Cottonwood Canyon Preservation of our Canyons environmental and aesthetic quality should be a top priority. Spending millions of dollars on a Gondola in Little Cottonwood Canyon, a Grandiose Elitist Infrastructure Project for the profit of some at the expense of others is not a responsible solution. Putting profit before Stewardship is irresponsible. There are other less expensive solutions; say NO to the Gondola. Consider the Great Salt Lake and the Lucin Cutoff of 1904 turned earthen causeway in the 1950's. This division creating the North Arm and South Arm has had an embarrassing impact on the "Pink Side" of the Lake, resulting in an economic loss and altered ecosystem. With an even more complicated issue of Water Management, drought and diversions, the problems have compounded. Read it in the News. How can Utah claim to be a good Steward of Little Cottonwood Canyon if we struggle to manage the Lake? More new infrastructure is not the solution; say No to the Gondola. The People have spoken in opposition to this Project again and again. As Friends of Little Cottonwood Canyon have said No and residents in the area have said No, large towering structures and suspended cables operating over private and public lands is "unsightly and invasive." The whole Project contradicts the concept of the | 32.2.9E; 32.1.2F; 32.2.9A; 32.20C; 32.2.2K; 32.1.2B; 32.2.4A | A32.1.2F; A32.20C; A32.2.2K; A32.1.2B |

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| | | <p>Foothills and Canyon Overlay Zone, FCOZ. The installation of the Gondola would be a striking violation of that governing covenant. Preservation of the Canyon Aesthetics for both public and private enjoyment commands respect, say NO to the Gondola.</p> <p>People have expressed their thoughts for or against the project and other solutions. A poll taken on social media found that only 3% were in favor of the Gondola, 44% in favor of Highway/Bus Improvements, 20% in favor of a Reservation System, 12% in favor of Shuttle System (provided by the Resorts), 16% Limiting Passes, 1% other [504 audience with 54 votes]. My support for an alternative to the Gondola is in favor of Highway/Bus improvements, Parking/Reservation System with both Public Transportation and Carpooling as the emphasis to reduce traffic, say NO to the Gondola.</p> <p>As it is, the Ski Resorts are already at capacity, getting more people there by Gondola certainly won't improve the experience. The ability to regulate parking and passes per day is already a viable option given internet technology. Reservations may be made online ahead of time. A Parking/Reservations System can be implemented relatively easily. There is No need to spend Millions of Dollars before attempting other measures, say NO to the Gondola.</p> <p>The Gondola is an Elitist Project solving a temporary traffic problem on Snow Days, fewer than 24 out of 365. The profit motives of the "players" is all too transparent. Five to Six Hundred Million Dollars is a lot of money that some people, builders, developers and certain private land owners are going to gain wealth at the expense of others. Billing Taxpayers would not be a popular option and charging Riders a fee upwards of \$60 seems too expensive. If the Resorts want unlimited access for profit, let them put up the Money. But if such a high stakes project is not feasible on its own merit, say NO to the Gondola.</p> <p>Implementing a Toll Booth to collect upwards of \$30 to Vehicle Drivers for "access" to public lands is a terrible social contract. If revenues from such fees go towards the Gondola, what is the Driver receiving in exchange? If there were improvements, such as Snow Sheds or a dedicated HOV lane to Highway 210, infrastructure already in place, then the Toll might be justified. However, we all know that Toll Booths create their own traffic problems regardless of the weather, welcome to American Fork Canyon and the National Parks. Toll Booths will compound the traffic issue, say NO to the Gondola.</p> <p>At the juncture of the Financial Phase of the Project, everything about the flow of Money smells of organized manipulation in a process to favor one party or class, the Profiteers, such that the voice of the Citizens who object is disregarded. As many believe, the Project has already been decided and nothing that has been said or can be said in opposition has any merit. As the Salt Lake County Council has voted No, it is my plea that the State of Utah will be a good Steward for the Preservation of Little Cottonwood Canyon. Do the right thing, say NO to the Gondola.</p> <p>Sincerely concerned, Lance Fairbanks, MBA</p> | | |
| 37269 | Fairbanks, Lori | No gondola, please! Instead, please consider common sense solutions such as reservation systems that limit capacity or require skiers to use the bus if they don't have parking reservations. The gondola will permanently scar the canyon. Also, it's ridiculously expensive - and it is highly likely that cost will exceed estimates due to inflation and escalating material and labor costs. We are in a recession - as such, any projects that will increase the tax burden of residents should be eliminated. | 32.2.9D; 32.2.2K; 32.2.9A | A32.2.2K |
| 37033 | Fairbanks, Mary | No Gondola wanted | 32.2.9E | |
| 25808 | Fairbanks, Mary | Not wanted | 32.29D | |
| 35780 | Fairbanks, Michael | I support the gondola. | 32.2.9D | |
| 31177 | Fairbourn, Janae | Do not build the gondola. The cost of the project is astronomical and it is irresponsible to be throwing that kind of money into a development that the people of Utah do not even want. Especially when you don't even know how the project will be funded and your easiest option is to throw it on the tax payers of Utah. We don't want the gondola and we can't afford the costs. Everything about this is shady, particularly the special interests of the group backing the project. The rich will get richer and the poor will get poorer. That's not the mention the the threat to watersheds, which are so precious in Utah, and frankly what an eyesore it would be. Please don't tear up the canyon. We won't get it back. | 32.2.9E | |
| 37102 | Fairbourne, Alta | As an active little cottonwood user, I do not support the building of the gondola. Listen to us please. The community does not support this. | 32.2.9E | |
| 35168 | Fairchild, Heidi | I oppose the gondola. It is offensive to me that it is even be considered in a place so beautiful and also so small. This is not like the wide expanses in Europe. It would ruin the aesthetic of the canyon not to mention harm many places in the canyon where the construction is done for the enormous towers. the huge bill for this falls on the tax payers who do not want it and all to benefit 2 ski resorts and developers. Instead of reducing traffic, it will bring more traffic, congestion, pollution, and development. There is not one skier I know that would use the gondola or pay to get on it. Use this money to fund UTA for better bus service since all of a sudden it seems they can't provide that either. Interesting timing that they are cutting out skier routes this winter. It reeks of corruption. Hear our community! We do not want or need the gondola. We can do better. We can improve transportation, parking, and Wasatch Blvd to limit traffic not bring more in. Wasatch Blvd south of 9400 south has a lovely median and is 35 mph. Make Wasatch Blvd between Fort Union and 9400 South a 35mph zone, make it beautiful, an entrance to what we have in our Canyons. A place people will visit and remember for the nature, not the development of it. | 32.2.9E; 32.2.4A; 32.2.9A; 32.2.6.2.2A | A32.2.6.2.2A |
| 34481 | Fairchild, Jim | <p>Hello and thank you for your time.</p> <p>I hope you will read this and read everyone else's opinion and ideas that call on common sense, not a hidden agenda, to create an effective solution to deal with the continued population in the Canyon.</p> <p>There is overwhelming opposition to the Gondola by Canyon locals. How can you push this through with so much opposition? How can this not be put to a vote? Without being rude, it seems like it's time for "no more Mr. Niceguy.". What UDOT is backing lacks vision, an understanding of the Canyon, and smacks of developer greed and backdoor deals.</p> <p>Whats in for UDOT?- whose pocket are you in? - it's not hard to see that common sense low impact solutions with the Canyons best interest in mind are not at the top of your agenda.</p> <p>How can UDOT think that the educated public isn't aware of the names Neiderhauser and McCandless and what kind of slant that their association with this project</p> | 32.2.9N; 32.2.9E; 32.1.4D; 32.2.4A; 32.1.1A; 32.2.9A; 32.2.6.3C; 32.1.2B; 32.2.9R | A32.2.9N; A32.1.1A; A32.2.6.3C; A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |

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| | | <p>adds to the Gondola proposition? Is there any need to even discuss this?...I guess so! I really feel that UDOT should be ashamed of themselves and the forces that are driving your organization and this project; Snowbird, Alta, and the obvious spin off development by your hidden partners that will take place at the Mouth are the sole beneficiaries of this project in Little Cottonwood. The general public foots the bill and the Canyon suffers irreparable harm to increase ski resort and private interest profits. Please stop embarrassing your organization and the State by trying to say different.</p> <p>Serious traffic problems in the Canyon is only a problem 15 to 20 days a year-you want to forever alter our Canyon for 15 to 20 days a year? I live above the firestation and have for 35 years.. I ski most every day,...we are living the life here, we know the details.</p> <p>I would like to use an analogy at this point. We have a friend who lives a couple of blocks off the beach in Laguna CA. During the summer season (LCC equivalent of the winter season), tourists mob their areas and make stupid moves all day long, every day. Parking is tough, crowds are high, and their neighborhood takes a hit. But guess what, nobody is moving, and the town isn't making any dramatic moves to find a "solution," WHY?, Because they understand that this summer crunch is 3 month deal, and then they get their life and typical routine back for the next 9 months. If a resident at or near the Mouth of the Canyon can't handle the 20 days a year that traffic is an actual issue, then simply move for the winter or for good.</p> <p>A few random common sense thoughts: - What skier wants to delay their experience by riding the Gondola instead of driving or bussing straight up? - Whose going to pay \$30 to ride a Gondola up the Canyon after the novelty wears off? - Who wants to figure out how to drag all their gear to the Gondola line, get it up there, store it or carry it around, and then repeat the process on the way down. - Don't perpetuate a developer and resort cash grab to serve their selfish interests and/or the occasional complaining resident who cant take a little adversity to live at gateway of the best skiing in NA. That being said, Im sure you're aware that literally every neighborhood at the Mouth and down Wasatch opposes the Gondola as a group and advertises that fact loud and clear. - A parking garage at La Caille-do you think this is environiontally friendly? - Please come clean about the hidden agenda, the backroom deal. I guess that will become apparent when we see who the developer will be for the village that will no doubt pop up at the Gondola base. And yes!, if you widen wasatch blvd you can then justify that the new village can handle the traffic flow-all part to the master plan...right? - Stop claiming that you care about our Canyon..tell the truth..set a new trend. - Guess what Guys, its not going to be snowing much as the years go on, so really, its all moot.</p> <p>Are you kidding me?!: Longest 3-cable gondola system in the world (8 miles). Will require 20+ towers; 10 of which will be over 200' tall. (Each tower will need a road built to access the tower for construction and ongoing maintenance), so lots of additional permanent roads.</p> <p>A topic for discussion: Big Cottonwood Canyon. The traffic situation there is worse. Is this Canyon not up for discussion? How can any plan not include this Canyon. Why are we so focused on Snowbiird, Alta, and the land around LaCaille?...I wonder :(</p> <p>Newsflash: Traffic, parking and people traffic issues in the Canyon are not native to Snowbird and Alta. Theres a whole Canyon with multiple trailheads... the Gondola will have no positive impact on these areas. This issues you claim you want to alleviate exists from the top to the bottom of the Canyon, every season of the year. The Gondola makes two stops..what?? You call this a solution?</p> <p>Heres a solution package to consider that costs us less, makes more sense for the broader picture of Canyon issues, an minimizes impact: - Initiate a real bus service with start/parking zones at the gravel pit and 94th and Highland. - Run the busses on a continuous schedule, year round. - Develop the trial heads on the way up and down, parking, bathrooms, bus stops. - Put in toll for the drivers..if you drive you're going to pay for it (season passes available for locals)..cash generated goes back to Canyon upkeep.</p> | | |

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| | | <p>- Establish a vehicle # cap that is determined by traffic flow and road conditions. - Once the cap is hit, drivers are done..they turn around and go get the bus. You have claimed you want to initiate at least some of these steps as a phased in stepping stone as you move towards gondola. How about making these steps the final solution and tweaking as necessary as the years go by? Give it 5 years and if it doesnt work...THEN entertain another solution.</p> <p>The final dagger-UTA is jumping ship on providing even their current subpar commitment to a good bus schedule due to lack of ability to find drivers!! An underhanded way to somehow justify the need for your Gondola?...these new updates are not flying over peoples heads. How about putting a fraction of the 500 million \$ Gondola tab to paying a fair wage for a unique and sometimes stressful job. You'll drop 500 mill of our \$ on the a project that only serves the Good Old Boys and two for profit ski areas, but cant pay someone \$20 per hour to drive a bus.</p> <p>Yes, discerning citizens in this area are angry with UDOT and everything this project stands for. If this project goes through, the transparency of this plan will be revealed to the fullest extent, as we will all live a destructive, expensive, and inadequate solution, forever scaring the one of Utahs crown jewels for the sake of developer and ski resort profit, paid for by the common citizen.</p> <p>In closing-how about putting the funds into saving the Great Salt Lake, so there's a reason to even go up Little Cottonwood 30 years from now? Common sense, no grifter solutions to our ALL our Canyons growing pains and a focus on what really matters in this Valley...lets rethink this proposition for the greater good. Please do what's right, eliminate the Gondola as a viable option for Little Cottonwood Canyon. Thanks.</p> | | |
| 29879 | Faircloth, Erica | I oppose the gondola. This will limit free movement up and down and access to public lands. Buses are never full. The gondola is a boondoggle reminiscent of the "great salt lake pumps" - remember those? Complete waste of taxpayer funds. NO NO NO to the gondola | 32.2.7A; 32.2.9E | |
| 31348 | Fairfield, Chasen | The healthiest, most beneficial and beautiful idea for Little Cottonwood Canyon is to choose a way other than the gondola to transport skiers up the canyon. | 32.2.9E | |
| 34329 | Fakish, John | <p>A \$600,000,000 investment into a permanent construction that alleviates a problem that occurs 30% of the year makes no sense.</p> <p>WHAT IF IT DOESN'T WORK? What if this whole massive thing gets built - the longest gondola in the world - but in 3 years, the excitement is gone and no locals want to ride it. It ends up taking longer to get onto a gondola than expected, maybe the parking structures are a pain in the neck, maybe it gets expensive to be a user of the parking lot or the gondola, etc. etc.</p> <p>WHAT IF IT DOESN'T WORK?</p> | 32.2.9E; 32.2.4A | |
| 34052 | Fale, Cassandra | This will tear into the natural beauty and ecosystem that is trying to survive with the already crowded canyon. The cost is at the pockets of tax payers and it is a direct pipeline for a select few. You want it, you pay for it. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E | A32.1.2B |
| 29679 | Falk, Michael | <p>I worked for snowbird in little cottonwood canyon for 38 years. For 26 of those years I worked on the mountain doing the electrical maintenance on the tram and chairlifts. I have serious concerns about this proposed gondola project. I'm not concerned about the technology it takes to keep it running. The Europeans have people moving down to a science. What i am concerned about is the operational problems that will occur. In lcc Mother Nature is in charge and she will do everything she can to disrupt operations of an 8 mile long gondola. I don't udot realizes the scope of the problems. I can't believe that an evacuation can be done from a gondola cabin That's 150 ft above ground with 40 mph wind 0 degrees on a January night. That's life threatening for the rescuers and the public.</p> <p>I'm not against socialism but this is Socialism at its worst. Using tax payer money to pay for this project witch will benefit two resorts and very few Utahns is wrong. Thank you.</p> | 32.2.6.5K; 32.2.9E | |
| 27809 | Falkenrath, Craig | The gondola is only good for the ski resorts and La Calle. Please do not approve this waste of taxpayer money | 32.2.9E | |
| 26108 | Falkenrath, Orion | Lived in utah my whole life, always enjoyed the beauty of the canyon. Would like to not have gondola built | 32.2.9E | |
| 26503 | Fane, Jackie | Please don't ruin little cottonwood canyon with too much parking and gondola service. The way to get to the top of a mountain is your feet! You don't see Colorado putting gondolas up to the top of 14ers. This is also a huge waste of public funds. The cost is enormous and unnecessary. Where will all of that money come from | 32.2.7A; 32.2.9E | |
| 34697 | Fankhauser, Daniel | <p>Decisions regarding outdoor recreation access ought to center on environmental preservation. The expanded bus service is therefore the most desirable option to improve transportational capacity of the canyon during peak periods without further disrupting the recreational area unnecessarily for the other 315 days of the year.</p> <p>The other proposals, while valid solutions for increasing canyon access during the 50 expected ski days, present drawbacks that are vastly incongruent with their benefits and thus should be considered irreconcilable and difficult to justify. Sincerely, an optimistic local</p> | 32.2.9A | |
| 31326 | Fanning, Ryan | <p>Hi,</p> <p>I am a frequent LCC user (100+ days a year) and would like to voice my strong, unwaivering opposition to the gondola solution proposed by UODT. In my personal opinion as a 60+ day per year LCC skier, the canyon is not in dire need of a new traffic solution given that bad traffic affects a very small amount of days a year (the</p> | 32.2.9E; 32.1.2B; 32.1.2F; 32.2.2M; 32.2.2Y; 32.2.6.5F | A32.1.2B; A32.1.2F |

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| | | <p>number of days per year that it takes me more than 1 hour to get through the canyon is negligible). In addition, the visual and environmental impacts of the proposed gondola are entirely unacceptable - even if the canyon were in fact in dire need of a traffic solution. I propose that UDOT eliminates the gondola from consideration entirely and works to improve traffic flow through more practical means that do not destroy the beautiful essence of Little Cottonwood Canyon, such as increased enforcement of tire / 4x4 laws which prevent the avoidable traffic accidents that frequently contribute to poor traffic conditions in LCC. It is unacceptable to me that UDOT is considering options such as the gondola that would permanently degrade the fundamental beauty of the LCC experience before attempting some of the more obvious solutions such as enforcement of traffic laws, tolling, etc. In addition, the gondola would add zero value for over half of the calendar year while simultaneously destroying the beauty of LCC for all summer users. Overall, this is one of the worst ideas that anyone has ever come up with and all who support the gondola should feel utterly ashamed and embarrassed.</p> <p>Best regards, Ryan</p> | | |
| 32609 | Fanning, Ryan | <p>I am concerned that the proposed single occupancy vehicle restrictions will threaten my way of life in the canyon. As an individual who likes to ski for an hour or two in the mornings and afternoons before or after work, I am extremely opposed to implementing any restrictions or tolling on single occupancy vehicles. These policies will require users like myself to utilize an inconvenient gondola - adding significant time to our ski commutes and possibly making it no longer feasible to ski during the week anymore.</p> <p>In addition, I wanted to comment that I believe the traffic problem in LCC is far overblown and that truly no traffic solution is necessary. I skied 70+ days last year and only encountered bad traffic on a handful of occasions, which is completely expected for a road leading to such popular ski resorts (look at Colorado, Mt. Hood, and Tahoe; all have far worse traffic than LCC).</p> <p>In addition, I am even more opposed to implementing single occupancy vehicle restrictions in big cottonwood. Please maintain a way for individuals like myself who do not have any close friends or family in the nearby area to ski on weekdays without the inconvenience of the gondola or bus system. The traffic really isn't that bad (the report that started it all said the 30th worst traffic hour required 45 minutes to access upper LCC - why is this a problem that needs fixing when it only takes 20-25 minutes with zero congestion?!?!?!?!?)</p> | 32.2.4A; 32.1.2B; 32.1.4D | A32.1.2B |
| 29846 | Fant, Erin | The gondola should not be built until the toll implemented pays for it. It doesn't make sense to spend this much money for a very small percentage of people. Don't commit to a gondola until everything else has been tried. | 32.2.4A; 32.2.9E | |
| 29922 | Far, Er | Please don't ruin our beautiful mountains. They are already crowded and if people want to enjoy them they can drive through. There are also ski lifts people can to up. Gondola are unnecessary and will take away the majestic views that we have now. The construction for it will also be a nightmare. Don't ruin our mountains!!!! | 32.2.9E | |
| 32130 | Faraji, Ary | I fully SUPPORT the gondola proposal. | 32.2.9D | |
| 33942 | Farasopoulos, Andrea | This gondola is only benefitting the ski resorts. They should be the ones to be paying for it, not taxpayers. I will literally never use the gondola yet I will be helping to pay for it. Force the ski resorts to pay for it, or figure out something that isn't on taxpayer dime. | 32.2.7A; 32.2.9E | |
| 31439 | Farese, Ludovica | The creation of the gondola in little cottonwood canyon would be an abomination. It would ruin the wonderful natural habitat in the canyon and ruin our beautiful mountains. To reduce traffic in the canyon, we could instead ban all vehicles from entering the canyon (unless they have a license plate specifically for residents of those homes), and instead create a shuttle system in the canyon, much like the one in Zion's national park. That would be the best and most environmentally friendly way to reduce traffic. | 32.2.9E; 32.2.2B | |
| 35329 | Farfel, Bridget | I do not support this gondola and hope public comment is actually taken into consideration. First, it is an incredibly expensive project, paid for by tax payers, that really only benefits 2 resorts. I also have serious concerns about the environmental impact on LCC. Why don't we try a few other, less expensive and less invasive options first? | 32.2.9E | |
| 28898 | Farhang, Arash | <p>I have a lot of thoughts and comments on the current gondola proposal and why it is not the best solution, and quite frankly a bad idea.</p> <p>1) It will ruin the beauty of Little Cottonwood Canyon (LCC) forever. Naturally beautiful places should be kept that way, with minimal additions. There are a lot of alternatives to the gondola, which will leave the canyon in a much more pristine state. All those should be exhausted before a gondola is ever even considered.</p> <p>2) One of the motivators for a gondola, is that LCC is incredibly avalanche prone. It has been argued that a gondola will remove cars from the road and allow for travel up and down the canyon even during periods of high avalanche danger (at least when snow is being cleared, but likely not during artillery work). My proposal is that we take care of a large burden of the avalanche issue simply by have snowshed tunnels at the already identified avalanche runout zones across the highway. This has already been done in places like Rogers Pass British Columbia, Canada, and across countless mountain roads in the Alps. If we are truly serious about avalanches being an issue and somewhat smart about addressing the issue, we would have already implemented these long ago. Let's get smart and actually implement them.</p> <p>3) Travel capacity up the canyon. The said gondola would only be equivalent to 6 buses going to each of the two resorts Alta and Snowbird per hour. This is pitiful. If we seriously want to increase capacity, we need more than 6 per hour per resort. Moreover, people need to be incentivized to carpool more. Do like other resorts like solitude is currently doing. Give people free parking if they have a full car and charge them if they don't. Implement things like that and buses. Not a gondola that</p> | 32.2.9E; 32.2.9K; 32.2.6.5N; 32.2.6.5E; 32.2.7A; 32.2.2PP; 32.2.2Y; 32.1.1A | A32.2.6.5E; A32.1.1A |

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| | | <p>only has one car every 2 minutes. That's barely even a gondola. That's closer to a tram. Lastly, good solutions to alleviate congestions and bottlenecks should not present more bottlenecks while fixing the original bottlenecks. That is why carpooling in addition to most buses is really the best way. People meet up at one person's house and all carpool together. That way we don't have so many people trying to go to one place to take one mode of transport like a gondola, thereby having causing a bottleneck trying to get to the gondola structure. Same goes for buses. They need to definitely stop at multiple park and rides in the valley and not just at the mouth of bcc or lcc, otherwise we have another bottleneck there. Not to mention not enough parking at all at those locations.</p> <p>4) Use of taxpayer money to benefit the resorts. Something like the gondola should not even be considered, because it is using taxpayer money to fund something that is benefiting 2 privately owned ski resort. They should be required to burden all of the cost of said proposed gondola, because it will only be used in the winter months to their benefit. I get that the ski resorts bring in tax revenue to the state, but so does every citizen of the state. They should therefore not get to benefit from taxpayer dollars for such a project.</p> | | |
| 38924 | Farina, Marcel | <p>Thank-you very much for the diligent process and public communication during this EIS. I fully support the recommendations of the EIS including all its elements. I think it most effectively balances the needs of visitors, residents and the environment. I support the phased approach as it accelerates some early benefits but encourage UDOT to try to accelerate the final plan as quickly as possible, knowing it will still take years. Maybe it is possible to obtain some federal infrastructure funds due to the environmental benefits of the project. Thanks again for your diligence, prioritization on public input and excellent communications. Marcel Farina</p> | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37221 | Farley, Alexander | <p>This Gondola is a bad idea and not the solution. It is a waste of money and will only ruin the canyon. Make the canyon a "bus only" canyon or charge tolls. The gondola is not the answer. Please do not proceed with the gondola. Say no to the gondola!</p> | 32.2.9E; 32.2.2B; 32.2.4A | |
| 37213 | Farley, Alisa | <p>Please please please NO GONDOLA. It will be such an eye sore and disturb the natural beauty of the canyon. Please consider another option.</p> | 32.2.9E | |
| 37265 | Farley, Andrew | <p>I live 10 minutes from the base of the canyon and would hate to see a gondola in such a beautiful spot. There are better options. Please no gondola.</p> | 32.2.9E | |
| 37206 | Farmer, Chris | <p>Please do not destroy little cottonwood canyon. Better alternatives exist and the resorts must be part of the problem. We can't sacrifice our incredible Canyon for their unrelenting growth. I know skiing is super popular and I myself love our resorts in Lcc. But we can't do permanent environmental and visual damage to the canyon so people can get to the resorts a little bit faster. Please stop the gondola. Mandate buses, tolling, whatever you need to do. Better yet - build a hyper loop under the road and don't change anything else :)</p> | 32.2.9E; 32.2.9A; 32.2.4A | |
| 34310 | Farmer, Julie | <p>I am vehemently opposed to the gondola. I think there are other approaches that need to be considered and implemented before such a gigantic project is undertaken. Not only is it the cost to citizens that is upsetting to me but also the cost of the environment. I hope that you will consider other alternatives. Thank you</p> | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 33067 | Farney, Robert | <p>We strongly oppose the gondola plans. It will permanently destroy the natural beauty of the canyon.</p> | 32.2.9E | |
| 29188 | Farnsworth, Leo | <p>Yesterday 9/15/2022 on the radio I heard Sandy City Mayor Monica Z express her opposition to the Little Cottonwood Canyon Gondola project. I want to express my support for this project. I usually would not feel the need to chime in, but the comments of Monica Z have inspired me to voice my opinion. I have lived in Sandy City from 1971 to 2013 when I moved to Riverton where I live now. I was a ski instructor for 13 of those years teaching at Solitude. Before that I worked for 1 season at Snowbird. I have driven both cottonwood canyons and used UTA ski bus service on a regular basis in the winter. When I take my family to go skiing, it looks to me like the infrastructure of roads and parking at the resorts is at capacity. On days when things are busy, there is a traffic jam both to get to and to get from the resorts. Many times have I been on the Ski Bus or in traffic in delays in the canyons that can often double the drive time. I absolutely LOVE the idea of a gondola in Little Cottonwood canyon. Parking at the resorts would take the same time to get to the lift as parking for the gondola, so that is the same. It may even be faster to take the gondola to get to the lifts at the resorts. No traffic jams on a gondola, only a line to get on. Imagine on a powder day when people are lined up at the mouth of the canyon to go up in cars or on the bus. If your car was already parked and you were in line for the gondola, then all you would need to do after getting off the gondola would be to go to the lifts while those who drove would need to park and get ready. Win for those who ride the gondola (and were first in line). An idea I have had is perhaps to have a separate line for employees of the resorts so they can ride together and have priority so they can get to work on time when things are busy, better yet to get home faster and easier after a long day at work. As a former employee, this sounds nice. Would it make sense to also have a priority line for those who have a season pass? Or pay a premium to get in a faster line? Like what Disney is doing at their parks? Just thinking out loud. The ride up little cottonwood would be much more fun with a better view from the gondola. Increased safety by taking the car and driver out of the equation when it comes to accidents especially on snowy roads. I believe that for people coming in from out of town, the gondola will be an added draw as it enhances the experience. In the future, I would love to see the gondola extended from Alta continuing on to Brighton & Park City. Linking all of them like they were all one big mega ski resort. How cool would that be? Stay in Park City and have access to Brighton and Alta with ease? Imagine the view in the fall when the leaves are changing. A view that is not available from street level. The gondola may be a draw unto itself. Environmentally speaking, a gondola system seems to have a lower impact than a bus, more lanes of traffic or a train. I mean a cog railway would be cool, but the gondola is much cooler! Gondolas don't need snowplows. The only downside I can see for this is that the resorts will be more crowded than they are now. Maybe they can expand and create more capacity. And if the gondola is popular, then there may be a line. And the road will still be there. It is not like the road is going away.</p> | 32.2.9D; 32.1.5B; 32.20C; 32.2.4A | A32.20C |

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| | | As for the costs, could money be better spend somewhere else? I don't believe so with the current need in Little Cottonwood Canyon. And as I have reviewed the costs, not all of those costs are for the gondola, some of it is for Wasatch Blvd, and parking lots. Also to install toll booths. The tolls will produce some income. I would also expect that there would be a cost for riders to use the gondola, so perhaps this income could offset some of the operating expenses? Would it make sense to have advertising for the inside and outside of the gondolas? Or will people just be looking at their phones or looking outside at the view? But I digress. Just to be clear, I am 100% in favor of the proposed gondola alternative B (from La Caille). LOVE IT! I believe it will be popular and money well spent. It would be wonderful to get a similar solution for Big Cottonwood Canyon too. Keep up the good work UDOT. I am so happy that the gondola option has made it this far. I appreciate the time UDOT takes to listen. | | |
| 26088 | Farnsworth, Scott | The gondola is a horrible idea that will bring revenue to the gondola company and the ski resorts while residents pay extra. It will look horrible, add tons of paved parking, and people will still want to drive up the canyon. But it seems that the project will move forward no matter how many people oppose it. Sad. | 32.2.9E; 32.2.9N | A32.2.9N |
| 31800 | Farnsworth, Scott | The public doesnt want a gondola nor to pay for it. Legislators will still end up doing whatever they want. Let's charge the ski resorts to pay for the future revenue they will get. | 32.2.9E; 32.2.7A | |
| 31457 | Farnworth, Amanda | No gondola. Giant waste of my tax payer dollars for something that I or my family won't be using. Even if we do use it we still have to pay to ride it. Even though my tax dollars went to build it. Also, I really don't want to hear it in the winter or see it while hiking in the summer. 2 stops for it? Really? Charge a toll for cars and maybe contract a private company for bussing up and down the canyon in conjunction with UTA. Look into who Park City contracts with to supplement their free public transit around the city. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 28453 | Farr, Russell | NO GONDOLA please!!!! I frequent the canyons not the resorts. People need access to trails and other amenities the canyons offer besides the resorts. A line of clean energy buses that can stop at numerous points in the canyon make more sense. NO GONDOLA | 32.2.9E; 32.2.9A; 32.2.6.3F; 32.1.2D | |
| 31056 | Farrand, Maggie | No gondola!!!! | 32.2.9E | |
| 28206 | Farrell, Matt | This is a terrible decision. Unless the resorts fund 100% of the construction themselves, this is just a giant corporate handout to the resorts and rich developers, paid for by the citizens of Utah. This is a very obvious case of extreme and bald-faced corruption. The best decision is clearly hybrid or electric busses, possibly with some snow sheds or other improvements to the road. Spending a half billion dollars of the citizen's money (which we all know will turn into 750m or more by the time the project is done) is insanity. | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.6.3F | |
| 37938 | farrell, peggy | No! To the gondola in our canyon! This will serve a limited and now elite group of people only! Take Reservations like they do at glacier Nationsl Park. Charge skiers and boarders with reservations to go up the canyon. Why do we want so badly to destroy beautiful properties for parking lots. We keep 'paving paradise'. There will be none for the next generations. But then, we know that. No. Please. Listen to the people of theirs beautiful state. | 32.2.9E; 32.1.2D; 32.2.2K | A32.2.2K |
| 33689 | Farrimond, Rod | A huge vote of NO. We do not need this and it definitely should not be funded by ANY government money. | 32.2.7A; 32.2.9E; 32.2.9N | A32.2.9N |
| 29708 | Farrior, Nichole | Winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leaves me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support of this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. | 32.1.2D; 32.2.9B; 32.2.9E | |
| 32543 | Farrow, jane | I am in favor of the gondola primarily that it will reduce the amount of vehicles in the canyon and surranging roads which emit pollutions into the air. It would also benefit during avalanches and severe storms people stranded on the road. Also I would love to go back up to Snowbird for dinner or just visiting but unfortunately I'm unable to drive that road. Please think of us non skiers who would love to experience the beauty of the canyon. Thank you | 32.2.9D | |
| 37857 | Fasbender, Renee | to be brief: 1) totally opposed - do not want to view it as I occasionally drive up canyon - destroys view 2) we're currently in a recession - how can you justify spending even a penny on such an expensive project that so few of the local residents in the valley or state would even use - only a small percent would ever use it. 3) would never use it - don't sky and if I hike to Lower or Upper Red Pine Lakes or White Pine Lake from Tanner Flats, it doesn't even stop there so it wouldn't help me or many other people. 4) You have not tried maximizing bus service which is far cheaper and could possibly be used which could also make a stop at popular climbing or hiking spots. 5) this should be voted on as a referendum (or whatever you call it, rather than such a tax burden be made by a few in power. 6) there are many who will be paying the tax burden who can afford it, but there are so many, many more that are struggling to make it day to day with expenses up. Particularly while the cost of everything has escalated. Far more people are trying to survive, food, transportation, gasoline, school expense/loans, and on and on. It is the wrong time for any big expense. 7) Why should the many be paying for a billion dollar gondola that only the wealthy can afford to use as they go skiing. It is wrong and those in support of this are off their rocker. If you want to build it and ruin the canyon, those of us opposed should be given a tax waiver. I am 100% against it. Alternative options have not been tried that are far less expensive and as I said before, could drop people off up and down the canyon as trailheads, etc. | 32.2.9E; 32.2.6.5G; 32.2.9A; 32.2.7A; 32.1.2D | |

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| 32978 | Fassbinder, Saren | A gondola is NOT a good use of Utah's taxpayer dollars. Providing a luxury ride to two private businesses is not something taxpayers should bear the shoulder to fund. Please test other options such as tolls before considering this burden not only on the taxpayers but canyon itself that it will be built in. Thank you. | 32.2.9E; 32.29R; 32.2.2Y | A32.29R; A32.1.2H; A32.2.6S |
| 32897 | Fassl, Barbara | Please do not build this gondola. The gigantic towers will destroy little Cottonwood Canyon's natural beauty and the gondola will not solve the traffic problems in the canyon. Charging a toll, installing a third lane for dedicated uphill or downhill travel depending on the time of day, enhanced bus service (which currently is dreadfully inadequate) are better, less expensive and less impactful alternatives. The gondola would be a terrible mistake that is wrongfully supported by the ski resorts as it is gimmicky and appeals to tourists, but won't help at all! | 32.2.9E; 32.2.9B | |
| 34009 | Faught, Jeff | In weighing out the pros and cons of possible options, I am in favor of the Gondola being the best way to go. It is the only option that has the greatest impact on reducing vehicle traffic in the canyon. Expanded bus service does not change the current situation of the delays during big storms that require road closures for avalanche work. None of the options are ideal but I agree with Udot as the Gondola being the best one. | 32.2.9D | |
| 36937 | Faulkner Faulkner, Dalan | No. Plz no. No gondola. | 32.2.9E | |
| 33519 | Faulkner, Christian | As a resident of Salt Lake City and a frequent visitor of LCC, I strongly oppose UDOT's final EIS and Gondola Alternative B with proposed phasing. Let's consider more common-sense solutions to change driving habits, rather than permanently change and damage our prized natural landscape. I hope we can try alternative solutions before ever considering something like a gondola. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 31571 | Faulkner, Ken | No, No, No, Gondola | 32.2.9E | |
| 26148 | Faulkner, Kerry | NO GONDOLA! Don't Ruin The Canyon View With A Gondola! How does a gondola get me to the trail heads--before sunrise--all up and down the canyon? I see it benefiting the corporations that run the resorts over the general public. A gondola defaces the canyon. It solves only the ski areas parking issues, transferring it to the canyon mouth area. Are public transportation choices to get to the mouth of the canyon going to be enhanced too? In general public transportation in Salt Lake County sucks big fat rocks! NO GONDOLA! | 32.2.9E; 32.2.6.5G; 32.2.6.5E; 32.2.2W; 32.1.2D; 32.7B; 32.2.2PP | A32.2.6.5E |
| 34714 | Faulkner, Kerry | NO GONDOLA I THINK COMPREHENSIVE BUS SERVICE IS THE BETTER ANSWER. NON SKIERS SEE NO BENEFIT FROM A GONDOLA THAT I CAN SEE. WE'RE NOT GOING TO HAVE ENOUGH SNOW FOR SKIING LONG ENOUGH INTO THE FUTURE TO MAKE A GONDOLA THE SMART THING FOR ALL CANYON USERS NO GONDOLA | 32.2.9A | |
| 33212 | Fawson, Cassandra | As a long time resident, voter, and tax-payer living in Draper, I would to formally add my opinion that I am opposed to a gondola in Little Cottonwood Canyon. I use those mountains frequently for hiking, biking, and skiing at both of the resorts up the canyon, and a gondola seems the most expensive, the biggest eye-sore, and the least useful option of all those proposed. Before we throw money at this project to help Alta/snowbird, let's try a toll system, more buses, and other phased approaches. | 32.2.9E; 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 30314 | Feagin, Nancy | I am opposed to the gondola. I would like more buses and road widening. | 32.2.9E; 32.2.9B | |
| 31855 | Feagler, Cole | The gondola is environmentally destructive & this project is an obvious scam. Implementing a progressive tolling system for private vehicles (by number of vehicle occupants) and adding additional busses & bus routes would be a much better solution. Taxpayers should not be required to pay nearly a half-billion dollars to subsidize corporate interests, at the detriment of all other canyon users. There WILL be ecological impacts to implement the gondola, which will disrupt climbing, hiking, camping, and all other recreational uses of the canyon YEAR-ROUND. Further, the thought that the gondola will have " no impact to the water quality" is laughable. This project is built on LIES and CORRUPTION!! Utahans have spoken, and we are AGAINST this gondola. | 32.2.9E; 32.12A; 32.2.7A; 32.2.9A | A32.12A |
| 37899 | Fechner, Marcus | I'm a Salt Lake local who frequents Little Cotton Wood Canyon and I strongly disapprove of this project on public lands. The construction alone would have a lasting impact on the canyon's ecology as well as the surrounding residents. | 32.2.9E | |
| 27821 | Feemster, Jessica | Consider a few structure or capacity limits prior to starting a gondola project. | 32.2.2K; 32.29R | A32.2.2K; A32.29R; A32.1.2H; A32.2.6S |
| 35594 | Feeney, Chris | Does seem like anyone likes the idea of a gondola | 32.2.9E; 32.2.9N | A32.2.9N |

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| 35197 | feetab, hot | I find this to be BS!!! You have an agenda! No matter what the public says you will build! Disgusted ! | 32.2.9E | |
| 35512 | Feldman, Joe | Please reconsider the gondola for little cottonwood canyon. This option is shortsighted and destructive. A gondola would serve a fraction of Little Cottonwood users and its impact to the landscape of the canyon should be a non-starter. The extremely short timeframe in which the gondola would be effective can be accomplished through less destructive options. Overall, the gondola option will forever change the experience of canyon users 250+ days out of the year. | 32.1.2D; 32.2.9E; 32.1.2B | A32.1.2B |
| 32232 | Feldman, Mike | There are many other options to consider other than the gondola, which only serves the benefit of two corporations, and the pockets of private land owners. The general public would be footing the bill and getting no benefit...do not build the gondola!!! | 32.2.9E; 32.2.7A; 32.1.2D | |
| 32757 | Felicetti, Caleb | I agree that the gondola is not best approach. Assuming the goal of reducing cars in the canyon I think increase down canyon parking and increased bussing coupled with incentives for carpooling and tolling will reduce car load. | 32.2.9A | |
| 29232 | Feliz, Jaycceed | Please do not build the gondola. Little cottonwood canyon is a beloved place where people can go and feel like they're getting away from the city, vehicles, and loud machinery. Building this gondola will hurt many of the current loved places we as the community love to recreate in. I feel that by building the gondola it will hurt part of utahs heart. We love being in places where we humans haven't destroyed and building the gondola will bring unrepairable damage to the canyon. This money could be used in other places more useful to lower income families and other infrastructure within the city limits not in the canyon. I hope this message brings some clarity for what I know many of utahns want from their canyons. | 32.2.9E; 32.1.2B | A32.1.2B |
| 32071 | Fell, Lindsey | Hello, I am very concerned regarding the supportive logic for UDOT's plan to move forward with this gondola. - Equal opportunity: How much will gondola versus bus rides cost? I am concerned a gondola service will make what is already a privileged thing (getting out into nature) a harder-to-access activity for those with a more challenging socioeconomic status. - Flexibility: I am primarily a backcountry used, as many people in this region are. I use various trailheads to access our public lands, for which the gondola will not be stopping at. Bus service will provide for a more flexible service, allowing people to get on and off where they choose, ultimately increasing the user amount to whom public transportation up the canyon will benefit. I have no interest in going up to SNowbird/Alta, but I do have great interest in the remaining trailheads. A gondola will not service my use preferences and thus not change my driving habits. I would love to Save our Canyons and ride the bus, if it provided access to all trails. - Bad weather: There is no way that a gondola will be able to run more than the buses in the more extreme conditions (i.e. wind, sleet) that the Wasatch provides. I have worked maintenance on lifts in winter environments and maintaining such a large lift in this environment, with so many people depending on its service during the most challenging of times (i.e. powder days) will be a nightmare. - Cost: Are we sure these cost estimates are legit? How many times do construction costs far exceed predictions? And maintenance? Liability for the structure? - Parking: one argument for the gondola versus bus service appears to be that people do not want parking in their neighborhood. Well, people will have to park somewhere for the gondola as well. - Environment: Little Cottonwood Canyon is a special place, with very unique attributes like its world-class bouldering. This gondola will disrupt and permanently destroy a good number of these resources. Please reconsider less invasive, more helpful, and more practical reasons. Please strive to maintain the trust of the tax-paying public by re-considering this project. Thank you for your time, Lindsey | 32.2.4A; 32.2.6.3C; 32.2.6.5K; 32.2.7F; 32.4B | A32.2.6.3C; A32.2.7F; A32.2.7C |
| 29773 | Felling, Forest | This will negatively impact little cottonwood canyon's environment, hiking, climbing, and natural beauty. It should not be done. | 32.29D | |
| 29756 | Fellows, Caitlin | The proposed idea of a gondola in Little Cottonwood Canyon has a number of problems. The main reason is that it will cater only to the ski resorts, leaving people participating in the many other types of recreation in the canyon to still drive, and not really solving the traffic problem. Any solution considered should be accessible and inclusive to all people who recreate in the canyon for all types of reasons. A gondola is not accessible to many types of recreation, and favors only those who ski during the winter. Furthermore, while there was an EIS completed about this project, it still has the huge potential to disrupt the ecosystem of the canyon, not to mention ruining the natural beauty and views that draw people to Little Cottonwood in the first place. As a resident of Salt Lake City and a frequent user of Little Cottonwood canyon outside of the ski resorts, this proposed gondola would not make the canyon any more accessible to me, and would ruin my enjoyment of the canyon in the process. Please reconsider this idea. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.7C; 32.13A; 32.25B | A32.1.2B; A32.13A; A32.25B |
| 36622 | Felt, Timothy | Im opposed to the gondola idea. It's environmentally destructive, will cost taxpayers, and only those who can pay up can use it once it's in operation. It'll enable more traffic to an already limited area | 32.2.9E; 32.20C | A32.20C |
| 26335 | Fender, Sarah | We do not need a gondola! Stop ruining our beautiful state! Keep it preserved! | 32.2.9E | |
| 26606 | Fendler, Ada | The Gondola is one of the worst things to come from these resorts corporate greed. These canyons are a sacred homeland to plants and animals and they are rooted with history. This gondola goes against everything that would help to preserve this beautiful place. I am disgusted with Snowbird, Alta, UDOT, and their decision to build this monstrosity. As a Cottonwood heights resident this is detrimental to the traffic control in my neighborhood right at the bottom. How is this expected to help the local residents and outdoor users when it uses our money to get ikon tourists into our mountains. Listen to the people and let go of the greed, when we lose our canyons we will all be sorry, can't make any money when the beauty disappears. Do better SLC. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.7B; 32.7C; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 38533 | Fenno, Thomas | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.9A | |

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| 35640 | Fenton, Gregory | I am 100% against the gondola. With rising cost of everything, the budge will be blown quickly and we'll be paying upwards of \$1B for this thing. And it's only going to support 2 private businesses. We can't even enjoy it year round. This is fiscally irresponsible and should NOT be done. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 33992 | Fenton, Patrick | Hi there! I'm an avid hiker and outdoorsman and feel so grateful to have access to such gorgeous trails and natural landscapes living in SLC. Little Cottonwood Canyon has some of the best trails and scenery in the area and I would hate to see our local natural landscape be destroyed by the construction of this gondola. Having access to nature is a right for all of us, regardless of our economic status. Why not take the Zion NP approach and create a small shuttle system that stops at trailheads throughout the canyon to eliminate traffic and parking lot erosion? Part of sustainability is using what you already have to make things work. Use the roads already established, and find a more creative solution that allows us all to afford Utah's beautiful outdoor scenery. This endeavor is far too destructive to trails, natural landscape (both in the short term construction and long term placement), and climbing routes. It's far too expensive to implement and maintain. Protect our canyons for the long haul! | 32.1.2B; 32.2.2B; 32.2.6.3F; 32.2.9E; 32.4B; 32.13A | A32.1.2B; A32.13A |
| 35750 | Fenton, Reilly | All other options should forefront the gondola. Try every other avenue before you forever change the shape of skiing in LCC. A costly gondola inserted before trying other avenues only values the interest of shareholders for the resort, not locals or the environment. Please listen to long term Utah residents and indigenous voices on this matter- we overwhelmingly do not want a gondola! | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 31492 | fenton, Skylar | The gondola is a waste of money and won't fix the problem! There are much better solutions like increased buses and mandatory carpooling. This proposal ignores the many people who use LCC for activities OTHER than skiing at resorts. Say NO! | 32.2.9E; 32.2.9A; 32.2.4A | |
| 25361 | Feola, Soren | No no no! Think about if a person has a medical emergency while riding the gondola. There will be no way to save them. Not only are their environmental impacts but you also have to address the medical impacts. Please don't do this. No one wants this anyways. | 32.2.6.5K; 32.2.6.5H; 32.2.9E; 32.2.9N | A32.2.9N |
| 27805 | Feolo, Michelle | I am hopeful the gondola plan goes through. I feel like this is the right project for traffic control. I have ridden the bus in the past and it's a nightmare. I'm hoping less cars in the canyon will equate to less pollution from carbon emissions. | 32.2.9D | |
| 28676 | Feolo, Michelle | I fully support the gondola and feel like it's long over due. I have ridden the bus and its awful. | 32.2.9D | |
| 36544 | Ferguson, Casey | I am a resident of Cottonwood Heights and think the decision to support the gondola as a "solution" is negligent. This decision is based on money and tourism and is not a long-term solution. A better solution would be a bus system similar to that in Zion NP. Not only would a bus system allow for less traffic in the canyon but also help with air quality issues. Less cars in the canyon=better air quality. I know myself and many others in Salt Lake would gladly park and ride the bus to resorts, trailheads, etc. The costs associated with the gondola should be used for other projects in the valley such as the poor air quality and decreasing water levels. I urge you to reconsider this "solution". Listen to the residents of Salt Lake. | 32.2.9E; 32.2.2B | |
| 35970 | Ferguson, Colin | A gondola will irreparably harm the aesthetics and environment of LCC to relieve traffic congestion during a fraction of the year. I do support the steps in the initial phasing process (enhanced bus service, snow sheds, tolling, Wasatch Blvd widening) which seem like they would go along way to addressing the current problems. | 32.1.2F; 32.1.2B; 32.2.9E; 32.29R | A32.1.2F; A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 30652 | Ferguson, Hugh | It is hard to figure out why a gondola is still being considered and from what I can tell the preferred alternative of UDOT. The only parties that will benefit from the Gondola are Alta and Snowbird Resort. And that will be a financial benefit to the resorts not a benefit to the guest who recreate at the resorts. The quality of skiing will go down with the higher volume of skiers Gondola will increase traffic in the canyon. Because, The traffic created at the parking for the gondola would be much more than the traffic created at the mouth of the canyon where the road splits at the existing parking. Most will still drive up the canyon because of the time and inconvenience of the gondola. -No stops at other areas of canyon for hiking and climbing -550 million of tax payers money only benefitting a few, and mainly the two ski areas. -What happens during lightning? - what happens on high wind days and the gondola has to stop or not run.(ie storm days when most of the traffic problems occur.) -next pandemic? no being in an enclosed car together, I guess the same as a bus... - Once done, you can't undo the Gondola. Lots of variables will arise that we have not even thought about. -550 million you know will turn into a billion by the time the project is over. -Spending far less \$ on busses and some road improvements and maybe a designated bus lane between Alta and White pine to incentify busses. - Please take the Gondola option off the table. Thank you, Hugh Ferguson | 32.2.9E; 32.20C; 32.2.6.5K; 32.2.9A | A32.20C |
| 35619 | Ferguson, Hugh | Final comment. Bottom line is we need to figure out a maximum amount of people that the canyon can hold. I think it is already approaching max for keep the integrity of the natural surroundings and the experience for visitors. I think the ski areas would like to keep adding to the number of people up the canyon to | 32.20B; 32.1.2B | A32.1.2B |

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| | | understandably maximize revenue. At some point it has to stop. A gondola would just add to the congestion in the upper canyon and do nothing to alleviate traffic on highway 210. In my opinion it would increase traffic on 210 because the added congestion at the base terminal of the gondola would push up the canyon and down wasatch both directions. | | |
| 27753 | Ferguson, Jean | No to ruining our canyons with a gondola. If the canyons cannot handle capacity then limit travel with a reservation system to limit number of vehicles going up. | 32.2.9E | |
| 27411 | Ferguson, Katherine | My family owns a home up LCC and we are vehemently opposed to a gondola. My largest opposition is that it will be partly paid for by taxpayers who will never use it--that's unethical in my opinion. It will be unsightly, and mar the beauty of the canyon. This option clearly isn't in the best interest of anyone except the ski areas, who don't seem interested in maintaining the charm of LCC, which is why people come here. It's killing the goose who laid the golden egg. | 32.2.9E | |
| 35841 | Ferguson, Max | <p>I am a resident at the [REDACTED] up in [REDACTED]. As a resident, our family has concerns regarding this proposal; namely the system of tolling to be implemented, as well as this proposed gondola. As a resident, and someone who will be permanently stuck with whatever solution is decided on, I should have my opinion heard.</p> <p>My largest concern is with the impact of building an enormous gondola up the entirety of little cottonwood canyon. This metal contraption would no doubt be a blight, visually and environmentally, on the rather pristine environment that has been upheld. Regardless of how little the impact is, there is no doubt there will be a negative impact from this. I believe at any negative impact to environment, we should heartily reconsider.</p> <p>Beyond this point of environment, us resident must also consider the financial burden of these decisions. The two largest factors that come to mind are the decrease in property value as well as the cost of tolls.</p> <p>It goes without saying, adding such a visual blight to the canyon, would absolutely negatively effect our properties value, which is an important consideration here. The other large financial impact I foresee is this toll. I believe it is a good concept to help incentivize mass transportation (such as bussing) however we tend to traverse the canyon regularly, and I believe paying such a toll starts to look a lot like a tax for continuing to live here. We have been here since the 90s. I believe adding yet another cost of living is detrimental to those of us who love our place in nature.</p> <p>Please reconsider this project.</p> | 32.2.4A; 32.1.2F; 32.2.7A | A32.1.2F |
| 36397 | Ferguson, Patrick | I am strongly against the proposed gondola. Seems quite a price tag that benefits so few. Tolls/increased bus service. Please don't let the needs of the few outweigh the pockets of the many. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A | |
| 35682 | Ferguson, Robert | You're going to ruin the natural beauty of this canyon and not solve the issue because your calculations on capacity are wrong. You'll have huge lines and people deciding to drive because of it. | 32.20B | |
| 26943 | Ferguson, Torrey | Absolutely not! Would like to keep our nature as natural as possible. We already have the road up the canyon. That's plenty. Maybe just limit the number of people allowed up the canyon per day | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 32033 | Fernandez, Aldo | The gondola is just a money grab at taxpayer dollars. The claims that the gondola will resolve traffic issues in the area are a farse. Vehicles still have to get to the mouth of the canyon to get to the gondola, and this is where the bottle neck always has been and always will be. Don't waste resources lining pockets of developers at the expense of the public and public spaces. Canyon traffic is a problem less than two weeks a year. There are so many other low cost low impact solutions and other, more beneficial, low impact high cost solutions that will benefit the public rather than developers. Improve bus service and infrastructure from more locations throughout the valley and up into the canyon. Create and promote a ride share app. Create and enforce carpooling rules on busy days. Make a rail line along 9400 S that connects to existing TRAX and serves multiple stops in the canyon (not just resorts) via tunnel that won't be impacted by weather and won't impact the natural beauty of the canyon. There are so many great options. Even doing nothing would be better than the gondola because if you allow this wasteful monstrosity to be built, no one will ride it anyway because it will cost over \$100 per ride; just look at how much other gondolas of much shorter distance cost to ride. It's ridiculous. | 32.2.5.6E; 32.2.9E; 32.2.2I | A32.2.2I |
| 25578 | Ferony, Scott | I am begging you to please not destroy our treasured natural resource with 200 ft towers and access roads to each one because of a couple dozen or so days of ski traffic. This is a rediculously overzealous answer to a small and temporary problem. I am up in little cottonwood canyon all summer and winter and rarely do I have any traffic complaints. I avoid the canyon on days when I know it will be overloaded such as a weekend powder day after a dry spell. If an average citizen like me can figure out a way around this problem with little to no effort, then I think we can come up with a better solution than spending what is now very likely to be over a billion dollars in taxpayer money. This is ludicrous. Let's start with a toll and better winter tire policy and enforcement and go from there. There are so many cheaper and easier options. This just smells like someone is fishing for a big contract. Stop the nonsense! | 32.2.9E; 32.1.2B; 32.2.2M; 32.2.2Y; 32.2.2PP; 32.2.9N | A32.1.2B; A32.2.9N |
| 34809 | Ferrv©, Jordi | Just went climbing here, it's beautiful. It would be a shame for the gondola to ruin this raw beauty | 32.2.9E; 32.4B | |
| 33554 | FERRELL, SEAN | Please do not build this horrible thing. I've been a climber in Little Cottonwood for years. The boulders in LCC are magical, and the area is one of the most important and well-loved bouldering areas in the world. When I decided to go to the University of Utah Psychiatry residency, the main reason my wife and I knew we would be happy there was the easy access to Little Cottonwood bouldering, a premier world class bouldering area, just a few minutes from downtown Salt Lake. Among the best bouldering areas in the world, it's extremely rare for being so close to a major metropolitan area. Please do not build this gondola, which would irreversibly destroy boulders in Little Cottonwood, and damage the magical natural space that is there now. Please. And please stop the ski resorts from pushing for it every couple of years -- enough is enough. Protect this magical space forever, please. It's one of the main areas that makes Salt Lake such a desirable place to live. | 32.1.2B; 32.2.9E; 32.4B; 32.6D | A32.1.2B |

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| 37589 | Ferrer, Andrew | <p>First, and again, thank you for thorough consideration of the public's response to the initial and updated EIS review process and proposals.</p> <p>These draft comment reviews (of ~13,000 comments) take great care to pinpoint public commenter's failures to come to the same conclusion of the UDOT board's recognition of Gondola Alternative B as the "preferred alternative." The preferred alternative, Gondola Alternative B, still does not effectively take into consideration a more meaningful approach to the management of transportation issues to be addressed - which should include a more thorough analysis of transportation needs in other Wasatch canyons and the Salt Lake community at large.</p> <p>The Gondola options would immediately and irreparably begin to damage the natural environment in LCC without being able to guarantee proper mitigation of the traffic issues. The projections used to design these solutions are effective at estimating, for instance, possible reductions car volume to maintain car and bus progress up the canyon. In no instance are the promised reductions from Gondola Alternative B a viable guarantee that its operation will be forever smooth and more efficient than smaller, incremental changes that leave smaller impacts on the environment and taxpayer burden.</p> <p>The Gondola Alternative B includes an abridged version of enhanced bus service. The final review indicates the final state of these new constructions (hubs, bus stops, and buses) are yet to be determined. This indicates that, if followed, the gondola would begin operations and the smaller footprint bus facilities are then abandoned? There should be a clear life-cycle and ideally a reuse solution to any resources constructed during major transportation changes to the public realm.</p> <p>The primary objective here is to more efficiently move people up to the resorts and minimize congestion. UDOT repeatedly and accurately claims that it maintains no authority to specifically limit attendance at resorts, use of the road (outside of emergencies), or public lands. This is technically true but lacks the kind of vision that would lead to more holistic construction of a real solution to transportation problems. By focusing on the narrow scope of Little Cottonwood Canyon and its narrow feeder roads, the resources being marshalled here for a huge public infrastructure spending project will only potentially benefit a small percentage of the winter sport recreating population and more likely only benefit two private ski resorts.</p> <p>There is discussion of activating the Gondola service for year-round operation; would it receive any use or just hang limp for 9 months? Would the presence of the Gondola, towers, and cables be a preferred feature in some of LCC's busiest days to photograph fall colors? The Gondola plan also considers that advising people to rideshare would only be met with implementation of fees to passenger car use in the canyon in a tiered structure dependent on traffic conditions. Why is there an assumption that people will prefer the use of the Gondola over the use of an existing bus service? This process is researching technical solutions but at no point does it (nor can it) guarantee that the spaces (cabled gondolas and buses) provided will be filled with the desired occupants.</p> <p>The final EIS document contains this: "Closures of Little Cottonwood Canyon for avalanche mitigation (which occur about 10.8 days per year) typically last 1.5 to 2 hours," (1.4.3.1.1 Mobility - https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2022/08/LCC_FEIS_01_Purpose_Need.pdf). This amounts to about 22 hours in the year of avalanche delay - how much could this be mitigated by smaller step improvements snow-sheds over the road and the enhanced bus service proposals?</p> <p>Are the constituents structuring the transportation plans only the other government bodies that are listed as 'cooperators' and 'participants' or does it include the funding sources yet to be convinced if this project's viability? What is the dollar amount each Utah citizen will be paying into this project and will they ever request this amount back? Is the congestion issue in LCC an 80-20 scenario, where a smaller percentage of the users are creating the majority of the problem? At the conclusion of this process, who is UDOT convincing of the use-case of the Gondola, the enhanced bus service, some combination of both, or the no-action plan?</p> <p>The case being built technically to suggest a dramatic engineering solution (Gondola Alternative B) may appear to check the desirable traits of a transportation solution. I remain unconvinced that the best solution is an otherwise unproven structure built with an undeclared source of funding for \$500,000,000.00 in initial investment to improve accessibility to two ski resorts. The solutions to the transportation congestion should be small and incremental. The solutions should be rapidly assessed once implemented to guarantee they are meeting the expectations. The Gondola is a huge investment, and it currently guarantees only to leave behind a phased out bus plan in its wake.</p> | 32.1.2B; 32.2.9E; 32.2.6.5F; 32.2.4A; 32.2.9A | A32.1.2B |
| 26638 | Ferriello, Katie | Please do not build the gondola. It will forever change the landscape and environment. It is expensive and not beneficial to the general public. | 32.1.2B; 32.2.9E | A32.1.2B |
| 27737 | Ferriello, Peter | Please DO NOT use our tax dollars to fund a project for two private ski resorts. They should be responsible for the project. The gondola footprint will ruin the canyon for future generations. Limit LCC travel and use buses. Put an automated toll at the base and control the flow of traffic. Vehicles should be REQUIRED to have snow rating as the current UDOT system does not enforce compliance as the controls have not been instituted at the canyon entry. The attempted remedies were half-fast at best. Please reconsider the gondola plan and don't ruin our pristine landscape. Thank you for your consideration. | 32.2.9E; 32.2.7A; 32.2.2Y | |
| 26631 | Ferrin, Marcia | Our family owns a condo on the by-pass road to Alta. We are extremely concerned with the decision for a gondola. The towers required are unsightly, hideous against the beautiful canyon views and it is unjust to have a couple of big corporations buying and steering against public desires. The gondola is only the tip of additions that will be required once people arrive at the top. People will still prefer to drive, reserve a parking spot and forget the hassle of a slow ride up to the resorts. Looks like a real mess! Adding more, frequent busing is not such a burden on the tax payer and Udot is looking beyond this simple mark. | 32.1.2B; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 25440 | Ferro, Ari | <p>30 * 35 = 1050 people per hour on your gondola.</p> <p>Did you know that the Wildcat lift does more people per hour?</p> | 32.2.6.5D; 32.1.2B; 32.2.6.5A; 32.7C; 32.2.29N; 32.2.2PP | A32.1.2B |

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| | | <p>Did you know that on a busy weekend, snowbird and alta each get 5000-7000 skiiers?</p> <p>How are 10,000-14,000 people going to ride a 1,050 person-per-hour gondola????? What about when they are leaving at 4pm and the line is six hours long!?</p> <p>How is this possibly a solution? It doesn't improve the situation at all, and significantly impacts the environment.</p> <p>What a joke. The "EIS" is a scam.</p> | | |
| 25427 | Ferro, Ari | <p>The least environmentally impactful solution is to no build anything new in the canyon.</p> <p>Nothing needs to change.</p> <p>Seriously. Do not bulldoze our heritage just so that snowbird/alta can make _more_ money.</p> <p>Implement parking reservations, eliminate first-come first-serve parking.</p> <p>I pray that the gondola is beleaguered with red tape and litigation for years to come.</p> | 32.2.9G; 32.2.2K; 32.2.9E; 32.1.2B; 32.2.9N | A32.2.2K; A32.1.2B; A32.2.9N |
| 25431 | Ferro, Ari | <p>This "EIS" is an absolute farce.</p> <p>The "EIS" is dead-set on implementing something and bulldozing the canyon regardless of any public input or environmental impact.</p> <p>This is just about money. UDOT does not care about the environment.</p> <p>Who's pockets are getting lined the most out of this scam?</p> | 32.6A; 32.1.2B; 32.2.2PP; 32.2.9N | A32.1.2B; A32.2.9N |
| 25444 | Ferro, Ari | Do. Nothing. | 32.2.9G | |
| 27038 | Fessler, Brandon | Thank you for making the right choice! I'm glad we will not be adding more vehicles and widening the roads. Not only is the gondola efficient but what a beautiful way to commute. Thank you for having the courage to do what is best versus listening to the noise. | 32.2.9D | |
| 27082 | Fetters, Ali | I feel that the Gondala is unnecessary. It costs a lot of money and ruins the physical enviornment in little cottenwood. Not only is it expensive to start and set up, it is also expensive to keep. This Gondala will only make travel time about 20 minutes shorter This is an unnecessary, large change to our enviornment. | 32.2.9E | |
| 30071 | Fickel, Veronica | I believe that a gondola would negatively impact the canyon, as it would allow more visitors to travel up the canyon between the road and the gondola, creating a worse environmental impact to the canyon. I also believe that a bus system implementation or shuttle system would be less detrimental to the visual beauty of the canyon as well. Please say no to the gondola!!! | 32.2.9A; 32.2.9E | |
| 26577 | Field, Carson | This gondola is a mistake and a colossal waste of public funds. It will have very minor benefit for very extreme detriment. | 32.1.2B; 32.2.9E | A32.1.2B |
| 25867 | Field, Jonathan | <ol style="list-style-type: none"> 1. It permanently defaces the canyon will destroy numerous bouldering and climbing areas 2. It will not actually solve the traffic issue, the traffic around the openings of the canyon will still be an issue and it will also only run in the winter 3. It's using tax payer money to only service a private resort. <p>Horrible use of taxpayer money to fund corporate greed. No thank you.</p> | 32.29D | |
| 29519 | Field, Tony | <p>I support a wild and healthy ecosystem that provides our water, supports 1,200 species of plants and animals, and is depended upon for healthy outdoor recreation by millions of people both locals and visitors each year. We don't need elaborate gondolas or expansion of the roadways that damage the magnificent Wasatch Mountains. Below are five actionable solutions that will meet or exceed UDOT's goals, all the while protecting what makes the Wasatch unique and inspiring.</p> <ol style="list-style-type: none"> 1. UDOT's goal of 30% reduction in private vehicles could be accomplished without major construction but requires higher vehicle occupancy during peak hours, weekends and holidays. By requiring 4 or more people in cars that enter these canyons, you could remove 50% of the current vehicles in the canyon, 20% more than UDOT's \$500 million+ solution in search of a problem. 2. A flexible YEAR-ROUND bus system that gets people out of their cars, nearer their origins (homes, hotels, work, etc), aided by canyon centers across the valley where you can park your car, visit outdoor shops, get food and drink, even have affordable housing. 3. Increase enforcement of the UDOT Cottonwood Canyon sticker program to ensure vehicles are compliant with snow tire and chain requirements under the Traction Law, making the traction inspection part of vehicle inspections. Some weather events (or known busy days) may warrant banning private automobiles in the canyons. | 32.1.1A; 32.1.2B; 32.2.2B; 32.2.2L; 32.2.2M; 32.2.2PP; 32.2.6H; 32.2.9E | A32.1.1A; A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | <p>4. Innovate and implement an occupancy based toll to increase vehicular occupancy from current 1.7 people per vehicle to 4.</p> <p>5. Big Cottonwood Canyon users parking at "LCC mobility hubs" - If people going into Big Cottonwood Canyon make use of the LCC mobility hubs demand and crowding will increase, but this hasn't been included in UDOT's scope.</p> <p>Year round visitation whether to a designated ski area or summer time trailhead should never be served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. That proposal is too intrusive and expensive and should be taken out of consideration.</p> | | |
| 28763 | Fielder, Alex | I am very much opposed to the gondola. I don't think the good people of Utah should pay for something that would strictly benefit the ski resort. The only reason I like the plan as it stands is because improved bus service and tolling is being tried first. I pray that it works, and I think the gondola interest group is playing such an evil game to the public. I know UDOT is going to do whatever it wants anyway, so I have no clue why I wrote this, but despite this being a useless task, I would feel bad not speaking my mind. Be smart UDOT, please. | 32.2.9E; 32.29R; 32.2.7A; 32.2.9N | A32.29R; A32.1.2H; A32.2.6S; A32.2.9N |
| 26895 | Fielding, Dellan | I am a rock climber and outdoor enthusiast. This transportation option would permanently hurt the natural beauty of the canyon and destroy some world class granite boulders for rock climbers. Please consider better options before choosing this. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 26892 | Fielding, Dellan | Save the roadside boulders please | 32.6D | |
| 38625 | Fields, Dave | <p>Hello,</p> <p>Attached is a letter for submission to the Final EIS comment period on behalf of the four Cottonwood canyons ski resort general managers.</p> <p>Thank you</p> <p>Dave</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.2.4A; 32.2.2K | A32.2.2K |
| 38632 | Fields, Dave | <p>Good Afternoon,</p> <p>Attached are comments on behalf of Snowbird for submission to the Final UDOT EIS comment period.</p> <p>Thank you</p> <p>Dave</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.2.9D; 32.29F; 32.2.2K; 32.2.4A | A32.2.2K |
| 31534 | Fields, Gary | As a 6 month out of the year longtime resident, I believe that a tolling exception needs to be made for residents/property owners. We pay substantial taxes to live here and a resident pass is only appropriate. | 32.2.4A | |
| 32670 | Fierley, Jordan | I'd appreciate if a new bus system is considered as a solution before the implementation of a gondola. If buses are already needed for construction of gonadola, it seems buses could be a permanent solution. Or charge an entry fee/permit the canyon | 32.2.9A; 32.2.2K | A32.2.2K |
| 33285 | Fietkau, Austin | I oppose the gondola. Explore the other options at hand, don't ruin our canyons. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 26126 | Fife, John | The gondola is a poor choice because it can't be expanded, stops can't be added, it's poorly suited to special freight (construction equip and material), and it does not entirely displace surface traffic. The more expensive cog railway accomplishes all these goals admirably. The CR can add or remove cars to adjust for volume of passengers, be lengthened, add new stops, and accommodate special freight of all kinds. The gondola is sexy but shortsighted, while the cog railway will serve more people, better, for a longer time, and more reliably. | 32.2.6.5A; 32.2.9E; 32.2.9F | |
| 33748 | Fife, John | If low income people can't easily afford to ride the gondola -- anytime -- then you're baking social inequity into public transportation and access of our natural resources -- a retrograde move even for Utah. | 32.5A | |
| 33716 | Fifita, Illian | Im a frequent visitor to little cottonwood canyon and do not wish to see the beautiful scenery destroyed to cater to a small group of people. I am opposed to the construction of the gondola and hope to not see it built so my children and i can continue to enjoy the outdoors the way it's supposed to be. | 32.2.9E | |
| 27385 | Figgins, Abby | I am a longtime resident of cottonwood heights and I do not support the gondola system. However I do support the enhanced bussing system. I think we should start with the enhanced bud system and other options before considering the gondola. There are not funds for the gondola. The gondola would be expensive to tax | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>payers and is not the correct solution. We still don't know how much a ticket price would be for the gondola. The gondola is destructive to the beautiful landscape of LCC. LCC is a world class canyon and it should be protected and sustained.</p> | | |
| 31910 | Figgins, Charlotte | <p>UDOT,</p> <p>After all of the concerns proposed in the Chapter 32 document, I still cannot fathom that the Gondola is somehow the BEST choice for LCC. The climate, ecological, recreational, and environmental impacts would be irreversible simply because people enjoy a ski season for 2-4 months out of the year. The canyon is used for other purposes other than skiing, in months without snow, and those types of recreational activities also bring hundreds of people to Utah to enjoy. They come for the natural landscapes, climbing, hiking, etc. and enjoy what nature has to offer to escape the sounds of machinery for a few hours, something that would be eliminated by this project, along with the climbing and hiking routes that would be bulldozed to make room for this.</p> <p>By only focusing on a ski season that potentially may be non-existent in the next 25 years due to the increasingly less snowfall we receive each year from global warming effects, we are limiting the amazing benefits all year around that the mountain range offers. Considering the trajectory of less and less snowfall each year, the 10 years it will take to build the gondola, and the potential to have permanent climate effects by 2050, realistically this gondola only has about 15 years of operation once it's completed to even enjoy any snow at all.</p> <p>All of this for \$550 million which could be spent on climate efficiencies to save The Great Salt Lake, something that is in need of support RIGHT. NOW. And something that, if not fixed, could cause Utah to become uninhabitable in general, to where a gondola wouldn't even be needed let alone funded. I'm appalled at UDOT for still considering this ridiculous project. People who take part in the ski season understand the traffic, they willingly participate in it every year as a factor in enjoying the resorts, and they know what they're getting into. If they are concerned about getting up the canyon, they can carpool, arrive earlier, take the bus, or use alternative means that aren't going to create a forever lasting effect on the natural landscape of the canyon.</p> | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.2E | A32.1.2B |
| 34836 | Figgins, Joshua | <p>Hello,</p> <p>My name is Joshua Figgins. I am a resident of Sandy. I am opposed to the gondola idea. I am a Utah voter and a frequent user of Little Cottonwood Canyon. I understand that the canyon has major traffic issues that need to be addressed, but I do not believe that a gondola is an appropriate solution. The gondola is incredibly expensive. That is a lot of money that is really only going to help those with lots of money who can afford to go skiing. If we can find a way to raise half a million dollars on an infrastructure project like this I feel that it can be used somewhere with a much bigger impact that benefits all of the Salt Lake area, and not just those that can afford to go skiing at the resorts.</p> <p>Little Cottonwood Canyon is absolutely beautiful and is used for so much more recreation than just skiing. The gondola is going to displace many climbing routes. That is awful because this canyon is home to so much world class climbing. The canyon has some of the most stunning views in all of Utah. It provides a feeling of solitude and peace that a Gondola now interrupts. The Gondola isn't even useful for all canyon users. It seems to only benefit Snowbird and Alta during the ski season. It does not help all the other canyon users during winter.</p> <p>The times that traffic is really bad is only during snow storms. I do not feel that spending over half a million dollars for a solution that is only needed for maybe 20 days of the year is a good idea. Again if we are going to be spending money to fix traffic issues in the Salt Lake area I think that money should go to somewhere that will benefit all residents for a lot more than just 20 days of the year.</p> <p>Another issue I have with the Gondola is that it doesn't seem to reduce the amount of cars that will be driving up the canyon. In the last document stating UDOTs plan, it still expected the same amount of cars to be going up the canyon after the gondola is built. Therefore the gondola doesn't seem to erase the traffic issue on snow days, but just allows more people to make it up the canyon.</p> <p>I support the idea of an improved busing system. I don't support a massive road expansion. I think that is overly expensive and causes a lot of environmental damage as well. I do think that there could be a lot more incentives to get people to ride the bus. The buses can be designed a lot better for skiers. They can allow for easier gear handling and comfort. I think that the bus stations can be more inviting and provide a comfortable place where people are happy to wait for a bus. My idea would be to create a hybrid bus passing lanes up the canyon. There are probably places on the canyon road where it would make sense to build an extra lane for buses. This could be in areas that aren't destructive to current recreation, are cheaper to build a road, and requires less infrastructure to mitigate avalanches. You could just build one extra lane that buses can use going up in the morning and at some point during the day they can switch so that the buses use the same lane to go down in the afternoon when traffic starts getting bad going down. I think this would work great because it would motivate people to take the bus because the bus would have opportunities to pass slow traffic going up the canyon. It wouldn't be a bus only lane the whole way up, but at strategic locations to minimize canyon damage and allow for buses to pass slow traffic occasionally.</p> <p>I also think that Alta and Snowbird can do more to encourage people to take buses. I appreciate that season passes offer free bus fare. I think that Alta and Snowbird could offer improved locker and storage for skiers. They could offer incentives on certain days for skiers to take the bus. They can continue parking reservations on days that are expected to be crowded. They can make it very clear that if you don't have a parking reservation that you will need to take a bus to get up to the resorts.</p> <p>I think that traction laws should be enforced in the canyon. This won't prevent people from going up the canyon because a bus will still be an option.</p> <p>I feel that Little Cottonwood Canyon is so much more than the ski resorts. I think the ski resorts are a blessing to have so close, but it is not worth selling our canyon for an entire year just so that some people can ride it for the winter. I don't think that it will fix the traffic problem much better than common sense solutions would. I think it is a massive benefit to only the ski resorts and causes way more permanent damage to an absolutely beautiful canyon and state than any good that it could bring. Little Cottonwood is so much more than just the ski resorts and it deserves more common sense solutions that will help to preserve its beauty and natural wonders.</p> | 32.2.9E; 32.1.2B; 32.1.4K; 32.2.9A; 32.2.2M; 32.2.2I | A32.1.2B; A32.2.2I |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 27917 | Figueroa, Amanda | I am opposed to the creation of the gondola through this canyon. It will only benefit the ski resorts, while harming the existing environment for hikers and bikers. Buses and limiting private vehicles are a much more sustainable solution that will provide flexibility in the future if route changes are needed. There's no reason to spend millions on a permanent, inflexible solution that a significant portion of the population does not want. | 32.2.9E; 32.2.2K | A32.2.2K |
| 28333 | Figuracion, Adam | Little Cottonwood Gondola benefits a relatively small group of canyon users for the winter season. It does not make sense to destroy the landscape and the climbing boulders in order to only service two ski resorts. There are many people who want to utilize the canyon at backcountry skiing spots. If you put in the gondola, then you have to create more infrastructure to accommodate the traffic to the gondola. I think adding more busses, restricting car access, potentially limiting the amount of skiers per day at the ski resorts, and widening the roads for busses is a better option. | 32.2.9E; 32.2.6.5E; 32.2.9B; 32.1.2D; 32.6D; 32.4B; 32.2.9A; 32.2.2Y; 32.2.2K | A32.2.6.5E; A32.2.2K |
| 32309 | Filgo, Shelly | This is my 5th comment. NO THE COMMUNITY DOESNT WANT A GONDOLA. Elizabeth King highlighted the reasons. Tax payers pay NO benefits are to those that the gondola Serves the ski resorts and politicians. Anytime something like this has Local politician/real estate associated with it wouldn't you be a bit skeptical? This is a scam it would ruin the skyline during the summer and winter. At such an expense. There is a simpler way. I believe we would rather wait in line. | 32.2.9E | |
| 30984 | Fillerup, Natalie | Hello, As a resident of Salt Lake City, I urge UDOT to take the phased approach for enhancing transportation in LCC. Please look towards more sustainable decisions for transportation like carpooling and busing. Thank you, | 32.29R; 32.2.9A | A32.29R; A32.1.2H; A32.2.6S |
| 37321 | Filley, Leah | Help make the canyons available to people of all socioeconomic statuses: build the gondola. | 32.2.9D | |
| 33041 | fillmore, andrew | Please don't waste our sacred canyons with this horrendous and disastrous proposal. The absolute lack of creative solutions to this transportation debacle is itself a travesty. As a lifelong regular visitor of Little Cottonwood, I absolutely oppose implementation of the Gondola construction. | 32.2.9E | |
| 36520 | Fillmore, Ariel | I am a Salt Lake native. I love to ski and hike and climb in little cottonwood canyon. The gondola proposed would tarnish the majestic landscape we so value. Please reconsider alternative options! | 32.2.9E | |
| 36486 | Fillmore, David | I am concerned about the potential damage to the roadside bouldering areas with the gondola plan. These bouldering areas, while not as well known as "Snowbird" and "Alta" are fantastic and should be protected. In addition there is a lower barrier of entry to enjoy bouldering. Bouldering is less expensive than skiing. If the bouldering areas are protected people with less money can enjoy the canyon of in a different way during non peak seasons. I am also concerned as a tax payer to to hear so much money is being spent on a project that caters to resorts and a sport that is generally exclusive with cost. | 32.1.2D; 32.2.9E; 32.2.7A | |
| 37222 | Finch, Amy | A gondola in LCC is a terrible plan to manage traffic in the canyon. Tax payer money should be used to improve tax payer quality of living not for skiers. Maybe use that money to buy vans or have all lanes go up hill for 2 or 3 hrs in morning and all lanes go down in the afternoon. If we have money for a gondola why don't we have money for a year round farmers market like Pikes Place. Why does SL always spend money on developments that benefit few people, for example the Inland Port. | 32.2.9E; 32.2.7A; 32.7A; 32.1.2D | |
| 33607 | finderup, lars | If tram is built I will never again ski either Alta or Snowbird! One crazy idea! Canyon will be ruined! | 32.2.6.4, 32.2.9E | |
| 28394 | Finke, Elizabeth | I am against the gondola for sooo many reasons!! This is just making a few people very rich and only supporting Alta and snowbird! Utahns love their cars so most are still going to drive up there in the winter. In the summer it will not stop at any popular hiking/climbing trails. It will ruin some popular hiking trails and disrupt the wildlife in those areas! We do not want to see huge towers going up our beautiful canyon and have it under construction for years and as a Sandy taxpayer I don't want to pay for it! This will not fix the problem! The parking/carpooling that the resorts implemented are helping. I think we need to start with smaller ideas like these before we jump to a 500 million dollar mistake! We certainly don't want to add a Disneyland attraction just to move lots more up our canyon, we need less people going up there to preserve our beautiful canyon. Bottom line...Utahns love their cars and this is way too expensive and not the answer!! We need to try other things first!!! Please listen and do not let this go through!. | 32.2.9E; 32.2.4A; 32.29R; 32.1.2B; 32.1.2D; 32.4B; 32.13A; 32.2.7A; 32.7C; 32.2.9N | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B; A32.13A; A32.2.9N |
| 31886 | Finley, Thomas | I ski at Snowbird 60 days a year. I only find the road difficult to travel on storm days which are 10 to 25 days a year depending on the year. This means that with the gondola and enhanced bus service a very large amount of money is being spent for only a handful of days a year. I am very pleased that there is a phased approach being proposed while funding is secured which means the gondola may never be built. I do believe that the gondola is bad idea as it is a very expensive solution for a problem that exists on a handful of days a year. I also believe that just like most large projects the final cost will be double the \$550 M. When reading through pros and cons for the Gondola vs Enhanced bus service a common con for busses is that no one rides them today. A simple solution to increasing ridership is to put in place restricting the canyon to only busses on the days that the road is a mess. Again this is only a handful of days a year. You could also just restrict the canyon to busses only for the first hour or two after opening. If that were done the busses would be packed with skiers wanting to get powder. To deal with the traffic | 32.1.2B; 32.7A; 32.2.2B; 32.2.2M | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | issues near the neighborhoods either make a parking lane (ie wider shoulder) or ticket people that park and wait in the lane of travel. You could require cars to wait in mobility hubs which is where the busses would load. With this approach the busses will be full. Another comment is that the ticketing of cars waiting in the lane of travel and restricting cars on the days the road is a mess is a safety issue and that should make them implementable. Also cars should be ticketed if they are in the canyon with out snow tires through out the season. There should be an inspector checking a cars tires and turning cars around particularly on storm days. | | |
| 27606 | Finlinson, Doug | I have yet to hear how much is going to be charged to park at the gondola and how much to ride the Gondola, and if UDOT feels ridership will be limited due to the cost? | 32.2.4A | |
| 35337 | Finn, Peter | <p>As a skier for over 71 years, east coast to west coast and Canada, I first made turns at Alta in the early 70s and shortly later in Snowbird driving up whenever I wanted with no concerns for traffic congestion or parking problems.</p> <p>Of course that has degraded to too many days of bumper to bumper traffic with warning no parking availability electronic messages at the canyon bottom.</p> <p>In addition the cost for lift tickets, passes and food has forced fewer days or no longer being able to click into your skis. Compound those deterrents with any parking fees and then gondola ride fees.</p> <p>Another reality is the diminished snow pack, shorter seasons and reducing 'lake effect' from the shrinking Great Salt Lake. Climate Change unfortunately is the new normal that will not give us enough 150% rebound winters to restore our historical 500," plus snow years even into July 4th.</p> <p>Little Cottonwood Canyon geography is uniquely beautiful and enjoyable in all seasons for non- skiers alike.</p> <p>Especially now in the height of fall colors, think of the ugly view of huge steel towers obscuring the spectacular landscapes.</p> <p>Of course the greatest unknown is the true cost which probably will be well north of \$500 million and a lasting eye sore that will be less used as other traffic solutions are tried like shuttle services and sign up car pools.</p> <p>So how else to reduce canyon gridlock and preserve the natural beauty?</p> <p>You've seen suggestions for even/odd license number days, toll fees (maybe just certain days?), eventually a designated lane for electric buses (yes carving a wider road up the canyon but far more aesthetically agreeable).</p> <p>We don't need to permanently butcher one of our most valued resources with an alien structure that I'm sure would be regrettable shortly after built. (Yes the Snowbird tram fits its topography well - -it's the only way up there follows the contours of the mountain).</p> <p>Change your decision and make incremental changes to our access adjusting as needed instead of permanently destroying a natural treasure.</p> <p>Thank you for stepping back to preserve our Little Cottonwood Canyon forever beauty.</p> <p>Peter</p> | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.4A; 32.2.2E | A32.2.2K |
| 25834 | Finnegan, Riley | I can't seem to find the data that supports"Support for gondola." Would be great to see the numbers as I recall a lot of public comment *against* it. As usual, I would rather see expanded and free bus access to alleviate car usage, more bus stops along the highway in the canyon and tolls on cars to discourage their use. This will help ensure access to marginalized populations isn't further reduced by changing for cars, the gondola, and the bus itself. | 32.2.2PP; 32.2.9A; 32.2.4A; 32.2.6.3C | A32.2.6.3C |
| 26254 | Firmage, Chris | The gondola is not for Utah. The gondola is for ski resorts and investment bankers. By creating the Gondola you are destroying the very canyon we all seek to preserve. You eliminate hiking trails, boulders and the pristine view by creating a gondola. For the sake of SLC the canyon and the people of Utah do not build a gondola. | 32.2.9E; 32.4B; 32.6D | |
| 28747 | Firmani, Nick | <p>Regarding figure 7.4-1, vehicle backup lengths by alternative: the enhanced bus service option is nearly as good as any of the other alternatives. This should be considered as a separate alternative, and selected.</p> <p>Regarding figure 32E.2, can a winter time rendering (no leaves on trees) be provided? Providing a rendering that obscures the tower and gondola behind deciduous trees beguiles the view during a sizable portion of the year.</p> <p>Regarding chapter 32E.3, all of the figures have a point of view that intentionally minimizes the appearance of the gondola. Just because the tops of the gondola</p> | 32.2.9A; 32.17A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>towers are below the starts of these climbing routes doesn't mean that they're not visible. Were these renderings the only ones that UDOT and the Utah State Historic Preservation Officer used to determine visual impact? Simply angling the point of view downward (Figure 32E.3-2) or to the right (Figure 32E.3-4) would substantially alter the character of the rendering, demonstrating the actual visual impact of the gondola.</p> <p>Overall, the gondola is clearly the wrong, more expensive, shortest lasting choice, and should not be prioritized. Enhanced bus service should be the only preferred alternative.</p> | | |
| 28928 | Firth, Amy | I believe the Gondola should not be built due to environmental impacts and state funding shouldn't be used on a project that low income people won't access | 32.2.9E; 32.2.7A; 32.5A | |
| 30454 | Firth, Camber | The gondola is a terrible "solution" to this issue. I am strongly against this. | 32.2.9E | |
| 31513 | Fischer, Devon | The gondola is not the correct option. It is a tourist trap when many of the ski tourists stay at the resorts. It fails to take into account backcountry skiers, snowshoers, and hikers. The cost to ride the gondola would also be prohibitive to people actually using it. Further most of the outdoors community (those that would actually use alternative transport up the canyon) do not want it. | 32.2.9E; 32.1.2D | |
| 34440 | Fischer, Jade | Please consider halting the proposed implementation of the gondola until a proper consensus of the local community and public majority has their voices heard. Our community works as a team and we should not be moving forward with this proposal until all alternatives have been considered. | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 28456 | Fischer, Jonathan | <p>This decision represents a loss of what makes Salt Lake City so special. I live here because I love being able to enjoy pristine and wild nature so close to the city. There is no way to build a gondola and also preserve that. To me, this means the end of Little Cottonwood Canyon.</p> <p>I sincerely urge you, as someone who deeply values using the Canyon year round for biking, hiking, climbing, and skiing, to reconsider this plan and create one that lets the canyon stay wild and serene.</p> | 32.2.9E; 32.2.2PP; 32.5A | |
| 33524 | Fischer, Kendall | The proposed gondola would cause more harm than good for LCC. | 32.2.9E | |
| 28650 | Fischer, Matt | <p>My question, and comment, is why do you not look at expandable solutions, I have an a tunnel which has been done in Europe for years and throughout the globe, you are able to connect into public transportation and have a start of a system that can be expanded as Utah! grows. I put a little information about it up at lcctunnel.com. Although they have denied the tunnel in My conversations with Udot. Largely because we both looked into doing a tunnel with the boring company. Which their costs have come down, but in reality we need to be looking at other tunneling Companies as well who have a large track record. Then of course you talk about the biggest misconceptions that both the locals and politicians have not looked into, Can a tunnel withstand an earthquake? Because it moves with the earth in an earthquake, in the 1981 earthquake they use tunnels in the bay area for emergency responders because it was the only thing operating after the bridge collapsed. Will a tunnel affect the watershed? In many watersheds in Europe tunnels have not affected them, Also with tunnel construction, it is a sealed process so as long as they do a proper EIS study and build around the watershed veins they are ok. I am happy to connect you with the leading watershed authorities in Europe who I briefed on this small project here in Little Cottonwood Canyon. Finally, will the weather affect the tunnel? Such as Highwinds, avalanches, and other environmental problems? These are all things that are concerns with other alternatives. My recommendation is that despite local political pressures, and local politicians with vested interest in the project, and And those who are looking into 2050 with a non-expandable solution for future traffic as a whole, (gondola vs tunnel which is expandable) but they should be looking at how tunnels and other alternatives Can be a win for the people and the state. I know That this is not how politics works, it's more about power, pride, Prominence, Funnelling money through special interest groups, finding local businesses and developers to benefit from decisions. Unfortunately my suggestion does not benefit those who use the political system for gain. But it is a solid alternative for the expanding future of Utah.</p> | 32.2.2C; 32.2.6.5A | |
| 26982 | Fish, Glen | I am all for the gondola I think its best for the canyon | 32.2.9D | |
| 27915 | Fisher, Aaron | <p>██████ your greed. The canyons are more than just ski resorts. ██████ your greed and ██████ you even more for not listening to the will of the people that actually spend time in the canyons, instead of some ██████ tourists who disrespect everyone and we're upset they had to sit in their rental car a little longer on their 1 week vacation. Your priorities are ██████.</p> | 32.2.9E | |
| 38639 | Fisher, Carl | <p>Please find Save Our Canyons comments on the FEIS for Little Cottonwood Canyon, attached.</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | <p>32.2.9E; 32.2.2PP; 32.2.6.5E; 32.2.6.2.1D; 32.2.6.2.1G; 32.2.2I; 32.2.2F; 32.2.2SSS; 32.1.2D; 32.1.2F; 32.1.2H; 32.1.2O; 32.2.2K; 32.1.1A; 32.2.4A; 32.20D; 32.1.2D; 32.20B; 32.1.4I; 32.2.6.5E; 32.2.2I; 32.2.6.3F; 32.1.4D</p> | <p>A32.2.6.5E; A32.2.2I; A32.2.2F; A32.2.2K; A32.2.2SSS; A32.1.2F; A32.1.2H; A32.2.2K; A32.1.1A; A32.2.6.5E; A32.2.2I</p> |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25300 | Fisher, Gavin | This will destroy the canyon and the many climbing areas in the canyon please don't do this | 32.29D | |
| 25778 | Fisher, Gavin | No gondola please it will remove climbing boulders | 32.2.9E; 32.4B; 32.6D | |
| 36495 | Fisher, Gwyn | Would much prefer busses. Gondola will spoil the landscape and be of little use to folks wanting to get off halfway up or anywhere that's not a premium ski resort. | 32.2.9A; 32.2.9E | |
| 34458 | Fisher, Joshua | I am against the gondola project, which is nothing more than a handout to a private business that will forever scar the beauty of our canyon. There are far better ways to use our tax dollars, and I will be sure to vote against any politician who supports this project. | 32.2.9E | |
| 36273 | Fisher, Rachael | This process is flawed, the EIS's own purpose and need statement is not addressed by this alternative. The gondola was excluded from initial screening for not reducing traffic, and was therefore not evaluated to the same standards that the widening of the road, bus services, and no action alternative were. The whole process has been skewed and unfairly beneficial to the two ski resorts up Little Cottonwood. It excludes those who cannot afford this option, and the taxpayer base who are bank rolling this criminal operation have no say. This is unfair, arbitrary and capricious. The communities most affected by this decision are opposed to this decision. This goes against what Utahans stand for and actually disregards all of the public outcry. It is a shame and a sham, we are all disappointed to see what UDOT has decided. The fact that you are both the applicant AND the decision maker is laughable. There is no chance of an unbiased decision, even the law makers benefit financially from this endeavor. Most disgusting of all is the charade that these comments," will ever be considered. The process is broken, the public trust is broken, and ultimately Little Cottonwood will forever be marred by greedy rich people for their benefit and the demise of the beauty and wildness that brought most of us here. I'm sorry for this waste of time. Sorry to my children for a gondola built justified by problems," (like avalanches) that won't even exist in 25 years. Neither will skiing in the Wasatch that this was justified for, certainly not the quality that it is now. Divert the billion dollars this will cost to save us from the cancer winds of the dried up lake. | 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 26244 | Fisher, Roman | i just don't get it. you say you care about the canyon but you're stripping it of it's natural beauty with this [REDACTED]. there are plenty of other ways to stop traffic. tolls to go up the canyon is one of them. also where [REDACTED] is anyone gonna park to get on said gondola? | 32.2.2Y; 32.2.6.5J; 32.2.2PP | |
| 36144 | Fisher, Steven | I have an insurance agency in Sandy and live in Cottonwood Heights. Having talked with many clients, friends and neighbors about the Gondola, I feel I can state with strong accuracy that the majority of people in our valley do not want the gondola. It's a lot of money for two resorts to benefit from. The number of days it might be used are minimal and it won't solve the problems. Most people, including the skiers I've discussed this with are very frustrated that UDOT is trying to get more people up the canyon. The most frequent comment is that it's too crowded or congested up there already. Many stated they don't even want to ski or go up the canyon anymore due to the crowds. The other comment is that it will only cater to those with money. One doctor stated that he wouldn't take his grandkids on it. People with kids have stated they aren't going to deal with a gondola (too much work) and they're definitely not going to pay to ride it and add that to the expense. Another comment is that it will just be a tourist "activity" from for out state people with money and time. UDOT needs to look at other options that will preserve the canyon and reduce the crowding. The ski resorts should not be dictating how the canyon is used and enjoyed. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 30666 | Fishman, Howard | My only issue is tolling. If you are going to implement tolling when the gondola is installed that is ok. But if you are going to implement a toll before hand that is not acceptable. I live in the Wasatch Back. Only ski weekdays when we have dry roads. I am retired over 65 and cannot find others to ride with or ride with me. Alta charges for parking and reservations are required . When I have tried to be a good citizen and use the ski bus the lots are full with folks parked in no parking zones. UDOT has announced reduced buses this winter due to staffing. Many of the people objecting to the Gondola live along Wasatch Blvd and they do not want it to change. | 32.2.4A; 32.2.6I | |
| 35878 | Fitt, Steven | Since the planned gondola will stop only at the two ski resorts, why is it still marketed as a plan for better access to the canyon? Most of what my family does in the canyon cannot be accessed by the planned gondola because our most common activities are not at the top! Since the gondola serves only the two resorts, why aren't they paying for it? As long as it is not funded by taxpayers, I fully support the gondola. If it is funded through taxes, I strongly vote 'no'! | 32.2.7A; 32.1.2D; 32.2.6.5G | |
| 34796 | Fitzgerald, Karlie | Please don't build the gondola in little cottonwood canyon. Please revisit the alternative options. | 32.2.9E | |
| 36924 | Fitzgerald, Kelly | While I support carpooling efforts up the canyon, I do not think the gondola is the best solution. Gondolas are expensive and intrude the scenery around it. More funding to city buses is an affordable solution. This will not ruin the beautiful canyon scenery and utilize existing roads. | 32.2.9E; 32.2.9A | |
| 28156 | Fitzgerald, Print | Hi my name is Riley Fitzgerald, and I have an issue with your gondola project. Instead of spending all that money for a gondola, why dont we invest in more electric busses? There's so many activities up in our mountains and itd be a Shame to waste so much time for our residents of utah. It seems like you big companies aren't really caring about our surroundings or even us as people, it's all for profit. It's attracting more tourists for more money. It's bad to create such an expensive way to get up the canyon for such a silly reason. The costs of this project is not only a lot of money, but it's very costly to our earth too. CO2 emissions for the project would practically suffocate our valley, it's not healthy or even logical for any us. There's a shortage of concrete too, we should conserve our resources because everything is becoming more scarce, and emissions from concrete industries are 88% CO2 purely. I respect UDOT, i believe you guys will take in our voices and let the canyons remain as they are. There's so many better, and more go green options. You can even add a restriction to the touristy parts of the canyons where the car must have two or more people like an HOV lane. Let's not settle this just yet, let's look at what we as a city can come up with. I appreciate your time. Sincerely Riley Fitz | 32.2.6.3F; 32.2.9A; 32.2.2K | A32.2.2K |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35208 | Fitzgerald, Troy | <p>Dear UDOT,</p> <p>My name is Troy Fitzgerald and as a resident of Salt Lake City and frequent user of Little Cottonwood Canyon. I'm writing about the proposed transportation alternatives in Little Cottonwood Canyon and the risk they pose to non-resort users, such as climbers, hikers, backcountry skiers, etc... UDOT has identified two preferred transportation alternatives to mitigate winter-time traffic issues: a gondola or widening the road for additional bus-only lanes. I am advocating for a less impactful alternative: expanded bus service that is fiscally responsible and would serve all canyon users year-round, coupled with other traffic mitigation measures such as tolling.</p> <p>First, the transportation proposals are only a partial solution, and seem to only be serving the resort users in the canyon. Little Cottonwood Canyon is popular with many user groups, including hikers, runners, mountain bikers, and climbers to name just a few. The proposals are short-sighted and do not stop at trailheads or other parking areas, ignoring other groups.</p> <p>Second, Both of the proposals come with initial construction cost estimates of over \$500 million. There are more fiscally responsible options. Not only would an expanded bus service be less impactful to the landscape, it would use existing infrastructure and would cost less to implement.</p> <p>Third, the proposals are aimed only at mitigating wintertime traffic in Little Cottonwood Canyon, even though the canyon is popular in all seasons. A year-round expanded bus service would address traffic problems throughout the year.</p> <p>Last of all, I am a multipurpose user of Little Cottonwood Canyon that includes skiing, but I do not appreciate the transportation proposals only serving those traveling to the ski resorts, leaving most all other canyon users behind. In addition, the proposals threaten world-class climbing resources. The road widening alternative would eliminate a large number of boulders that are used for climbing and the gondola alternative would really ruin the climbing experience that not only I have been enjoying in Little Cottonwood Canyon for over 20 years, but for everyone. The gondola would have a huge negative impact on the pristine alpine views enjoyed by all in the canyon.</p> <p>Rock climbing has occurred in Little Cottonwood Canyon since the 1960s and its development has played a major role not only in my life, but also the global climbing community. It is unacceptable to remove a single recreation group's access at the benefit of private industry on public land. Less impactful options exist and should be implemented before making permanent changes to the canyon.</p> <p>Sincerely, Troy Fitzgerald</p> | 32.2.9A; 32.1.2D; 32.1.2C; 32.2.6.3C; 32.4A; 32.17A | A32.2.6.3C |
| 36527 | Fitzgerald, York | <p>Yes, yes, yes. Quiet, efficient, novel. All over Europe you'll find gondolas going to the tops of the mountains. They figured it out. Great for the winter, great for the summer. Better than busses, better than cars, better than motorcycles.</p> | 32.2.9D | |
| 29890 | Fitzklein, Megan | I do not want my tax dollars to go toward a project that only benefits those who ski and the ski resorts. Especially when there are better solutions and the gondola would block the amazing view that little cottonwood canyon provides for hikers, bikers and other people who recreate there. Please vote no on the gondola, it really is not the best solution to the traffic issue. Thank you. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28648 | Fitzpatrick, Brenda | I am against the gondola. Please stop this ridiculous eye sore. | 32.2.9E | |
| 35223 | Fixsen, Rachel | I support alternatives that involve minimal impacts to the canyon. It makes sense to try enhancing bus service first, and see how that works, before spending a huge amount of money and permanently altering the canyon. The canyon's value hinges on balancing access with preserving its natural state as much as possible. I believe a gondola is tipping the balance toward over-development. The gondola option also has unacceptable impacts to irreplaceable boulders. To someone who doesn't climb, one boulder may seem very like another, but to climbers, the specific routes and problems on Little Cottonwood boulders have been treasured for decades. Please consider collecting data on the efficacy of enhanced bus service, incentivized by a toll for private vehicles, before proceeding with a higher-impact solution. | 32.2.9A; 32.4B; 32.2.9C; 32.2.9R | A32.2.9C; A32.2.9R; A32.1.2H; A32.2.6S |
| 26427 | Flamm, Bryan | I am in full support of the Gondola. I'm shocked that there is opposition to it. It is the true long term solution to the problem. The rapid bus system is nothing more than a bandaid that will need to be fixed again. | 32.2.9D | |
| 26428 | Flamm, Kim | I am in full support of the gondola. | 32.2.9D | |
| 36283 | Flanagan, Colleen | I am absolutely opposed to the Gondola! | 32.2.9E | |
| 34115 | Flanders, Kyle | The gondola will drastically change the visual beauty of the canyon and cost far too much to taxpayers. More should be done to explore alternatives that are more reasonable and environmentally sound. Protecting the environment and wildlife in the canyon should be of utmost importance! | 32.2.2PP; 32.2.9E; 32.13A | A32.13A |
| 29779 | Fleck, Kenneth | Were it not for the skiers and ski areas in Little Cottonwood Canyon, this project would not have been proposed or considered to be necessary by some. Skiing is an amusement for the wealthy, privileged, and entitled. The proponents of this project, the ski areas and skiers, should pay for all of it if it is constructed. Utah taxpayers | 32.1.2B; 32.2.2K; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B; A32.2.2K |

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| | | who don't ski should not be asked to pay for a project that is only for skiers. Ski areas should limit the number of lift passes to reduce the impact of skiing activities and traffic. A gondola and towers in Little Cottonwood Canyon will further defile the appearance of the most scenic glacier-carved canyon in the state. | | |
| 33685 | Flegal, Douglas | A much wiser choice would be to increase parking at the canyon entrance and increase the number of buses. Also, a significant charge could be made for private vehicles during ski season. | 32.2.2Y; 32.2.4A; 32.2.9A | |
| 33511 | Fleig, Nyssa | <p>I oppose building a Gondola in Little Cottonwood Canyon. I do understand some of the arguments for building - that it takes traffic off the road and that it would take a phased approach. I disagree that this option takes into consideration all canyon users, as it will only stop at the resorts.</p> <p>I would also like more information on how much the gondola will cost to ride. Currently just a tram ride at one of the resorts costs \$20 or more. I wouldn't opt to ride the Gondola if it is \$50 or more, which means we end up spending a lot of money on a transportation option that people don't use. People don't even ride Trax, and that costs \$5 a ride. Let's invest money and resources into free public transportation, incentivizing bus routes, electric buses, parking management, and ride-share options.</p> <p>I also want to voice dissent on widening Wasatch Blvd. Please consider other improvements to the road, including separate bike lanes, pedestrian access, and beautification efforts.</p> <p>Every year, snow fall gets less and less. Every year, the summers get warmer and warmer. Every year, the Great Salt Lake shrinks more and more. Why would we pour money into a transportation option that only runs in the winter, when in a few years we won't have a winter? I know that sounds catastrophizing, and I know it sounds like I'm exaggerating. But we're not investing in large scale efforts to turn the tide on climate change. We need to be making holistic efforts. We need to consider a future when we don't have ski resorts. What about your calculations would change? What would you do differently if the main traffic up the canyon was fall/spring/summer and not winter? If we're taking a phased approach, then let's truly look at what long term solutions mean, in a long term future that may not look the same as today.</p> | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9L; 32.2.9R | A32.1.2B; A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |
| 27599 | Fleisch, Michael | A thousand times no, those of us that can only access our homes off of wasatch blvd already have hours when we can't leave our subdivision without your widening the road to accommodate more cars for a gondola no one wants. | 32.2.9E; 32.2.9L | |
| 27130 | Fleischer, Stacie | I am strongly opposed the gondola being built. We need to preserve so much of this beautiful canyon and there are solutions with a much smaller impact for the land and environment that will cost less and provide long term, flexible solutions for the surrounding area. Please reconsider the gondola project and choose our planet over profit. Thank you | 32.2.9E | |
| 32075 | Fleming, Hayden | I have many cherished memories of bouldering in LCC. I can't imagine others being unable to have such lasting and impactful experiences due to the greed of wealthy ski resorts. This gandola is not a necessity. Please don't take something away that has been so joyful in mine and so many others lives. Not to mention LCC has the best bouldering in the wasatch, almost year round. | 32.1.2D; 32.2.9E | |
| 35175 | Fleming, Liam | Please do not put in the gondola up little cottonwood canyon. I do not want to see my tax dollars go to support something that is only going to benefit Alta, Snowbird, and tourists. What about the Salt Lake locals? A gondola is not only going to disrupt the canyons ecosystems but it's going to destroy some of the best bouldering in the country. | 32.2.9E | |
| 28150 | Fleming, Mary | Please do not use tax money for this elitist project. Fix the roads and parking lots. Invest in e-bus public transportation that residents can afford. Most of us can't afford the price of a ski ticket anymore, let alone adding the cost of a gondola ticket. But we can bus to a trail head to enjoy snow shoeing for free. Don't saddle us with a gondola eyesore that that becomes a maintenance nightmare as it becomes obsolete due to climate change. Mary Fleming | 32.2.9E | |
| 27338 | Fleming, Megan | As a resident who lives within a short drive to the canyon, I do NOT support the gondola. This proposed "solution" does not allow for trailhead access along the way, it is costly and has large environmental impacts. I much rather see UDOT champion increased busing in the canyon. It is more fiscally sound, logical and serves the needs of those looking to access the canyon. Please reconsider. | 32.1.2D; 32.2.9A; 32.2.9E | |
| 32720 | Fleming, Susan | We need a phased approach but no gondola! Eventually maybe a train, but start with shuttle buses. Also we should limit number of people in the canyon on crowded weekends. Conservation of habitat should be priority. We are destroying our environment. | 32.2.9E; 32.2.9R; 32.2.2K | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K |
| 37566 | Fleming, Taylor | The gondola idea is a mistake for our community and would permanently disfigure the canyon. | 32.2.9E | |
| 30213 | Fleming, Todd | <p>First of all, thank you for putting so much effort into improving the traffic conditions and air quality improvements to LCC.</p> <p>While I think the LCC solutions are ok solutions, I feel like there is a major issue that isn't being discussed by either of the options, and that is Big Cottonwood Canyon. These options are not addressing the same issue that BCC and LCC have, traffic backed up for hours and hours and weekends or powder days.</p> <p>The more I travel to other ski areas and national parks or heavily used wilderness areas, the one thing most have in common is their decreased usage of personal vehicles and an improved and enhanced public transit option. Rather than widening the road or building a gondola, these other areas only allow buses or shuttles to transport to the resort. Zion NP is a great example of closing the canyon during peak season and only running shuttles to visit the scenic canyon. Aspen, Jackson Hole, Steamboat, Winterpark etc do the same, increasing buses and public transit to provide reliable transportation to the resorts.</p> | 32.1.1A; 32.2.2B; 32.2.9A | A32.1.1A |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | <p>This option will address both canyons and remove the individual vehicles and parking issues heading up the mountain. If you want to go skiing, jump on the increased and expanded bus service, people will love it, Aspen has fully embraced their transit systems and it works beautifully. This will require the large parking area and expanded buses but will not require widening of the road or building a gondola and decrease the exhaust that individual cars produce. But it will get people up the mountain quicker, faster, more effectively by removing all cars except for residents or workings that require being able to drive.</p> <p>Thanks for all your work and I hope there is consideration for an expanded bus service for a more achievable alternative.</p> <p>Todd</p> | | |
| 27073 | Fletcher, Caryl | The biggest impediment to using the bus service to the canyons is the lack of parking and restrooms at the base lots. I also oppose using taxpayer funding for private resort benefits, especially considering the gondola won't be used in summer and the likelihood of good snow decreases each year. The time it would take to ride approximates the bus time-if you can park to use the bus-and buses can convert to electric. | 32.2.9A; 32.2.2E | |
| 30728 | Fletcher, Kaitlyn | Leave the natural and historical land alone!! The natural beauty is appreciated and explored by many residents and other families from around the country and world. | 32.2.9G | |
| 35842 | Fletcher, Roberta | I am opposed to building a gondola through our canyons. It would destroy plant and animal habitat and disrupt canyon wildlife. A better solution would be the use of electric buses, parking fees, tolls during peak canyon use, and car pooling. | 32.2.9E; 32.1.2F; 32.2.2K; 32.2.2Y; 32.2.6.3F | A32.1.2F; A32.2.2K |
| 25911 | Fletcher, Tom | This decision is based on greed for a few that impacts the lifestyle for many more. It's only 15 days of use during the winter. Why is nobody addressing the impact at the mouth of little Kawa Canyon for the residence? Wasatch Boulevard doesn't need any more traffic or retail or parking structures or greed. Absolutely positively no for my family | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30236 | Fletcher, Wayne | I am in favor of the gondola. I think it would cut down on pollution and would be a great way for everyone to see the canyon, not just skiers. | 32.2.9D | |
| 31239 | Fleuchaus, Wes | I am in favor of the gondola. Advocates against the gondola are all committing fraud by submitting hundreds of comments per person against the gondola. its only a few people that are actually against this Idea. | 32.2.9D | |
| 31242 | Fleuchaus, Wesley | Please save our canyons and BUILD THIS GONDOLA. YES TO GONDOLA | 32.2.9D | |
| 36643 | Fleury, Katy | Please remove the gondola from consideration for Little Cottonwood Canyon. I don't believe taxpayers should pay for the construction of such a project, and don't want to see the beautiful canyon destroyed by gondola towers. In addition, I believe investment in regular and reliable electric buses would be better for the canyon and the valley at large. Please prioritize buses, mobility hubs, and transportation management strategies like parking reservations, app technology, and ride-share and carpool incentives to resolve the traffic issues. As a skier, I believe these tools have the ability to solve the issue without destroying the canyon. | 32.2.9E; 32.2.7A; 32.2.2I; 32.2.6.3F; 32.2.2K | A32.2.2I; A32.2.2K |
| 31891 | Flick, Asha | Public funds should be used for the highest priority public needs, benefiting the most vulnerable in our communities. Given the current economic uncertainty and the financial hardship so many of our families are facing, a gondola is simply not a priority at this time. Let's invest in our food banks, libraries, and public services, please! | 32.2.9E | |
| 34147 | Flint, Christopher | The gondola is way too expensive! There are cheaper options. | 32.2.9E | |
| 35852 | Flint, David | The Gondola is a terrible idea. As far as I can tell the only folks who are in favor of the Gondola are the folks who will receive a cut of the loot involved. Everyone I have spoken to in Sandy has said to me that they do not want the Gondola and they would not use the gondola which makes the entire concept a complete waste of valuable time and resources. Please stop the madness and listen to the people rather than the \$\$\$\$. Regards David Flint | 32.2.9E | |
| 29767 | Flint, Jonah | A gondola would only service skiers and cause traffic at the beginning of the canyon for parking. A railway could be integrated into the existing rail network for greater utilization for everyone not just skiers. DO NOT BUILD THE GONDOLA BUILD A TRAIN | 32.2.9E; 32.2.9F; 32.7B | |
| 36961 | Flint, Kelly | I strongly support the gondola alternative. I believe it is the most practical and least disruptive approach. It can actually reduce traffic in the narrow canyon without a massive road expansion. I do not believe enhanced bus service can work without dedicated bus lanes, construction of which will irreparably change the canyon for the worse. | 32.2.9D | |
| 28355 | Flint, Noah | The gondola is a terrible idea that will no mitigate the issue. It doesn't have the capacity or the parking area necessary to make a significant impact. Toll the road to single cars and make the busses easier to use and have priority. | 32.2.9A; 32.2.9E; 32.7C; 32.2.2Y | |
| 28242 | Flodin, Sandra | I don't understand how people will be willing to use the gondola when it takes much longer to get there than to drive. I also don't understand how this is still an option given much of the population is against this idea. I am against the gondola. People are not going to take an alternative mode of transportation that takes longer to get to where they want to spend their time off from work. They want to get there yesterday and have all the time in the world to enjoy the environment. Also, given that the natural snow pack that we have enjoyed in the last 30 years or so isn't being produced, I don't see how Utah can still claim to have the greatest snow on earth. I don't see how the man made snow is better than the natural snow we used to get. In all, this is a waste of money. Don't approve the gondola. Thank you. | 32.2.9E | |
| 36807 | Floodman, Peter | A CogRail System would be much more acceptable to the general public and would benefit more people year round. Yes it would be more expensive but it's the better choice and less intrusive to the canyon(s). It is also extendable over time and would be viewed as a mode of transportation like Trak or FrontRunner. It would | 32.2.9F; 32.2.6.5F; 32.2.9E | |

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| | | be a world class mountain/canyon transportation system that could eventually connect Heber Valley, Park City, Brighton, Solitude, etc. RECONSIDER your options - The public does not want a Gondola that is seasonal and no one will use Buses. A CogRail System is the answer! | | |
| 34924 | Florack-Hess, Alyssa | While I understand the appeal of the gondola (its roughly equivalent cost to the other alternatives and attractiveness to the ski resorts as the primary cause of winter traffic), it feels like an unfair gimmick to build this monstrosity with public resources. This gondola clearly benefits the ski resorts the most, and thus it seems that they should be the ones paying for it. In addition, this is an incredibly high-risk venture - literally putting all of our eggs in one basket with such a massive price tag. With climate change and tempermental ski resort executives, I fear UDOT could invest so much in a gondola, only to have it become completely useless in a couple decades (thinking of the gondola that sits empty in Moab). While I appreciate UDOT's idea to begin by phasing in parts of the Enhanced Bus Service plan, it seems like it should just commit to a detailed plan using these strategies rather than hope that we'll somehow find \$500 million to do something completely different. Rather than putting all our eggs in the basket of building twenty towers as tall as skyscrapers all over one of the most beautiful canyons around, we should invest in many small and coordinated changes (like those discussed in the Enhanced Bus Service Program) that allow us to have a diverse arsenal, avoiding any boondoggle that may become useless, that have a lower price tag and result in less environmental devastation to the canyon overall. | 32.2.7A; 32.2.2E; 32.2.29R | A32.2.29R; A32.1.2H; A32.2.6S |
| 31935 | Florence, Giles | <p>NO Gondola</p> <p>"Preferred Alternative B with proposed phasing" is a sham. Evidence doesn't support UDOT's half-billion-dollar gondola as either the preferred or feasible solution to the vital transportation needs on SR 210. I am baffled to think that the conclusion drawn from all the years of input from stakeholders (residents as well as resort owners) and analysis by experts could lead UDOT's decision-makers to such a ludicrous, self-serving, financially prodigal, ecologically inept, and utterly elitist recommendation.</p> <p>The price tag alone demands answers to basic questions that have been asked all along by responsible people even before Mountain Accord or CWC began their costly and excessive analysis seeking the best means of transporting people and goods up and down Little Cottonwood Canyon.</p> <p>What else could be done with that much money to solve the problem?</p> <p>Who benefits most from such an extravagant investment, citizens or the resorts?</p> <p>Why shouldn't the resorts fund it, since they are the exclusive destinations?</p> <p>Why not require resort employees to carpool or bus to work?</p> <p>Why not have Snowbird follow Alta's example and instigate paid parking?</p> <p>If "phasing" is a genuine proposal, why not begin with more bus service? (Not LESS)</p> <p>The proposed alternative lacks a valid cost-benefit analysis as well as any genuine consideration of the gondola's impact on wildlife or aesthetics. Towers would go right above my house and destroy our views, as well as views of bikers, hikers, and sightseers.</p> <p>You are completely ignoring the input from a great majority of the citizens of the valley who have voted against the gondola. The vast majority of taxpayers in the state don't even ski at the two resorts being served, yet they are to pay for it?</p> <p>And you are clearly concerned with serving only the wealthy:</p> <p>Niederhauser and his developer buddies who stand to make millions on their properties at the base of the proposed guideway;</p> <p>Rich skiers, who are the ones who will be using the gondola;</p> <p>Wealthy resort owners.</p> <p>I urge you to reconsider your preferred alternative and be sensible. Provide incentives for more creative ride-sharing, more frequent bus service, winter tolls, better</p> | 32.2.9E; 32.2.7A; 32.2.2Y; 32.2.2B; 32.2.2K; 32.2.9A; 32.1.2E; 32.2.9N; 32.2.29R; 32.2.7E | A32.2.2K; A32.2.9N; A32.2.29R; A32.1.2H; A32.2.6S; A32.2.7E |

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| | | <p>passing lanes, and other methods that work elsewhere. The gondola is simply too costly without commensurate benefits, especially to only run during the winter ski season. Crazy.</p> <p>Giles Florence [REDACTED] [REDACTED] & [REDACTED] [REDACTED]</p> | | |
| 37898 | Florence, Nathan | <p>To Whom it May Concern,</p> <p>I am a lifetime skier and frequent user of Little Cottonwood Canyon over the years for camping, hiking, skiing, cycling, etc. I am also a taxpayer and parent and manager of my own expenses, etc. I mention this because the resorts stand to get all of the advantages of this proposal over sound data and over the will of most users/lovers of the canyon and nearby mountains.</p> <p>I have carefully watched the presentation by the Department of Transportation. I also read, with interest, Dave Fields' editorial, which presents some crucial data that he chooses to interpret in exactly the wrong way.</p> <p>Fields argues that because most of the heavy traffic is going to the resorts it makes the most sense to have the gondola to get rid of that traffic. He then compares the gondola, (in an apples to oranges analogy) to mass transit for daily commuting arguing that it should be funded by taxpayers as a good investment. Mass transit is not an accurate term for this proposal. It is a resort delivery service for most, not a commute to work.</p> <p>There is no reason that this gondola cost should be absorbed by taxpayers when it basically serves to expand parking options for resort skiers (their existing parking options pretty well maxed out). Maximizing resort traffic is not in the public best interest. It amounts to corporate welfare in a state that usually claims to oppose welfare systems. Just the gondola portion of the LCC project budget is likely more expensive than what it was rumored that the majority ownership share in all of Snowbird resort sold for, just a few years back. The resorts stand to gain everything from this.</p> <p>Please do not fall for the lobbying by resorts and wealthy developers to railroad this proposal over the objections of the public.</p> <p>Nathan Florence</p> | 32.2.9E; 32.1.2D; 32.2.7A | |
| 32389 | Flores, Annette | I love the Gondola idea, it is a great plan for the quality of our air in Utah and the traffic that is out of control up the canyon. | 32.2.9D | |
| 36475 | Flores, Paul | Not fair to tax payers who don't use the canyon and it only benefits the profits of 2 ski resorts. | 32.2.7A; 32.1.2D | |
| 34673 | Flores, Robert | <p>The gondola is not the best alternative. It would have unacceptable detrimental effects on multiple aspects of the canyon and important uses of the canyon. I have been a regular visitor to the canyon for over 50 years. I have regularly skied at Alta (beginning since before Snowbird was opened) and I regularly visit the canyon for hiking, snowshoeing, XC and backcountry skiing. I have visited other areas around the world where gondolas are in place, including Switzerland and Austria, and have experienced the negative effects that gondolas have had there. A gondola in LCC would greatly detract from the wild quality of the canyon from the canyon mouth to the western boundary of Snowbird, through all seasons, which is especially of concern for the periods when the resorts are not open for skiing (the majority of each year). I am very skeptical about the economic viability of the gondola as compared to the other alternatives. Although the traffic in the canyon has dramatically increased over the past several years, even in non-skiing periods, it seems very clear that at least for the next 10-15 years, the traffic levels that might result in sufficient demand for economical daily operation of a gondola will occur only during peak ski season, and only on weekends during most of the ski season. The gondola machinery will sit idle for the majority of days of each year.</p> <p>Improved bus service during high demand periods, including some road widening and dedicated "very high HOV," lanes would be a better approach to plan on for these next 10-15 years.</p> <p>My thanks to everyone involved in seeking best solutions to the very complex issues. As the remaining decisions are made, please place a very high value on preserving the "wild," qualities of the beloved canyon and mountain environments. For me and many others those qualities are the core of the benefits of living on the Wasatch Front.</p> | 32.2.9E; 32.2.9B; 32.1.5M | A32.1.5M |

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| 28908 | Florez, Rico | My last comment was typed wrong. It should have said. Instead of spending money on a gondola why don't you fix the pot holes that are abundant through out the salt lake county. Or raise more of bangerter highway so there are less lights. | 32.2.9E; 32.29D; 32.1.2B | A32.1.2B |
| 28907 | Florez, Rico | Why don't you spend that money and fix our roads that are filled with pot holes | 32.1.2B | A32.1.2B |
| 31432 | Florin, Anna | I am against spending taxpayer money on the gondola project. This project would benefit only the two ski resorts, not the taxpayer. The slopes would be too crowded for enjoyment and possibly too crowded for safety concerns. Corporate welfare projects, like this one, should not even be considered in this state, where we have so many other areas that need our tax money. Again, I am totally against this. | 32.2.9E; 32.20C; 32.1.2B | A32.20C; A32.1.2B |
| 29643 | Floring, Damian | I would like voice my displeasure in this initiative to incentivize to private companies with public money I do not think a gondola is the answer and that maybe the government widening the road and adding an express bus service with more buses could be a better cheaper solution | 32.1.2B; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.29R | A32.1.2B; A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 35055 | Flowe, Melissa | Less gondola more bus. Fix what we have in place instead of throwing a big shiny bandaid on it | 32.2.9A | |
| 36073 | Flowers, Amy | The gondola does not address the issues at hand. There are many lower cost solutions that should be implemented before jumping to the gondola solution that will waste billions of dollars while barely addressing the problem. A ticket station at the entrance of the canyon would be far more effective in limiting the amount of traffic up the canyon while incentivizing buses. | 32.29R; 32.2.2Y | A32.29R; A32.1.2H; A32.2.6S |
| 38210 | Flowers, Aretha | I strongly oppose any implementation of Gondola Alternative B as a longtime user of Little Cottonwood Canyon for hiking and climbing (over 30 years). The process for making this the preferred alternative appears non-transparent and contrary to local opinion, and according to recent news coverage, possibly a corrupt process abusing public resources that should be investigated by Federal authorities (Inspector General of relevant agencies due to conflict of interest shown by state agencies and leadership). The result will severely limit public access to other uses (recreational, personal renewal and inspiration) for the benefit and enrichment of the most already privileged few, and certain special interests and individuals connected to large corporations and state government. | 32.2.9E; 32.1.2D | |
| 26478 | Floyd, Zoey | the people of cottonwood heights have consistently said they do not want this put into action. To create this gondola is to actively ignore the words of the people as well as the needs of the environment. There is no ethical way to do this, nor is it necessary. DO NOT CREATE THIS! | 32.1.2B; 32.2.9E | A32.1.2B |
| 34966 | Fluharty, Sachiko | I am against Gondola | 32.2.9E | |
| 36747 | Flury, William | Since SLC Utah has the worst air in the Country during the Winter Months and now during the Summer Months due to air pollution and Fires the Canyons need to be preserved with a NON POLLUTING SOLUTION ie EV Buses or Gondola/Trams like Europe. No Discussion. | 32.10G | A32.10G |
| 34372 | Flygare, Whitney | I am so thrilled that the gondola was chosen as the best option. As mentioned in the report, it is the only option that actually solves the problems, not to mention the one with the smallest environmental impact. It had been interesting thinking about this since UDOT cut bus services up the canyon because of lack of drivers. The gondola is also one that is the least vulnerable to staffing shortages. I know there are lots of people upset at this idea but it is honestly the only viable one. Thank heavens UDOT made the right decision with this. | 32.2.9D | |
| 36688 | Flynn, Brittany | I DO NOT SUPPORT THIS GONDOLA. You will be ruining the place I grew up in. The beautiful scenery will be taken over by construction and EVEN MORE PEOPLE THAN THERE ALREADY ARE. If your goal is preservation this is not the way to do it. Listen to the people of Utah, we don't want this. | 32.2.9E; 32.20C | A32.20C |
| 30963 | Flynn, Kate | No gondola. I am a mom of a 3-year-old daughter, a previous registered nurse at primary children's hospital, and current nursing PhD student at the University of Utah. I live in Millcreek and my family uses the canyons for recreation daily. Please do NOT build a gondola in Little Cottonwood Canyon (LCC). Please support the use of smaller vans and electric buses, parking reservations, and tolls. Please support a capacity/visitor management study to better understand how many visitors LCC can support. Please do not build a gondola. | 32.2.9E; 32.2.2K; 32.20B | A32.2.2K |
| 26576 | Flynn, Melissa | I do not support the building of the gondola. There are better and more fiscally responsible options for solving the transportation issue in LCC | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 36024 | Flynn, Sean | As an avid trail runner, hiker, skier, father, and resident Millcreek, Utah I am writing to express my opposition to Gondola B as the preferred alternative to improve transportation in Little Cottonwood Canyon (LCC). I fail to understand how the Gondola will help improve year-round access to the natural beauty of LCC and worry that the construction required for this project will significantly damage or ruin aspects of the canyon. I recognize and understand that any project aimed at reducing congestion in LCC will require construction of some kind, and that there will be damage associated with any project. The construction necessary to build the Gondola appears to be particularly aggressive given the amount of blasting and heavy machine that will be required in backcountry settings. Further, the Gondola appears to serve a small and select group - patrons of Snowbird and Alta Ski Resorts. This reality is concerning for several reasons. First, the cost associated with ski resort activities significantly limits who has access to these resources. Given our current economic climate, it is likely that the only people who will be able to take advantage of the Gondola are upper middle class and upper-class individuals, many of whom will travel to the resorts from out of state. However, the burden on paying for the Gondola will fall to the Utah taxpayer, many of whom will never set foot on the Gondola. Second, the addition of the Gondola does nothing to address congestion in the canyon that occurs outside of the ski season. The number of people using LCC for hiking, climbing, or simply enjoying its beauty has increased substantially and will continue to grow with the expanding population of Salt Lake City. Given this reality, I am strongly in favor of proposals that include a combination of expanded busing, permitting, and tolling. Finally, due to climate change, ski seasons are likely to get shorter in the future, limiting the utility of the Gondola to ferry skiers and snowboarders up LCC. It seems unreasonable to invest \$550 million into a project that is directly linked to a ski industry that will be | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.9A; 32.2.2Y; 32.2.2K; 32.2.7A | A32.1.2F; A32.2.2K |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>modified by our changing climate. The drying of the Great Salt Lake will undoubtedly have a long-term effect on the amount and quality of snow we have in the Cottonwood Canyons. If Snowbird and Alta care so much about the Gondola, then they should pay for it out of their own revenue. The people of Utah should not subsidize their profits.</p> <p>In summary, I agree that something must be done to address the number of people and vehicle traffic in LCC. I prefer a data-drive approach that considers a combination of expanded busing, permitting, and tolls with a keen eye on equity and service to all people that enjoy LCC. I do not believe the implementation of Gondola Alternative B will benefit the people of Utah.</p> <p>-Sean Flynn, Millcreek, Utah</p> | | |
| 34464 | Fobert, Hannah | I think this one is a no brainer. The bus system has so much potential for growth, all the while a much less invasive solution than an overhanging gondola. If you love LCC, please think and make the right decision. | 32.2.9A | |
| 30880 | Fogel, Alan | No to the gondola. It would benefit only the ski resorts and only those who can afford to pay for riding it. More buses and a bus lane are better options that reach more places in the canyon and serve more people and destinations. | 32.2.9B; 32.2.6.3C | A32.2.6.3C |
| 32588 | Fogelson, Ben | The gondola proposal is, for lack of a better term, insane. It is a fixed infrastructure project that would benefit the ski resorts at the expense of all other winter canyon usage. Enhanced bus service, mandatory parking reservations at the resorts, and canyon entry tolls are all lower cost and lower impact solutions. This proposal is what happens when a bunch of transportation engineers think really hard about what would be super cool to build. | 32.2.9E; 32.2.9A | |
| 32585 | Fogelson, Ilana | As a long-time resident of Salt Lake City, who has watched the canyons become overcrowded, it is my firm belief that a gondola will not solve the problem and that it is simply another tourist attraction that will bring more overcrowding to the mountains we should be trying to protect. If UDOT was really trying to solve the issue of traffic up the canyon, they would work to make the bus system more convenient, accessible, and affordable for all entrants. A gondola that simply ferries people to and from the ski resort does nothing but benefit the interests of the ski resort. Expand the bus system, stop trying to milk every last penny out of our natural resources. | 32.2.9E; 32.2.0C; 32.2.9A | A32.2.0C |
| 37992 | Fogle, Blake | <p>I oppose UDOT's preferred alternative: Gondola B (From La Caille).</p> <p>As evidenced by the original public comments for S.R. 210 Draft EIS, I, and most the public, strongly oppose building a Gondola in Little Cottonwood Canyon, and support an enhanced bus service, tolling, and other restrictions be implemented before any new construction is considered.</p> <p>In UDOT's executive summary for the Final EIS, UDOT claims there is "support for gondola and bus alternatives." While this is true, it misconstrues the overarching message from the 13,443 public comments UDOT received. While UDOT's 258-page public comment response is quite comprehensive, it failed to statistically summarize major themes of the public's wishes.</p> <p>Because UDOT's 258-page public comment response sufficiently documents all the reasons the gondola is a bad idea, there is no reason to expand on that here. Rather, I call on UDOT to present a statistical summary of the major themes from the original public comments and act in accordance with the majority themes, that is: enhanced bus service, restrictions to single occupancy traffic, and no gondola in Little Cottonwood Canyon.</p> <p>Thank you for your careful consideration!</p> | 32.2.9E; 32.2.9N | A32.2.9N |
| 27981 | Foley, Katlyn | Gondola is the wrong choice! As a backcountry skier and climber, I believe this canyon must be preserved for all users, not just resort skiers. We should strongly consider the capacity of the canyon - it has a limit and we can't keep shoving more and more people in it. There are other better options that don't require taxpayer money to fund a huge, disruptive, ugly project that benefits wealthy resorts. | 32.2.9E; 32.2.0B | |
| 36780 | Folkersen, Roger | Installing a Gondola only server the 2 ski resorts at the top. There are so many other areas in the canyon for recreation opportunities. If the Ski Resorts want the Gondola they should fund it 100% and not by public taxes. | 32.1.2D; 32.2.7A | |
| 28895 | Folkman, Mark | Gondola. Everyone will love it after thuse it. | 32.2.9D | |
| 34597 | Folsom, Angela | I am against the gondola. It will ruin the natural beauty of our canyons and the price for it is fiscally irresponsible. | 32.2.9E | |
| 32789 | Fong, Linnea | <p>As a SLC resident and avid skier, I would not want to sit on a gondola for 40 minutes in order to get to the mountain. I realize that traffic is a huge issue, but I would much rather sit in my car or on a bus for extended periods of time than in a gondola where I feel confined.</p> <p>I also realize this project would be destroying and limiting access to many of the climbing areas that I frequent in the summer. Almost everyone I know would be devastated by the undergoing of this gondola project. Please listen to the community and consider alternative solutions to the LCC traffic issues.</p> | 32.2.9E; 32.4B | |
| 29701 | Fontaine, Marie | Not only is a gondola NOT needed; a gondola would be an eyesore in our beautiful canyon, it is not cost efficient, and most importantly it is horrible for the environment and wildlife. It would also set a dangerous precedent... we all know that it would only be the beginning to further expansion. Please think about where it will lead and think of future generations that deserve to enjoy outdoor spaces free from destruction. The Gondola would quickly become a tourist trap, bringing many more people to the canyons, along with much more trash. I'm not blind to the fact that this is seen as a positive to some who want to capitalize on the gondola project. We need to put people and the environment before profits or we will lose what makes Utah so beautiful and what makes Utah a great place to visit. Make the right decision! | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.13A | A32.1.2B; A32.2.9N; A32.13A |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28388 | Fontaine, Nick | Little Cottonwood was the place where I found myself. The canyon was where I learned to climb and discover myself and my character. Part of the power of Little Cottonwood Canyon is its beauty. Pushing myself in such a landscape has always been a privilege and now under attack by the possible construction of a gondola. For more than 75% of the year there is no problems with traffic. The other 25% of the time there are so much effective and financially reasonable means of transportation. Placing a metal monstrosity in the middle of the canyon only serves the extremely wealthy tourists who use are canyons but give nothing to our community in return. The tram is merely a spectacle for the consumer, but parts ways with who we are as the citizens of Salt Lake City and our spiritual connection with the local environment as it is, undisturbed by the gross construction of man. | 32.2.9E; 32.1.2B; 32.2.6.4; 32.2.2PP; 32.2.9N | A32.1.2B; A32.2.9N |
| 36526 | Fontana, Buzz | Please don't forget the impact of surrounding neighborhoods with either choice. | 32.2.6.5E | A32.2.6.5E |
| 27532 | Fonte, Jill | Would you please continue your investigation? Park City has an electric bus station at Kimball Junction. The busses are clean, quiet and environmentally friendly. Is that an option before investing in the infrastructure that will disrupt canyon views, wildlife and ecology? Alternatively, if Snowbird and Alta would make their parking fees exorbitant, people would be forced to use the bus system that's already in place. | 32.2.9A; 32.2.6.3F; 32.2.2K | A32.2.2K |
| 30318 | Foote, Jennifer | I am against the Little Cottonwood Canyon gondola project for a number of reasons. First, tax payer's dollars should not be used to fund this outrageous project that only benefits privately owned companies. Second the impact on the environment and water shed would be disastrous. There are much less expensive, much less disruptive ways to manage the crowd up the canyon. | 32.2.9E | |
| 37746 | Foote, Kristi | I think that the ski resorts should pay for the gondolas. After all they are getting the biggest benefit from them. | 32.2.7A | |
| 37924 | Foote, LG | I am against the idea to build a gondola. | 32.2.9E | |
| 29944 | Foote, Mark | I am hugely opposed to the gondola in Little Canyon. I think there are much better options that are much less expensive. I am a skier who loves the canyon but there is not any more room for people at the resorts. Also, there are only about 10 days a year when it is really crowded in the canyon. I think there are other options such as improving best service, improving parking services, and charging for parking. Thank you | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 37859 | Foote, Mark | I am strongly against the proposed gondola project. The gondola is very expensive "solution" that will only service two ski areas with a very slow and unsightly method. I feel an elevated monorail that serviced both canyons as a loop service would be far faster and more efficient. | 32.2.9E; 32.1.2D | |
| 34742 | for The Wasatch, Students | I encourage a phased approach involving electric buses before obtaining funds and building a gondola. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 32384 | Forbes, William | First, this proposal is one more that will be funded by the many for the use of a few. It fosters the unlimited growth of environmental exploitation to benefit the upper class. 2nd, it is time to find ways to limit the use of our environment rather than fund the ever growing, unlimited exploitation of our resources . | 32.20C | A32.20C |
| 29361 | Forcier, Brianna | I do not support the gondola plan, as I believe it will be an eyesore and negatively impact other outdoor user groups in the canyon. | 32.1.2B; 32.2.9E; 32.4B | A32.1.2B |
| 36031 | Ford, Betsy | I do not believe a gondola is he best course to help alleviate congestion in the canyon. At the price and cost of it, I believe with time there are more efficient less expensive but just as impactful, ways to help with this situation. What happens with the rest of the year that it is not utilized at full capacity for more than 1/2 the canyon that is open for hikes or picnics or anything else. Not everyone that goes up that canyon skis and during ski season it is not enough to offset the cost. | 32.2.9E; 32.1.2D; 32.2.6.5F | |
| 36813 | Ford, Connie | I am 100% in favor of the gondola. I feel that the gondola would be the most effective option for winter road and slide conditions and the most environmentally friendly choice to preserve the canyon, and the most cost effective to operate and maintain in the long run. | 32.2.9D | |
| 30486 | ford, emily | I am opposed to the gondola because it's to invasive and too expensive. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried in earnest, that include dispersed recreation transit needs before permanent landscape changes are made. | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 36828 | Ford, Hal | I have been in management of the transportation industry since 1970. Price of tires, spare parts and labor are increasing daily, and a fleet of 50-60 buses needs at least 65-70 drivers to cover sickness, vacation, recertification, etc. Widening the road through the narrows would be massive scaring like is visible on the Provo canyon road wall where they have widened the road above the dam. Buss life cycle is 10 times shorter than Gondola with 50 times more maintenance. Planned avalanche is the goal, but not the reality. Any buss caught in a slide would be catastrophic for occupants, and then where do all the other in canyon buses turn around when there is blockage. Can't imagine anyone who has been to Switzerland and marveled at the pride the Swiss have in protecting the beauty and serenity of the Alps. The upside to Gondola and downside to Buss could not be more dramatic. Gondola makes sense. Thank you for allowing my observation! | 32.2.9D | |
| 27878 | Ford, Jim | I think that we've done without toll roads up the canyons all these years I don't see why we should start now. | 32.2.4A; 32.1.2B | A32.1.2B |
| 28054 | Ford, Judy | No gondola! No need as shorter ski season d/t [due to] less snow. \$ needed to take measures to STOP CLIMATE CHANGE! | 32.2.9E; 32.2.2E | |
| 30018 | Ford, Kitty | No Gondola. Waste of tax payer dollars. Will destroy the environment in the canyon. Only benefits Snowbird and Alta | 32.2.9E | |
| 30894 | Ford, Merrill | This is a terrible idea, with drivers waiting in traffic long lines to get to work , the skies are going for fun . Any money should be paid by the ski resorts , no pub[ic] money . For the non-skiers using pub[ic] money is a terrible thing. The ski resorts are making the money, those ski resorts are on pub[ic] land so no,no to the Gondola. The bus idea is better. Thanks | 32.2.7A; 32.2.9E; 32.2.9A | |
| 31198 | Ford, Nicole | I am in absolute shock that you would not consider less invasive lower cost ideas before jumping to an almost billion dollar cost idea. The problem your saying exists is not all season long and to build a gondola is absurd. I've lost all faith in UDOT and their intentions for utah. I feel it is a greedy | 32.2.9E; 32.1.2B | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | money driven decision instead of a well thought of solution that's best for the public. There are many other solutions we can put into place here, but since you don't have the public's best interests at heart you don't even consider them. I have seen so many ideas submitted to you by very educated individuals that want to help with a solution that doesn't involve sticking a billion dollar bill to the people and changing the entire face of the mountain. Think about us think about spending and being responsible with our money. | | |
| 26658 | Ford, Susan | This reeks of cronyism, the only people for this solution are the ones making money off of it. It will ruin our canyon and won't fix the problem. But since the people with the money get to tromp all over whatever they feel like, at the very least make snowbird and Alta pay for it. This isn't a tax payer issue. This is corruption and I hope the voters see it for what it truly is. | 32.1.2B; 32.2.7A; 32.2.9N; 32.6A; 32.2.9E | A32.1.2B; A32.2.9N |
| 27143 | Foreman, Hannah | As a young taxpayer in Utah I do not want to fund a \$550 million dollar gondola that will not only increase traffic to the canyons, but have a negative environmental impact on the canyon itself. Increased budding [busing], a designated bus lane, and avalanche sheds are a much more reasonable solution that I would happily support. It allows better access to the resorts, without completely changing the existing infrastructure of the canyon. The gondola serves as a tourist attraction and is a poor project to allocate Utah taxpayer dollars to. | 32.2.9E; 32.2.9B | |
| 26377 | Forman, K | I am not in favor of the Gondola project. The list of reasons is long: traffic congestion to the parking spaces, building new parking areas and retail, the gondola changing the canyon views, the sound of a gondola overhead every 2 minutes (go stand under the tram and listen- not a quiet nature sound), the overcrowding of the canyon, the cost to tax payers, the ugly towers in the landscape, the inability to run in storm cycles, the environmental impact, the impact on wildlife, the list goes on- but you have read all the reasons. DO NOT BUILD THE gondola, for the love of LCC. | 32.2.9E | |
| 35016 | Forney, John | I am opposed to the Gondola. This is the worst possible solution to the traffic congestion | 32.2.9E | |
| 27837 | Forney, Ryan | I believe that the LCC gondola should NOT be built. This seems like a massive financial/environmental undertaking that is for the most part excessive and unnecessary. Awful canyon traffic is realistically an issue about 10-25 days per season. Mainly on weekends during snowstorms. I think an expanded bus system should be utilized. It would not even require the road to be widened. Just offer more buses and require people to take them (even if just on weekends!) If this is funded by the public, and supposedly for the public, then why will the gondola only make two stops at privately owned ski areas? This seems unfair to those who use the canyon for other activities and a lopsided benefit for the owners of the ski areas. Take for example Zion national park. You cannot drive to the main attractions. It is bus/permit only. It works because it acknowledges capacity and saves a pristine natural wonder, from clueless tourists and inexperienced drivers, a very similar situation to our canyon. Why not issue a limited number of drive permits for mission critical employees and residents. As well as a limited local salt lake area resident only lottery/permit system available for others who wish to drive the canyon. If you are not part of those permitted then you would be required to take the bus. These types of systems already exist in our own state and around the country and world! They work great! Just expand the bus system and build a parking garage(s) at the base of the canyon and other stops along Wasatch Blvd. The buses work great I take them all the time in the winter. Now you just have to expand an already efficient system and force people to use it. Please for the sake of our pristine canyon, watershed and fairness to taxpayers who do not ski at Alta or snowbird, make the right decision and say no to the gondola. Also, what about BCC? The traffic there isn't as bad? It's arguably worse. This is so obviously crooked and the balance is hanging heavily in favor those few developers, execs and big wigs lining their pockets at the expense of our canyon and a bogus gondola that doesn't make any sense. This will be the longest gondola in the world. This gondola will work in high wind situations? None of the towers will be in avalanche prone slide zones, of which there are 50+ along the road. Save our canyon, YOUR CANYON, and do not build this thing guys. Do not let greed win. Make a decision that truly benefits the public, Not just ski area execs and clueless tourists who don't have any stake in what gets built in our backyard aside from the one week they visit and trash it. SAVE OUR CANYON. SAY NO TO THE GONDOLA. | 32.2.9E; 32.1.2B; 32.2.2K; 32.2.2B; 31.1.A | A32.1.2B; A32.2.2K |
| 34191 | Forrest, James | I do not believe this gondola will encourage equitable use of the canyon, not worth my tax dollars, is a money grab, and ignores the wants and needs of the broader LCC community. | 32.1.2B; 32.2.1D; 32.2.7A; 32.2.9E; 32.5A | A32.1.2B |
| 38207 | Forsberg, Alex | The gondola is a stupid tourist attraction that solves none of the canyons issues. Find a better place to spend all that money. It is definitely needed elsewhere. | 32.2.9E | |
| 33654 | FORSDICK, CHRIS | I oppose the Gondola in Little Cottonwood Canyon. I am a registered voter and want to express my concern about where Utah legislators spend our monies. Utah state, the state money, for all the people living in the state will be paying the \$550 million to put in a highly visible and exclusive Gondola to those people who ski at the ski resorts in Little Cottonwood Canyon. Utah has bigger problems. The Ski Industry is 'banking' on continued snow in our canyons. We are currently in our third year of the La Nina climate pattern. I feel it is folly to spend money on a gondola. The road in Little Cottonwood will be expanded to accommodate the construction. A \$30 toll to access the canyon will continue to cater to the elite at the ski resorts. Public transportation does not have to be 'have trash on the seats and stuck gum on the walls' Public transportation should be a priority to reducing private auto's in the canyon. | 32.1.2B; 32.2.2E; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9E; 32.2.9N; 32.2.9Q | A32.1.2B; A32.2.9N |
| 27502 | Forster-burke, Diane | Opposition to the Gondola Project in Little Cottonwood Canyon Dear UDOT decision makers, I have lived on [REDACTED] between Little and Big Cottonwood Canyons for 32 years. Yes, there are a few mornings during ski season when there are cars parked in front of my house as people await the opening of Little Cottonwood Canyon (LCC) following avalanche control measures. When I need to exit my driveway, I ask the drivers to accommodate me and they politely do so. This happens mostly after a large snow fall and on weekends. Last winter, there were only 2-3 days that I needed to ask drivers to let me out of my driveway. Most of the time, cars are on the main road moving in an orderly fashion, even on what we like to call "powder" days. | 32.2.9E; 32.1.2B; 32.2.9A; 32.2.6.3F | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>I strongly oppose the gondola project! The gondola would ONLY serve those people intending to visit Alta or Snowbird for perhaps 3.5 months of the year. It would not work for those people in the spring, summer, and fall, who wish to rock climb, hike, or bike the canyon. And as we recognize that with Climate Change and the irreparable damage that we have done to our weather, our snow pack will be less and less. Why spend millions of dollars on a project that serves for a limited time period of the year; only works for 2 ski resorts; and will be fighting the trend of warmer weather? This would be fiscally irresponsible!</p> <p>I have looked at renderings of what the gondola towers would look like in this beautiful canyon, and it is hideous! The esthetically spectacular canyon would be forever marred by these towers.</p> <p>When US Senator Proxmire served in the Senate, he would award his "Golden Fleece" award to expensive projects that made no sense. This gondola project should definitely win this Golden Fleece award. It is an enormous expenditure to benefit two ski resorts for a few months during the year.</p> <p>I am appalled that UDOT would prefer this option above metering traffic or providing more electric buses to carry people up and down LCC. It makes absolutely no sense.</p> <p>Sincerely, Diane Forster-Burke [REDACTED]</p> | | |
| 29819 | Forster-burke, Diane | <p>Dear UDOT board, I am strongly opposed to both the widening of Wasatch Blvd AND the gondola project for Little Cottonwood Canyon. I live on [REDACTED] and the commuter traffic is not bad enough to warrant any widening of Wasatch. We only need better spaces for pedestrians and bicyclists to use that is separate from traffic lanes. This road needs to maintain its curves and should have a lower speed limit than 50 mph. It certainly does not need to have 5 lanes plus bus lanes! The recently completed "escape lane" from Little Cottonwood Canyon is a nightmare for those of us who live near it. It has become a speedway for people exiting the canyon and motorists have increased the noise of their engines so that it sounds now like we live next to the Miller Speedway. Noise ordinances are violated throughout the day and nighttime hours. The gondola idea would be destructive to the canyon's natural beauty and is horribly expensive while serving only 2 ski resorts for perhaps 3.5 months of the year. It is a major corporate subsidy gift to Alta and Snowbird. It is NOT needed as other methods of restricting traffic through reserving parking and more electric buses would serve sufficiently during the ski season. I definitely have the feeling that UDOT is NOT listening to residents who will be greatly affected by these horrible projects. As you hope to receive tax dollars to complete these projects, please be advised that I have communicated my objections to state legislators. Thank you.</p> | 32.2.9L; 32.2.9E; 32.1.2B; 32.2.6.2.2A; 32.2.2K; 32.2.6.3F | A32.1.2B; A32.2.6.2.2A; A32.2.2K |
| 36051 | Forster-Burke, Diane | <p>There are 2 different projects that UDOT wants to accomplish (the gondola and the widening of Wasatch Blvd) and I strongly oppose both. There is no reason to widen Wasatch as the traffic that we currently have from commuters is not likely to increase as there is not any more large tracks of land to develop in Draper. People who live in the valley to the west of I 15 are not going to come this far east to go north to the I 215. Even people who will live at the old prison site will not come this far east. Widening Wasatch to 5 lanes will only cause drivers to speed on this road where I live. We need to slow the speed and take measures to reduce the speed and noise. The only significant traffic on Wasatch and the road to BCC is in the mornings on fresh powder days when the canyon (LCC) has been closed for avalanche control. This number of days are easily less than 25. People can wait for their space in line. With climate change, we will have fewer days of fresh powder. It makes no sense to spend \$550 million (and higher) to finance the patrons at 2 ski resorts. It will do nothing for BCC and nothing for hikers, bicyclists. Stop these insane expensive measures!!!!</p> | 32.2.9E; 32.2.9L; 32.1.2B; 32.1.2D | A32.1.2B |
| 25703 | Forth, Katherine | I don't want my taxpayer money to pay for gondolas that are clearly only for the benefit of two skiing resorts. They should pay for their own gondola. | 32.2.9E; 32.2.7A | |
| 27021 | Fortie, Neil | Why would you spend so much of our money on something that would only be used 4 months of the year. You would also cause a problem with parking space at the mouth of the canyon. What a waste of our taxes. | 32.1.2B; 32.2.1BB; 32.2.7A | A32.1.2B |
| 27774 | Foster, Dennis | My wife and I have lived at our home in Sandy for the past 40 years. We love recreating in the canyons mostly during the summer months. We are both retired and no longer ski due to our age. We would prefer not to have a gondola system in Little Cottonwood canyon as the 20 plus steel towers would contaminate the beauty of the canyon. The gondola would not benefit us since it would only serve the two ski resorts. Furthermore we understand our property tax as residents in Salt Lake County would increase which would be a major burden on our fixed income as retired seniors. We would much prefer an improved toll road up the canyon as a traffic resolution. Thank you for your consideration of our input in this matter. | 32.2.9E; 32.2.4A | |
| 29274 | Foster, Joel | I am not from the area this plan covers and do not really feel that is not my place to comment on this plan but I do QUESTION: IS THIS REALLY NECESSARY ?? I have skied Alta, Brighton and Solitude and we never had any real problem there ..We do not go now due to the INSANE COST of a full-day ticket at these areas ... | 32.1.2B; 32.2.2PP | A32.1.2B |
| 38349 | Foster, Susan | No gondola ! Not a fair tax on the community. Most folks dont ski. Widen the road for much less money, or have folks use busses during peak times. | 32.2.9E; 32.1.2D; 32.2.9B | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37095 | Fostet, Carla | I am in favor of the Toll in Little Cottonwood Canyon. I vote "No" on a gondola. | 32.2.4A; 32.2.9E | |
| 30445 | Foucher, Hugo | You didn't listen to the first comment so why would this be different... BUT, I guess we have to do it again!! If we can find 500 mil for a silly gondola that only benefits private entities, maybe find money to pay bus drivers so we can actually use the busses. No one wants the gondola, except the people who won't pay a dime for it and collect more money as their business alone benefits from taxpayer money that could be use to instead maybe benefit said taxpayers BY ENHANCING THE ██████ BUS SYSTEM. | 32.2.9E; 32.2.9A | |
| 25441 | Foulger, Joshua | No gondola!!!! | 32.2.9E | |
| 34428 | Foulger, Kenzie | NO GONDOLA!!! Keep the mountains, trails, climbing, and nature the way it is! | 32.2.9E | |
| 30534 | Fournier, Rick | I am adamantly opposed to the Gondola Alternative B proposal. This transportation "alternative" is designed to exclusively serve those who have the means to access the ski resorts. The scenic, natural beauty of Little Cottonwood Canyon is one worth protecting and one that I've admired for over 30 years. Desecrating the viewshed and impacting the natural environment with massive, 100-foot-tall, gondola towers, haul-rope and cabins will forever destroy the very thing thing that makes it unique. Those of us who regularly recreate in the canyon, be it rock climbing, backcountry skiing or hiking, truly appreciate the unimpeded views of canyons, creeks, waterfalls, and massive granite faces that all contribute to LCC being one of the most magnificent canyons in the Rocky Mountain West. I worked on ski lifts for nearly a decade and I am fully aware of the issues that will inevitably plague a gondola climbing nearly 4,000 feet in elevation, where weather can go from rain to freezing rain, to snow over the course of it's climb. Wind-related holds will also be a major issue. This is just not a practical, consistantly functional, means of transportation. For all of these reasons, Gondola Alternative B should not even be a consideration as a transportation alternative in Little Cottonwood Canyon. Thank you for taking public imput. | 32.2.9E; 32.2.6.5K | |
| 25533 | Fowkes, Julian | The 30 year cost benefit seems pointed. They are only comparing it to one potential solution, which includes widening a major road way. This data should be made public, so that a far and honest review may be conducted , to ensure intellectual honesty. Thank you. | 32.2.7E | A32.2.7E |
| 26525 | Fowler, Andrew | I plead with you to actually regard the voices of community members- the gondola is not at all a suitable option for Little Cottonwood Canyon. It disturbs the environment, pushes out locals (particularly those who aren't wealthy) and still neglects to address any of the reasons a transportation solution was sought in the first place. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 27941 | Fowler, Andrew | I plead with you to actually regard the voices of community members- the gondola is not at all a suitable option for Little Cottonwood Canyon. It disturbs the environment, pushes out locals (particularly those who aren't wealthy) and still neglects to address any of the reasons a transportation solution was sought in the first place. | 32.2.9E | |
| 28163 | Fowles, Jim | The gondola needs to happen. The road is too small for todays traffic. A gondola fee can be paid to help offset the costs. Skier's could have the fee waived, with a current pass. The gondola would keep the canyon in its pristine condition and far less traffic and pollution. Let's build it! | 32.2.9D; 32.2.4A | |
| 29177 | Fox, Alex | I strongly oppose the gondola option on multiple levels. It creates a 500 million dollar taxpayer giveaway to ski resorts, a permanent visible landmark marring one of our beautiful canyons, and does not solve any issues for users who would like to go anywhere in LCC other than snowbird and alta in the winter. I urge UDOT to reconsider these options. | 32.2.9E | |
| 36995 | Fox, Cathie | I respectfully urge you to not build a gondola. I am a Snowbird skier and believe the best solutions can be found with restarting parking reservations, widening the canyon road, frequent electric buses, and reasonable tolls. | 32.2.9E; 32.2.2K; 32.2.9A; 32.2.4A | A32.2.2K |
| 32270 | Fox, Cole | A few points against the gondola - What's the real issue here? What is the root cause of the traffic in the canyon? It's so much simpler than "too many people want to ski". It's easy math - you have a large number of people wanting to park at the ski resorts at the same time, and a very finite number of parking spots. This means everyone is up earlier and earlier, battling for the limited parking spots. Occasionally the canyon will close for a few hours for avalanche control, but the gondola actually doesn't offer any advantage there because it won't run during avalanche control anyway. As parking spots fill, cars stop. Eventually, the town of Alta turns people away, which means the line of cars has to wait as each car is turned away, one by one. While accidents do happen, usually they are the result of underprepared vehicles, which would be mitigated if UDOT could afford staff to enforce the traction laws that already exist, but since aren't able to staff that position very well the law is largely ignored. Enter the gondola. You have several thousand people trying to get up the canyon, all vying for first tracks on a powder day. Gondola advocates claim that the gondola will move 3600 people an hour up the canyon, although the UDOT proposal is closer to 1000, but lets use the more generous number. Over 7000 cars will go up the canyon on a busy ski day, and each car has an average of roughly 2.5 people. So generous ballpark, let's say 15000 people want to go up the canyon on a given Saturday. 15000 people/3600 people/hr = 4.167 hrs to move everyone up the canyon. I've listed my sources, but if my methodology is incorrect I'm happy to recalculate, but I feel strongly that the gist is the same - the traffic will simply be moved to the bottom of the canyon. The traffic will be along Wasatch and 9400s, on the way to the parking garages, and from those hubs to the main lot. There are still a finite amount of spaces at the gondola proper, and the convenience of skipping a bus ride means people will be fighting for those spots as early as possible to get in line and beat the 4.5 hour commute up. Allowing cars up the canyon alongside the gondola means easing those wait times, but aside from people seeking the novelty experience for the first time, who will ride the gondola if driving is a faster, more convenient option? The gondola doesn't ease traffic, but rather moves the bottleneck from the resort parking down to the bottom of the canyon, getting into the parking lots for the gondola. | 32.2.9E; 32.2.2K; 32.2.2M.; 32.2.6.5E; 32.1.2B; 32.1.2D | A32.2.2K; A32.2.6.5E; A32.1.2B |

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| | | <p>So we've established that the gondola doesn't fix the traffic problem. However gondola advocates propose that it is a "long-term, year-round solution", as though it has a purpose outside of the few busy ski days we have every year. Since the gondola serves the resorts exclusively, as do the buses, it would be available for resort employees and patrons to use year round. However, it's no secret that those numbers are significantly lower than peak ski season. With buses, there is the possibility of scaling up or down with demand - summer months require fewer buses, and are therefore cheaper to operate. The gondola has a fixed cost, and will require resources year round to run. Or, if it only runs in the winter, then it is cheaper - but why build all the infrastructure for, realistically, 4 months of the year??</p> <p>Speaking of costs, you mentioned the cost of the gondola as \$391m, however UDOT says the total cost of the Gondola B Alternative is \$550. Unfortunately, this number hasn't changed since the first estimate I saw, meaning that these quotes were probably received pre-covid. It's no secret that construction has gotten more expensive in the last few years, with supply chain issues and shortages abound. It's very realistic to assume that the final cost of the gondola ends up being over \$1 billion all said and done. Which is a huge issue, considering that UDOT itself has had to admit that they don't have the funding to build that at the moment, so they will have to spend to enact other measures while finding ways to secure that funding. Meanwhile, UTA just had to cut their bus routes in half, because they can't afford to pay bus drivers enough to adequately staff routes... sounds like the public transportation budget in Utah is booming! Lol</p> <p>I could go on for hours and hours about how much more there is to the canyon that just resort skiing and this impacts all of those, or about the sketchy history of CW management (the same company that paid the CW mayor to harass patrons of the Canyon Inn because they wanted to develop that land), who acquired the land for the base station and proposed the alternative to UDOT. I could touch on the impact on the beauty of the canyon, or how we seem to always find a way to pave paradise to put up a parking lot, or about how a gondola serves to make the outdoors less accessible and cater to the wealthy who will spend money at resorts. In the end, though, I'm more concerned about why UDOT wants to go with the nuclear, permanent option right out of the gate. They haven't even tried anything else, why are we jumping to the most dramatic option? Because it's shiny and new? We are not Switzerland or Colorado, we don't have their logistics or demographics or topography. This is a unique situation that demands a unique solution.</p> <p>My personal opinion, I think the ski resorts should use a reservation system. The state could contract to have one built at a fraction of the cost of any alternatives, and its simple - if you have a reservation, you can drive and park up at the resorts. If not, plan ahead to take the bus. Public transit needs to be two of faster, cheaper, more convenient to be used. It is cheaper, even without a ski pass, which provides free transportation, but it is slower and less convenient. However, as soon as the user sees that there isn't parking, that convenience factor goes to the moon! The resorts don't lose any money, because they are maxing out parking - they can't fit more up there regardless.</p> <p>Anyway, this is my hill I'll die on haha. Utah is at a critical point where we are growing fast and decisions are being made, and the choices we make now will determine how my kids experience this place, so I hope we can make the right ones!</p> <p>Sources: https://gondolaworks.com/ https://saveourcanyons.files.wordpress.com/2018/01/tri_canyon_visitor_use_estimate.pdf https://ksltv.com/438817/udot-proposes-three-options-to-ease-skier-traffic-in-little-cottonwood-canyon/ https://www.udot.utah.gov/connect/2022/08/31/udot-identifies-gondola-b-as-the-preferred-alternative-in-little-cottonwood-canyon/#:~:text=Each%20gondola%20cabin%20would%20hold,offs%20and%20slow%20moving%20traffic. https://littlecottonwoodeis.udot.utah.gov/final-eis/</p> | | |
| 28939 | Fox, James | The Gondola should not be paid primarily by tax payers. The ski resorts, of which will benefit from this invasive projects should be footing the bill. In addition, if this is the preferred method, considerations should be made to stop at backcountry trail head locations along the way. Ski resorts visitors are not the only canyon users. If that were the case, tax payers could pay for a larger percentage of the project. Should the federal government be providing funding as the gondola would be on federal land? | 32.2.7A; 32.2.6.5G | |
| 26909 | Fox, Jason | Please, please do not destroy the beauty and sanctity of Little Cottonwood Canyon with a millionaires pet project. 550 million hard earned tax payer dollars could make a great difference for the entire Salt Lake Valley if not being spent servicing 2 profit laden ski resorts that have less than 14 days a year, wherein travel for their patrons is hampered. Please don't scar the wonder is LCC, this project will fail, underuse will be evident within the first year and yet the towers would still stand, symbols of greed and big business doing what they want vs. what would actually benefit the public. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 27313 | Fox, Jillian | No gondala | 32.2.9E | |
| 25926 | Fox, Jon | No gondola, no one wants this!!!!!!! | 32.2.9E | |
| 35284 | Fox, Julia | As an avid hiker and lover of the natural beauty of our canyons, I absolutely oppose this gondola. | 32.2.9E | |
| 36797 | Fox, Kody | <p>Friends of Alta Official Comment Regarding the Selection of Gondola Alternative B</p> <p>In September, UDOT announced that it had selected the Gondola Alternative B with proposed phasing as the preferred alternative in its final EIS. Friends of Alta disagrees strongly with this decision. Below, we would like to highlight the main reasons why.</p> | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.6.5G; 32.2.6.5F; 32.2.9A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>Gondola Alternative B would be funded by taxpayers</p> <p>UDOT is planning on funding Gondola Alternative B in a project estimated to cost Utah taxpayers over half a billion dollars. We believe this is unethical. If a gondola were to be built, it should be paid for by the private multi-million-dollar corporations that stand to benefit from it. Remember, only 2-3% of Utah residents ski Snowbird and Alta on weekends, but every Utah citizen will pay approximately \$175 just to build the gondola, not to mention it's steep operating costs. For a family of four, that is \$700 for a method of transportation they will likely never use.</p> <p>Gondola Alternative B places our vital watershed at risk</p> <p>The gondola poses significant risk to our watershed through its construction and the added pressure on Little Cottonwood Canyon of significantly increased visitation. It risks contaminating the watershed which is responsible for providing swaths of vital culinary water for the Salt Lake Valley.</p> <p>Gondola Alternative B would be permanent</p> <p>Once it's built, it's there forever. The viewscape of Little Cottonwood Canyon would be irreversibly scarred by the more than 20 towers scaling as high as 262 feet into the sky moving 40 large gondolas.</p> <p>Gondola Alternative B was never meant to be a solution to canyon congestion</p> <p>The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." If the gondola is implemented, the number of cars visiting resorts will remain the same while skier visits will increase by 20%, per UDOT's EIS. The EIS specifically states that UDOT does not anticipate traffic volumes will decrease with their proposed gondola alternative. As stated in EIS 8.4.3.2, "daily traffic volumes would be similar to the existing conditions in 2020."</p> <p>Gondola Alternative B would only service those going to the ski resorts</p> <p>A gondola would only stop at Snowbird and Alta. It would serve only those who pay to access a private ski area, but leave behind the growing population of hikers, mountain bikers, backcountry skiers, photographers, and other canyon visitors. And depending on cost-feasibility and adoption, it may not run in the summer at all. Common sense solutions are the right ones</p> <p>Common sense solutions are a fraction of the cost, scalable, environmentally friendly, and effective. These include tolling, reservations, and improved and more frequent bus service to minimize potential harm to the watershed while maintaining the infrastructure to service the whole canyon. This option is flexible and can be changed to meet changing needs for transportation in LCC.</p> <p>The steps taken in the phased approach must matter</p> <p>UDOT has recommended a phased approach to combat canyon congestion prior to building a gondola but has not agreed to stop building a gondola if traffic reduction goals are met. It's reasonable that if UDOT's goal is to reduce traffic and a phased approach can achieve that goal at a fraction of the cost of Gondola Alternative B, no gondola should be built. If the goals are met and the gondola moves forward, it calls into question the legitimacy of this entire process.</p> <p>The public must be kept in the know</p> <p>As the phased approach is implemented, it is vital that the public is made aware when a phase is beginning and allows for adequate time to study the effectiveness of the approach prior to implementing the next phase. If the stated goals of traffic reduction are met, UDOT must stop any plans to fund Gondola Alternative B with taxpayer dollars.</p> | | |
| 37777 | Fox, Larry | I would just like to comment on the proposed solutions for Little Cottonwood Canyon! I think it is prudent and wise to try expanding bus services, as well as other possible solutions. However, at the end of the day, I believe the Gondola will be the more permanent solution. It will pay for itself with the increased tourist traffic during all seasons. I myself will use it. I love the fact that it should run even if the road experiences an avalanche or other closure. | 32.2.9D | |
| 28262 | Fox, Mitzi | Please no gondola!! | 32.2.9E | |
| 33934 | Fox-Shapiro, Ben | Please do not build the gondola. The way it is proposed, it will take way too much time to ride the gondola up the canyon compared to driving and no one will use it, resulting in a big, expensive eyesore that will sit unused most of the time. | 32.2.9E | |
| 33613 | Foxx Pease, Lynn | I am deeply distressed with the proposed gondola for Little Cottonwood Canyon. This is a huge black hole for taxpayers and a boon to only Alta, Snowbird and the assorted individuals involved in the real estate transactions that are making this possible. I have lived in Utah nearly 35 years. When I first moved here skiing was affordable for people in many socioeconomic levels. The longer I have lived here, the more unaffordable it has become. So unfair to the citizens of this great state. Decreasing bus service and putting in the gondola are going to make this entire canyon out of reach except for the wealthy or those subsidized by Alta and Snowbird. A travesty. | 32.2.9E; 32.5A | |
| 31583 | Frailley, Charlene | I am saying no to the gondola. This will not be a benefit for the citizens of Utah and we should not have to pay for it. This will essentially only benefit the rich elites. This seems to be only a scheme to make a handful of people a lot of money while fleecing the public. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 28954 | Frame, James | I still don't understand the economics for this. My understanding (and I could be wrong) is that Alta and Snowbird combined have an annual revenue of about \$70million. A gondola is not going to increase the amount of people staying in either resort so you aren't going to be increasing revenue there. So it is only ski passes and food during the day. Thus you might be able to increase their revenues by a maximum 25% or \$17.5million? Spending \$550 million on a gondola to increase revenue by \$17.5 million a year when we are in a recession? I wonder who the contractor is and what their connection is to the people making this decision as I really am trying hard to understand the economic sense. Not to mention people who live in Alta and Snowbird and residents at the bottom of the canyon are about 80% against this. Would love to have the decision makers to explain the counter argument and their economic justification? | 32.1.2B;32.2.9N | A32.1.2B; A32.2.9N |
| 30780 | Frame, Marianna | While I understand the appeal Of this measure, it is a permanent change to the canyon. What is most challenging for me to wrap my head around is the economics of this project. Alta and snowbird can only sustain a limited number of riders/skiers on any given day. The road is a natural barrier to overcrowding the resorts (with exception to days when the road is forced to be closed to traffic for weather). There is a cap on the revenue of the resorts based on how many skiers and riders can | 32.1.2B; 32.2.9G | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | enjoy them, yet this project cost is multiples of any given revenue of the two mountains annually. It will take decades for this improvement to "break even" in terms of increased revenues of the resorts. Because there is a cap. It's a gross misuse of public funds as far as I see it and those funds should be allocated elsewhere. | | |
| 32320 | Frame, Scott | This is a shirt sided review that only considers one canyon. I am totally against this proposal | 32.2.9E | |
| 33264 | Frampton, Joshua | This gondola is a great plan. I've lived in Europe and honestly was such an efficient way to access terrain. So many ski resorts there had you start at a town or city at the base of the mtn range and the gondola whisked you up to the resort. It was awesome, no traffic, no issues with parking, no loud slow, stinky buses. It truly is a brilliant plan and should move forward immediately. | 32.2.9D | |
| 27010 | Franchitto, Douglas | Im a milcreek resident that actively uses little cottonwood canyon to recreate 2-3 times a week. the gondola would do irreversable climate damage to the wasatch and ruin the views. please do not move forward with this | 32.2.9E | |
| 29937 | Francis, Mathew | You people are crazy if you think this is a lower overall cost - you take that capital and invest instead of blowing it on a circus ride and the numbers will never catch up, LCA or otherwise, esp since you are upgrading the bus system already. Just do that and leave well enough alone with demand pricing to lower the vehicle count. Also devaluing the visual aesthetic of the canyon shows a blindness to the reason people go to LCC. This isn't the Alps,it's a narrow fragile canyon with a single visualscape you will ruin with a gondola. And why don't you disclose the votes for and against. Our community hates this gondola idea. C'mon UDOT listen to the people and common sense. You are acting like UTA. | 32.2.9A; 32.2.4A; 32.2.9N | A32.2.9N |
| 38847 | Francl, Annie | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. Expands the bus service all over the city. We want public transit not expensive projects that benefit private businesses! Sincerely, Annie Francl [REDACTED] | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 27813 | Frandsen, Matt | The gondola is the wrong solution. In addition to the huge cost, mainly benefitting two private companies, the gondola is not sufficient to relieve the canyon congestion. The amount of people carried per hour is simply not enough. Say no to the gondola | 32.2.9E; 32.2.6.5D; 32.1.2B | A32.1.2B |
| 32039 | Frandsen, Melinda | I'm opposed to the gondola. It's going to be an eyesore and it's going to be too expensive to even ride it when it's done. I don't want my tax dollars going to something that will only benefit people with deep pockets. | 32.2.9E | |
| 29111 | Frank, Blair | I strongly support this. | 32.2.9D | |
| 26710 | Franke, Alex | The gondola is expensive, and inferior to busses. Toll the road, charge for parking at resorts, say no to the gondola. | 32.2.2Y; 32.2.2QQ; 32.2.4A; 32.2.9A; 32.2.9E | |
| 27242 | Frankel, Mitch | What an absolutely joke - No taxpayer wants to fund a lift that only goes to 2 private resorts. If they want a gondola, they can pay for it. Buidling a gondola just moves the traffic down canyon where there is no infrastructure to handle it. And the traffic issues in BCC are so much worse than LCC the past few years. Limited parking, tolling, and enforcement below the canyons mitigates all the issues. Buses, snowsheds, limited parking, tolling, all will do what is needed without building a stupid lift for greedy resorts. NO TO THE GONDOLA. NEVER. NEVER. NEVER will I pay for that stupid thing. | 32.2.9E; 32.2.7A; 32.2.6.5E; 32.2.9A | A32.2.6.5E |

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| 30820 | Frankenberger, Kristi | Please do not build a gondola in ANY of the canyons in Utah. I would rather see Little Cottonwood Canyon closed forever than a Gondola be built. I would never go in Little Cottonwood again if it would stop a gondola from being built. I trust you will listen to the voices of this community and respect their desires. This land was taken from indigenous peoples. The LEAST we can do is not destroy it any further than we already have. Please, I beg of you. | 32.2.9E | |
| 37473 | Franzen, Jan | A solution needs to address all recreational activities in the canyon and not only ski resorts. Parking reservations in combination with snow sheds and busses would solve the congestion without the high cost and eyesore of gondola towers. | 32.1.2D; 32.2.2K; 32.2.9A | A32.2.2K |
| 27999 | Fraser, George | I am a cottonwood heights resident who plans to make use of the Gondola B alternative, I would like to see the cycling infrastructure implemented for those of us that live close enough to bike (theres only 2 mentions of bicycling in the EIS summary). If you're planning to ease congestion, i believe that covered cycle racks and protected bike lanes (can even be with bolt into the ground road markers) around the mobility hubs would help immensely. Bear in mind that people will likely be cycling with their skis and snowboards so consider making it cargo bike friendly too!!! | 32.2.9D; 32.2.6.5I | |
| 37683 | Fraser, Simon | <p>My name is Simon. I am a resident in [REDACTED] and a registered Utah voter. I'm writing a comment because it's very important to me that you deny the Gondola project in Little Cottonwood Canyon.</p> <p>The reason I moved to Utah 3 years ago was because Salt Lake City has some of the best access to pristine outdoors you can find. Being in nature, away from the hustle and bustle of the city fills my soul, so I make sure to venture into Little Cottonwood Canyon at least once a week. I go there year-round to climb, hike, run, and soak in the beauty of the canyon. This is why this issue is so important to me.</p> <p>The cost of the gondola project, as laid out in the EIS, is extremely expensive. When compared to the entire Utah State budget (which is paid for by taxpayers), it is quite a large chunk of money disproportionally going towards a solution that is meant to serve a very small portion of the taxpayers in the state.</p> <p>It will also permanently alter the view, sound, and natural environment of the canyon for myself and for thousands of year-round users of the canyon.</p> <p>I urge you to not only consider, but to recommend and to move forward with less invasive and less expensive options such as expanding the parking and bus system in the canyon. A solution truly geared towards serving the humans and constituents of the state of Utah and preserving the natural environment, while also spending a proportional amount of tax dollars is an obvious first choice instead of the gondola.</p> <p>Thank you so much for taking the time to accept and read all of our comments. It means a lot to me that you care about what the residents and regular people who use this canyon on a regular basis, year-round, have to say about it. I look forward to seeing what you come up with, and for you to find a solution that is much more proportional and less invasive.</p> <p>Simon Fraser [REDACTED]</p> | 32.2.9E; 32.1.2D | |
| 29254 | Frasol, Jadwiga | <p>No gondola under any circumstances! No road widening under any circumstances! No tolls We pay enough already in state taxes Federal taxes and property taxes! Enhanced bus service only for skiers No gondola! Let the future generations to see, experience and enjoy the NATURAL beauty of our canyons! Any questions? Call 8018087021 Sincerely Jadwiga Frasol</p> | 32.2.9E; 32.2.9A; 32.2.4A | |
| 28026 | Fratton, Robert | <p>Don't do it! Improve bus, control road to 4x4 good tires ! Take snowbird off 210 parking and have them implement a reservation system like Alta! In the early 1980s there could have been larger parking lots at the base, and now you must Eminem [eminent] domain areas for parking!</p> | 32.2.9E; 32.2.2M | |
| 29650 | Fratto, Dominic | This is a horrible plan. We can do better. This will destroy the serenity and beauty of the canyon. Please listen to the citizens, not the ones profiting from this. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 27484 | Fratto, Dominic | This is not an appropriate way to reduce traffic to the resorts. Why is this happening when the majority of citizens are opposed to it? Have a vote. | 32.2.9E; 32.2.9N | A32.2.9N |
| 30714 | Fratto, Garry | <p>I am a resident of east Sandy and have lived here for 50 plus years. I am also skier and avid outdoors person. I am opposed to the Gondola for the following reasons:</p> <ol style="list-style-type: none"> 1. The cost will be way over the estimate and the infrastructure at the base of the canyon will not be able to handle the increased traffic flow. | 32.2.9E; 32.2.7F; 32.2.9B; 32.2.6.3F | A32.2.7F; A32.2.7C |

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| | | <p>2. it only benefits Alta and Snowbird and this is a very small demographics of the canyon users. 3. The towers will ruin the natural beauty of the canyon. 4. The gondolas require lots of ongoing maintenance. 5. A good solution would be an express lane with electric buses. and widening the road a bit to allow for a lane switch 2 lane going up in the morning and 2 lanes going down in afternoon. The buses would not create pollution in the canyon. 6. The other thing that bothers me is that the deal seems fishy with the developer. I think the cost and impact are way understated. Again, we are totally opposed to the gondola. Thanks, Garry Fratto</p> | | |
| 27712 | Fratto, Garry | <p>I am a long time Sandy resident and business owner. I am also an avid outdoor person and use the canyon a lot. I am OPPOSED to the Gondola for little cottonwood canyon for the following reasons. 1.first off cost of \$550 million is way to high and the final cost will be much more than that. 2. The gondolas require lots of maintenance. 3. The towers will ruin the pristine view of the canyon. 4. The traffic congestion at the bottom of the canyon will be terrible. 5. A good solution would be an express lane with electric buses. and widening the road a bit to allow for a lane switch 2 lane going up in the morning and 2 lanes going down in afternoon. The buses would not create pollution in the canyon. 6. The other thing that bothers me is that the deal seems fishy with the developer. I think the cost and impact are way understated. Again, we are totally opposed to the gondola. Sincerely Garry Fratto.</p> | 32.2.9E; 32.2.6.5E; 32.2.2D | A32.2.6.5E |
| 29776 | Fray, Ryan | <p>Facilitation of increased profit for two buisness at such a large expense to taxpayers is ridiculous. The simple fact that these resorts refuse to institute a maximum capacity model that would solve many of the problems that you are willing to invest over \$350 million dollars to help solve is pure insanity. Increasing our taxes so that we can allow them to profit while decreasing the overall experience by enabling over crowding of the slopes is completely irresponsible. No one seems to consider the increase in wait times in lift lines, the overcrowding of the runs that will increase injuries and decrease the ability for beginner skiers to improve in a safe environment. Skier retention should be the focus not enabling resorts to increase capacity at tax payer expense. This is simply not good for the future of the sport. The greed of more profit and ignoring future development of a more positive on hill experience is not the way. By limiting ticket sales traffic would organically decrease on its own without the need for such drastic changes.</p> | 32.20C; 32.2.2K | A32.20C; A32.2.2K |
| 37132 | Frazer, Jim | No to the gondola! | 32.2.9E | |
| 26414 | Frazer, Leah | Environmental impact aside, the gondola isn't an effective business plan. Unless it is essentially free, regular skiers will not ride it, so we won't recoup costs, and it won't help ease congestion. It doesn't offer any advantage outside of ski season, and the monetary and environmental cost is too high for little or no gain. | 32.2.4A; 32.2.9E | |
| 33715 | Frazer, Leah | The gondola is expensive and will likely not solve our traffic problem. It will be a permanent ugly scar on the landscape and disrupt the natural environment. Find another solution. | 32.2.2PP; 32.2.9E; 32.7C | |
| 37804 | Frazier, Colby | <p>I am opposed to UDOT's gondola plan, and ask that the government allow the status quo of cars as the limiting factor in the canyon to continue unchanged. My reasons for this are simple: UDOT and the ski resort corporations that are in favor of the gondola wish to facilitate the transport of more people into the canyons via gondola. They prey upon the anti-vehicle sentiments of good-intentioned people who believe that burning fossil fuels is bad. And of course, burning fossil fuels is bad. But the cars in the Cottonwood canyons are not driving themselves: they are being driven by people; more and more people. There is a people problem in the Cottonwood canyons, and its only limiter is the number of people that can cram into automobiles and the number of automobiles that can fit inside the canyons. With a gondola, or some other mass transportation system, the transport of infinite numbers of people will be achieved in the canyons, turning the canyons into little more than a single file nightmare, much like Zion Canyon, where vehicles were long ago banned in favor of a mass transit bus system that has been highly effective at eliminating the vehicle traffic problem, while exacerbating by many million fold the people problem. A gondola, or a highly effective bus mass transit system in the canyons will do the same. At present, any human can access the Cottonwood canyons via a vehicle, bicycle, bus or on foot. A gondola will be one more prohibitive force ensuring that the less fortunate, who rely on their cars, cannot access their very own public lands. The present price tag for the gondola is somewhere near a half a billion dollars. Even if this is close to accurate, this is little more than a half a billion dollar taxpayer funded gift to a pair of ski resort corporations. This is despicable, even akin to the horrendous dam building era of the last century, where hundreds of billions of dollars of taxpayer money was spent on water projects that benefited on a good day very few politically connected farmers, and in many cases, none. Then, of course, there is the environment. As a resident of Salt Lake County, and a Utah native, little is more important to me, aside perhaps from the filthy air that I must breathe, than the water I drink. I am unconvinced that UDOT and its partners have satisfied the concerns from myself and my neighbors that our watershed will be protected, or enhanced, in any way by the construction of a ski gondola up Little Cottonwood Canyon. There is, of course, a way to appease me, and I am a reasonable man. I believe that UDOT and its Ivy League engineers could put their brains together with the National Forest Service and design a number to identify the daily carrying capacity of the Cottonwood Canyons. Identify this number. Speak to the private corporations who operate their businesses on much of my public land, but regard what they say with grave caution. Once you have that number, be it 1,000, or 10,000, build your Gondola, or your train, or your bus system. But do so for the betterment of the wilderness, the betterment of our water, the betterment of the</p> | 32.2.9E; 32.1.2B; 32.2.9G; 32.20B | A32.1.2B |

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| | | human need for wilderness and the need for solitude. Yes, identify the number, then offer a lottery system where all can enter free of charge. Random numbers will be drawn, ski days and hiking days will be doled out. It will not be ideal for many, but on vast swathes of America's public lands, this is precisely the solution for the people problem. So, build your sexy new infrastructure if you must and solve the horrible 10-day per year vehicle problem. But don't solve the vehicle problem unless you have a solution to solve the problem that causes that vehicle problem. Thank you for considering my comment. | | |
| 25293 | Frazier, David | This is a bad Idea!!! I would take the bus if they didn't stop a ton right by the canyon. They could do 5 double busses from fashionplace or Trax on 53rd and get people up there so easily. It's really simple. Charging would help as well, they could do an app with a fast pass and also do canyon reservations. It's like why do we have to spend so much on stuff that is easy to fix | 32.2.2I; 32.2.2K; 32.29R | A32.2.2I; A32.2.2K; A32.29R; A32.1.2H; A32.2.6S |
| 29029 | Frazier, David | This project feels like nobody wants it but it's still happening. This is a poor use of government funds funds and bloating our budgets. There are 20 different simpler ways to fix a traffic up a single lane road. Why don't you charge a toll or create an app with scheduling. A bus line directly from a central location where tracks meets et cetera | 32.2.2Y; 32.2.2I | A32.2.2I |
| 30161 | Frazier, Megan | I oppose the gondola project as a solution to increased traffic in Little Cottonwood Canyon. This will be a huge cost to local Utahns via taxes without benefiting the average Utahn. This project caters only to visitors and tourists who will not be paying for it in taxes. Frequent local users of the canyon will not be able to regularly afford the high price of a ride and will be limited to stops that only service the ski resorts. Local Utahns like me take affordable public transit during peak ski days when going to the resorts, and other times drive to stop at various other trailheads along the canyon road for backcountry skiing or hiking during winter months. Why make the locals pay for something that doesn't serve our needs? It will also be a devastating eyesore to our beautiful canyon. | 32.1.2B; 32.1.2.D, 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 28551 | Frazier, Michelle | I am really invested in this transportation decision for Little Cottonwood Canyon. My family and I live 10 minutes from the base of Little Cottonwood Canyon and access the canyon from 9400 South. My large family gets season passes to Snowbird every year. We're familiar with traffic and road closures. And, my home and many of the areas I enjoy and recreate have a beautiful view of Little Cottonwood Canyon. As a resident of Sandy, I've followed this development. I just watched the videos and read a few of the other documents about the Final EIS. I understand the reasoning for the gondola. On paper it makes sense. But, despite really trying to consider the gondola and be open to it, at the end of the day, I cannot support it. To me, the beauty of Little Cottonwood Canyon is such a big part of my life and our community, and it breaks my heart to imagine the skyline being broken up by a gondola. I also have some other concerns. Because of where I live, riding the gondola will add a significant amount of time for my family to travel up the canyon. I would prefer to catch a bus from the park and ride lot close to us on 9400 S and Highland Drive. Also, in my family's experience, it's only a handful of Saturdays a year that we have to face the bad traffic. Part of that is because we've learned not to travel at peak times. So, maybe we could find another incentive along with the toll to encourage people to spread out their travel times. Also, in the video, it is mentioned that it's about 50 days a year that there are problems with traffic in the canyon. To me, it is not worth building a gondola for 50 days a year. I support every other option that is presented in the phased approach. One thing I think should be done differently is that anyone who wants to go to Snowbird or Alta during peak season should be required to ride a bus (with some exceptions, like if they work there or have conditions that make a bus ride difficult, such as a disability). I currently don't ride the bus. I have a large family, so it's often more convenient to drive. But, I will ride the bus up the canyon for the rest of my life if it means we don't have a gondola built up the canyon. | 32.2.9E; 32.2.9A; 32.29R; 32.1.2B; 32.2.2Y; 32.2.2B | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B |
| 37182 | Frazier, Riley | I feel that, despite some obvious benefits of the gondola, the recreation users of the Salt Lake valley will not adjust and will continue to use private vehicles or busses to travel the canyon. I believe that a very robust, efficient, and frequent bus service will be more accessible to a larger population group and provide similar environmental benefits and alleviate some traffic. We have to address the current car centric infrastructure issues head on. A great bus system is the best possible compromise, especially considering it has the lowest visual alteration factor. Please do not go forward with the gondola, and instead look to solve the issues on the road; we mustn't take up more fragile space than we have to! Thanks :) | 32.2.9A; 32.2.9E | |
| 35569 | Frazier, William | I have been skiing Little Cottonwood canyon for 40 years. I understand the logic arguments for and against building a gondola in the canyon. However, when it comes to the outdoors there is more that influences our decisions than logic. There is a spiritual and emotional connection we have to the outdoors. Building a gondola would deteriorate that connection with Little Cottonwood canyon. I would hope to appeal to your emotional connection and stop from building the gondola. It will destroy the beauty lies in the canyon. It will be an eyesore forever. Please don't build a gondola. | 32.2.9E | |
| 36127 | Fre, Tanner | I am 84. Lived in valley since birth, except for leaving for military, humanitarian work . I have spent thousands of hours in the canyon since 1951. Doing everything. Including. Service in the canyon.... Do not do the gondola....it will ruin the canyon, and make almost impossible to go up there for any reason. Except to hit the ski areas. So just to go enjoy that beautiful canyon it's History. You'll miss it. . To FLY to the resorts. Oh. I even ? skied there. Plus the hikes canyon service with scouts my kids etc . Thank you for reading this.. if you want any. Old history. Practical type. Stories. Etc. Let me know | 32.2.9E | |
| 25787 | Freas, James | Nobody wants a gondola | 32.2.9E | |

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| 25892 | Frecka, Ryan | Despite UDOT's statement claiming that they have addressed the concerns of recreational groups (such as climbers), the proposed gondola option still destroys much of the area it claims to provide access to. This seems juxtaposed to the entire proposition. Not to mention lower impact options have not been pragmatically piloted for these areas. Instead, the highest impact option is being firmly proposed despite the massive opposition to it, and its destructive footprint. This is undemocratic, and seems to serve only the businesses who will profit, rather than area users at all. | 32.4B; 32.2.9E; 32.2.2N; 32.4B; 32.2.2PP; 32.2.9N | A32.2.9N |
| 34260 | Fredbo, Allie | A gondola or train is an extreme, very permanent and unproven solution to a problem that only seasonally effects this roadway. There is widespread public disapproval for this project and yet it will be in some part taxpayer funded. In it extremely likely that DESPITE the construction of this gondola there will be an ongoing need to upgrade/widen or improve this highway. The gondola simply does not adequately address the needs for the users of this canyon. There will continue to be a discrepancy in the demand for access and proposed solution. With this in mind I believe that the funding should go to road improvements, implementation of mandatory tolls, parking reservations, and road occupancy restrictions. These opportunities provide the greatest benefit to a larger user group with a much smaller investment. | 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.7A; 32.2.9E; 32.2.9N | A32.2.2K; A32.2.9N |
| 34263 | Frederick, Steven | Hi submitted a comment earlier, but I have some different points that I would like to make. I think a lot of rock climbers are upset because you are removing boulders that will disrupt the climbing community. All though that is a fair point, I think this is microscopic compared to other reasons this gondola should not go up. Aside from the ecological and environmental damage that it would cause, I want to focus in the amount of money that is being spent to cater to two resorts in the canyon. Money that should be spent on more pressing issues such as the Salt Lake getting even lower and releasing toxic metals into the air, or even the homeless situation we have around the city. This money could be spent on something that will be meaningful to the city, but instead it destroying the very reason people visit and even move to the city. There is a viable option instead of the gondola. We could invest in our transit system for a fraction of the cost. I am firmly against the gondola, and think it would be a grave mistake and would ruin Salt Lakes most precious outdoor locations. | 32.1.2B; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 35248 | Frederickson, Taylor | No gondola | 32.2.9E | |
| 25812 | Fredrickson, Blake | Please build it. Make it free or exceedingly affordable. And then build another one to BCC. Then build another one to Park City. Gondolas and trams all over the Wasatch! It's the only way to save the canyons from the single passenger automobile. | 32.1.5B; 32.2.9D | |
| 26958 | Freebairn, Greg | First, let me say, I've been opposed to the gondola from day one. It's too expensive, misuse of public funds, and will have a massive environmental impact on a beautiful canyon. With that said, your phased-in approach is sensible. The issue has never been getting more people up the canyon it's getting people to use mass transit, and getting more vehicles out. I believe that enhanced bus service and tolling would be the best course of action. And can be used to service both Little and Big cottonwood canyons. Thanks for your time. | 32.1.2B; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 26538 | Freed, Mary | DO NOT DO NOT PUT A GONDOLA!!!! YOU WILL BE RUINING CLIMBING AREAS & HIKING AREAS THAT HAVE BEEN AROUND HERE FOR YEARS !!! LAND THAT MEANS THE WORLD TO LOCALS !!! DESTROYING WHAT MAKES UTAH SO SPECIAL !!!!!!! | 32.1.2D; 32.2.9E; 32.4B | |
| 26831 | Freedlund, James | I don't believe this project is in the best interest for the people of Utah. Please leave the natural beauty of this area as is. | 32.29D | |
| 25765 | Freedlund, Jeffrey | I do not support the gondola. I do not support the use of tax dollars to support private business. I will do everything I can to avoid paying for this. | 32.2.9E; 32.2.9N; 32.2.7A | A32.2.9N |
| 31010 | Freedlund, JJ | █ the gondola. You already know that but you'll build it anyway. | 32.2.9E | |
| 27585 | Freedlund, Jj | █ the gondola and █ you | 32.2.9E | |
| 26540 | Freedlund, Kathy | PLEASE do not do this. The landscape should stay as it is. Also, a HUGE NO to putting in a huge parking lot! Please stay true to the natural beauty of Utah and not buying into commercialism! | 32.2.9G | |
| 32108 | Freedman, Charles | 1) The EIS was insufficient in scope. It didn't take Big Cottonwood Canyon, impacts from 9400 South, Parleys or the Wasatch Back into account--the surrounding canyons and roads need to be looked at in their entirety. 2) Watershed impacts were not sufficiently studied or considered 3) Alternatives were not presented or explored sufficiently. 4) Current traffic patterns were not systematically or rigorously analyzed. 5) Cost estimates of the gondola were not rigorously analyzed. | 32.1.1A; 32.12A; 32.2.2PP; 32.1.4D; 32.2.7C | A32.1.1A; A32.12A; A32.2.7C |
| 29190 | Freedman, Charlie | A thousand times no on the gondola. Please consider easier solutions than a \$600M gondola which will forever change the canyon and how we use it. Why not a toll booth that incentivizes carpooling? You all know last season with reserved parking at Alta made access and the red snake much more normal and endurable! No to the gondola. | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 31009 | Freedman, Charlie | please no, no, no. toll those not carpooling, generate money, and reduce traffic. | 32.2.9E; 32.2.4A | |
| 30461 | Freedman, Kara | I am opposed to the building of a gondola in little cottonwood canyon. This is a major infrastructure project that won't benefit most Utahns and definitely won't alleviate traffic in the canyon since a huge portion of drivers are going to destinations other than the two services ski resorts. Alternatives like increasing bus service or making carpooling easy would be a much better year-round solution to the narrow canyon roads. | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 30595 | Freeman, Carolyn | It will destroy the beauty of the canyon. It only serves the few months of the ski season. Why should we pay so much to benefit only the skiers. All the towers will damage the eco system. | 32.2.9E; 32.1.2B | A32.1.2B |

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| 35764 | Freeman, Mackenzie | No to the gondola | 32.2.9E | |
| 29041 | Freestone, Abbey | Cordially, this is a stupid idea. Utah is already facing white flight because there is no water here. Focus on the water problem first, then focus on traffic. Get people to stop watering their lawns with irrigation water that is disappearing. There won't be enough water in coming years for there to be snow for skiing. Make that your first priority over reducing traffic. Utah will be a ghost town in 10 years if you don't do something about the water situation and keep focusing on development. | 32.29D; 32.1.2B; 32.2.2E | A32.1.2B |
| 31968 | Frei, Berkley | The Gondola for our Canyons seems to favor a privileged demographic of Skiers/Snowboarders and fails to consider the more accessible activities of hiking, biking, photography and climbing. I personally don't want to have Gondolas marring my views and restricting my access to the top end of the canyon. We need a solution that services the entire canyon top to bottom along with ALL activities! | 32.2.9E | |
| 30490 | frein, lindsey | Please do not build this gondola! There are many other, better alternative plans of action! Plans that will not irreversibly damage the natural environment. This would permanently damage and or end rock climbing in this area! Climbing is a valuable recreational activity just as all outdoor pursuits are, please do not make the decision for the people what activities to prioritize. If you care about the canyon and about outdoor recreation please refrain from building this gondola. Thank you so much for your time and consideration! | 32.2.9E; 32.4B | |
| 37905 | French, Brian | Please don't turn Little Cottonwood into a development eyesore. Minimize the impact on the views in the canyon, by adding a bus lane. | 32.2.9E; 32.2.9B | |
| 31869 | French, Cameron | A sustainable solution to the traffic problem in LCC needs to incorporate the interests of all stakeholders, not just tourists heading to the resorts. Backcountry users and other winter recreationists need to be considered by incorporating more stops on either the busses or gondola. Making busses the easiest way to go up the canyon should be the preferred option. The uniqueness of our Cottonwood Canyons is something that cannot be restored if we squander it for short term profits for a minority of the people. The bouldering opportunities that exist in LCC are world class and should not be overlooked and sacrificed. | 32.1.2D; 32.2.9A | |
| 30468 | French, Grace | Please no gondola, increased busses is what will be beneficial for the land, economy, residents and tourists. | 32.2.9E; 32.2.9A | |
| 31498 | FRENCH, JESSICA | I strongly oppose the gondola, and I believe it should not be considered any further as a solution to our canyon traffic problems. Traffic does not exist in a vacuum; it does not only exist during the winter months, and it is not a problem only for the operators of the ski resorts. Traffic problems need to be solved with environmental, human, and recreational impacts in mind, as well as the financial impacts. It's time to go back to the drawing board. | 32.2.9E; 32.2.2PP | |
| 34416 | French, Madeleine | I do not want to gondola, I think it's going to be too much money, impact the canyon, and it's irresponsible to consider that before even trying to expand bussing. Consider getting rid of the IKON pass, that would alleviate so much of the canyon traffic! | 32.2.9E; 32.2.2K | A32.2.2K |
| 33800 | French, Merle | I am against using tax payer money to build a gondola that serves private businesses, aka, the ski resorts and does nothing for the tax payer | 32.2.7A; 32.2.9E | |
| 32475 | French-Oliver, Norma | Please increase the frequency of bus transport up/down the canyon. When this was done at Glacier Park, people left their cars & took the bus. No need to expand the road; just keep it in good repair. Use electric buses. | 32.2.9A; 32.2.6.3F | |
| 33676 | fresh, luca | Please do NOT destroy beautiful land just to put in an ugly gondola. What's the point? If you set up a gondola the people using it wont be able to see anything if everything is destroyed due to construction. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 36339 | Fresques, Allison | I oppose the Final EIS and the proposed Gondola Alternative B. The proposed Gondola does not adequately address the traffic concerns, is a huge cost that will be borne by myself and other taxpayers, and services only two private businesses. Both BCC and LCC need traffic solutions, and building a giant gondola that only services LCC is short sighted and would have significant negative impacts on our wildlife, view corridors, watershed, and the overall natural environment that cannot be repaired once the gondola is built. The gondola will likely only increase the traffic at the mouth of both canyons, as parking is already limited. Before making such a drastic decision to build a gondola, UDOT should consider all other options, including tolling, and designate park and rides at other locations throughout the Salt Lake Valley with increased public transportation. For these reasons, I oppose the Gondola Alternative B. -Allison Fresques | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.9R | A32.1.2F; A32.2.9R; A32.1.2H; A32.2.6S |
| 31938 | Frey, David | I strongly oppose this gondola project! It serves a small portion of the county/state and is contrary to common sense to require the entire county/state to pay for it. I would not use the gondola as I enjoy the canyon in other ways which would never include a gondola ride. The unimaginable cost of over 550 million dollars could be far better spent by reducing taxes, on food or gasoline which would benefit every single resident of the county/state. Or NOT spend \$550 MM at all as suggested by Councilman Richard Snelgrove. What a brilliant thought! Just because something CAN be done later to be claimed as the "largest in the world", doesn't mean it SHOULD be done. The traffic congestion photo on the landing page of the developer's website depicts a scenario that only occurs a few days out of the entire year. Other photos, including those on the UDOT website supporting the gondola depict 2-5 cars in the entire frame. UDOT is wrong to push such a project that benefits so few yet impacts so many. Little Cottonwood Canyon is just as beautiful today as it was 60 years ago when I would ski at Alta. The people don't want it. Neither do I. If it such a project is ultimately rammed down our throats, including short-sighted projections, overages, tolls, restrictions, etc., the Little Cottonwood Canyon resorts and associations, also pushing an "outside the bounds of common sense" development, are also short-sighted in their ambitions as I will always maintain the ability to choose another resort in a different canyon or in a different state... as I currently do. DF | 32.2.9E; 32.2.7A; 32.1.2D; 32.1.2B | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31292 | Frey, David | I strongly oppose this gondola project! It serves a small portion of the county/state and is contrary to common sense to require the entire county/state to pay for it. I would not use the gondola as I enjoy the canyon in other ways which would never include a gondola ride. The unimaginable cost of over 550 million dollars could be far better spent by reducing taxes, on food or gasoline which would benefit every single resident of the county/state. Or NOT spend \$550 MM at all as suggested by Councilman Richard Snelgrove. What a brilliant thought! Just because something CAN be done later to be claimed as the "largest in the world", doesn't mean it SHOULD be done. The traffic congestion photo on the landing page of the developer's website depicts a scenario that only occurs a few days out of the entire year. Other photos, including those on the UDOT website supporting the gondola depict 2-5 cars in the entire frame. UDOT is wrong to push such a project that benefits so few yet impacts so many. Little Cottonwood Canyon is just as beautiful today as it was 60 years ago when I would ski at Alta. The people don't want it. Neither do I. If it such a project is ultimately rammed down our throats, including short-sighted projections, overages, tolls, restrictions, etc., the Little Cottonwood Canyon resorts and associations, also pushing an "outside the bounds of common sense" development, are also short-sighted in their ambitions as I will always maintain the ability to choose another resort in a different canyon or in a different state... as I currently do. | 32.2.9E; 32.1.2B; 32.1.2D | A32.1.2B |
| 38058 | Frey, Zane | The proposed Gondola B is not the most future-proof and environmentally conscious solution to this very complex problem. The primary issues of Gondola B are as follows. A gondola that must reach above the trees up LCC is visually unappealing to public land users and will destroy several very popular sites for public land use including climbing locations and trail intersections. While the gondola seeks to be environmentally friendly, it will be powered by RMP's coal and will not follow through on said claim because of that. The introduction of the gondola will not solve the problem of the base of LCC's traffic either as skiers and public land users will still have to funnel towards the base of the canyon to either park at the gondola base or drive up the canyon, further crowding the surrounding residential area. This residential area is already stuffed full of cars in the winter, and the addition of a gondola base will not alleviate these issues without road expansion in these neighborhoods. While there is obvious concern for widening the road of SR 210 instead of implementing Gondola B, there are more viable alternatives that solve the aforementioned issues. By implementing a toll to private vehicles going up LCC, drivers will be more inclined to carpool. This, paired with a system like that implemented by Solitude Mountain Resort in which private vehicles with more passengers pay less can ensure that there are less vehicles entering the canyon. Additionally, this solution is relatively low cost, with a simple fee station at the base of the canyon being constructed. Season-long revenue can be created from this implementation and can better fund road maintenance and public transport and is environmentally sustainable as less people are driving individual vehicles up the canyon. This, paired with an increase in city-wide bus availability can be a sustainable, low-cost solution that not only benefits the users of our public lands, but also our environment, and the people of Salt Lake City as traffic will be reduced city-wide. With an increase in UTA funding and buses, more people are inclined to take public transportation up the canyon at a lower cost (as compared to the previously mentioned toll system), reducing bottlenecks at the base of the canyon. If more citizens are on public transport at more dispersed sections in the city, there will be less individual private vehicles attempting to park and drive up the same route. The public opposes Gondola B. The writing is on the wall with over 80% of locals opposing the issue. Please listen and consider that there are viable options to this complex problem that do not include building a flashy transportation mode that will not solve the problems of the canyon, but only make them worse. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 31345 | Frickelton, Skyler | No Gondola. This is not our best option. Please consider other less impactful solutions. Changing the landscape of LCC forever is not the right answer. LCC is too special to have an "eyesore" of a gondola and not to mention one that will cost the taxpayers and only be fully utilized a handful of days out of the year. I would rather sit in traffic than change LCC forever. Please no road widening either, we need to preserve the climbing boulders for future generations. Please do not alter the natural recreation landscape for other user groups like climbers. Enhanced/more frequent bussing I support. Thank you for your consideration. | 32.2.9E; 32.4A; 32.4B; 32.1.2B | A32.1.2B |
| 28271 | Fridirici, Ted | I respectfully submit the following comment. A Gondola is NOT the solution. It will not get enough people up the canyon fast enough. It will be insanely expensive. The environmental and social disruption/impact at both the top and bottom would be HUGE. Instead PLEASE strongly consider more and more frequent bus service using solar charged UDOT electric or otherwise eco-friendly buses especially during ski season but also in the summer. Expand existing park and ride lots and include incentives and dis-incentives for driving up the canyon by yourself. Limited lane widening and some avalanche tunnels/deflection devices would help. Thank you for the opportunity to comment | 32.2.9E; 32.2.9A; 32.2.6.3C; 32.2.4A; 32.2.6.3F; 32.2.2Y; 32.2.9K | A32.2.6.3C |
| 26726 | Fried, Jack | Using buses to phase in transportation up the canyon shows that buses are a logical solution. Unlike the gondola, which will serve two businesses, buses can stop anywhere. Asking taxpayers to spend over half a billion dollars for two businesses is an egregious waste of money. If building the gondola is such a financially sound idea, let them build it. The cost of building the new state prison was almost double what we were told it would cost. Estimates of building the Lake Powell Pipeline are now 2-3 times what we were originally told. The gondola is just another project that will cost way more than what we're told, and the State has far more important needs. | 32.2.7A; 32.2.9A; 32.2.9E | |
| 35694 | Fried, Marty | I am adamantly opposed to the gondola for Little Cottonwood Cannon for the following reasons: 1. It will likely cost more than \$525-550,000. Many people put the actual cost at over a billion dollars just the way the new prison cost almost double the original price. 2. It will likely lose money in that the average person will not be able to afford it. 3. It is a taxpayer funded gift for two businesses. 4. Buses can stop anywhere along the route, serving hikers as well as skiers. 5. A separate bus lane is unnecessary. 6. The gondola towers and their cables will be a horrible eyesore. | 32.2.9E; 32.2.7A; 32.1.2F | A32.1.2F |
| 28372 | Friend, Doug | How would this affect skiers arriving from the airport with all their luggage and need to be dropped off at a specific address? I do love the idea of the gondola, seems like a lot of wasted gas with all those cars going up the hill. The frequency of arrivals seems excessive at every 2 minutes, need that in the am and at closing but seems like when things slow down could take some cars off. will there be an attendant on board or will they be monitored with cameras? | 32.2.9D; 32.2.6F | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 36291 | Frioux, Jena | <p>I am writing to strongly oppose the gondola proposition for Little Cottonwood Canyon. I have lived in Cottonwood Heights my whole life. The canyons have been my backyard and playground not just for snowboarding and winter use but climbing, hiking, picnicking with my family and camping. I have seen the traffic increase over the years, gotten stuck in long lines going up the canyon, and have taken the bus many times up to Snowbird. This gondola proposition is not only irresponsible for the environment but also an irresponsible use of tax money!</p> <p>The gondola does not protect our water supply, does not enhance access for the non-resort patrons, doesn't stop the loss of species, and does not remove development pressures from the Wasatch. It does the opposite!</p> <p>I not only recreate in the canyons but I am a landscape artist. I draw inspiration mainly from the Wasatch mountains. If this gondola was constructed, it would create a major eyesore in the middle of the incredible vistas in the canyon.</p> <p>The correct solution in my opinion with many others is to increase bus accessibility and frequency.</p> <p>I plead with you to STOP THE GONDOLA and create a more responsible transportation solution that benefits our whole community, not just the rich few resort owners.</p> | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 28072 | Frisch, Kenneth | This is such a bad idea. Why are we using public funds to support just 2 ski resorts. It would be one thing if the gondola would stop other places but it won't. Also your environmental impact survey was wrong. There are birds listed there that don't live in the canyon and other like Black Swifts do nest there and it is the only spot in the county where it does. Please pull the plug on this insanity. Stop lining the pockets of insiders. | 32.2.9E | |
| 27241 | Frissora, Maddi | No! | 32.2.9D | |
| 28854 | Fritch, Daniel | The Gondola option should be built by businesses that will benefit. Additionally, it will not reduce traffic as the cost will be far more than driving up the canyon. Keep to a bus solution that can accommodate drop off and pickup beyond the ski resorts | 32.2.7A; 32.2.4A; 32.2.9A; 32.2.6.3C; 32.7C | A32.2.6.3C |
| 29045 | Frits, William | I think the Gondola is a poor choice to move forwards with. I'm sure it is challenging, but it would be interesting to see a public vote on this. Besides targeted ads on FB that are sponsored by Gondola Works, I really haven't see anything that suggests anybody likes this idea. Even all of the rich people who live at the mouth of the canyon have posters up saying they don't like the gondola. Just seems like the public at large is against this. And would it even solve the problem? People will always prefer driving their own car up. As long as there is parking at the top, people will wait in line hoping to get a spot. The gondola can take 35 people every 2 minutes? That's a much slower delivery system than cars. People are not going to wait at the bottom of the gondola line for 90 minutes on a powder day, when they could just sit in their warm car with the radio going. Imagine the line waiting to get back down the mountain. What if there are severe winds and the gondola has to stop? You can plow and salt an icy road, you can't just turn the wind off. I hope people will realize this was one of those ideas that initially had value, but with deeper review can be cast out. | 32.2.9E; 32.2.9N; 32.7C; 32.2.6.5K | A32.2.9N |
| 26677 | Fritsch, Eric | For some people their temple is the outdoors, not a bright building on a hill. Sadly, the Mormon influence dominates decisions in Utah. If a bunch of hippies wanted to build towers on "sacred LDS land" there would be an uproar. The black mark on Utah will be a long shadow as long as Little Cottonwood cast down by the Gondola line. I consider this Gondola as much as a desecration as much as a Mormon frowning on their temple getting tagged by gangsters. U-dot is that gangster and they are as thick as thieves with the LDS church. | 32.2.9D | |
| 32711 | Fritsche, Jill | Absolutely against this. If the ski resorts want a gondola, they should pay for it. Not the taxpayers. | 32.2.9E; 32.2.7A | |
| 37574 | Fritz, Anne | I oppose the gondola project for environmental, financial, and other reasons. Why kill the beauty which is the very reason people go to the canyons to seek? Using a sledgehammer to swat a fly is called overkill. I support paying a competitive wage to hire the drivers for electric busses. We don't need more lanes up the canyon, so people are encouraged to ride the busses. | 32.2.9E; 32.2.6.3F | |
| 26601 | Fritzsche, Gary | <p>This will scar the beauty of the glacier made canyon for life. I laugh when I see the commercial no one rides the bus. Well those same people won't ride a condola. This is all about money for the condola project.</p> <p>I will ski elsewhere if you take my car option away. Save the canyon by not putting in a ugly line of towers from the bottom to the top.</p> <p>The greatest snow on earth should be protected with other options. Not a eye sore condola.</p> | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 33118 | Fritzsche, Zach | <p>NO - widen wasatch, WIDEN THE ENTIRE CANYON AND CREATE A BUS ONLY LANE</p> <p>this gondola is LAST RESORT.</p> <p>I would be embarrassed to see this go up our beautiful canyon and I am a liberal, huge in development. This is a wrong move.</p> | 32.2.9B; 32.2.9E | |
| 37788 | Froebe, Steven | I vote against gondola and support busing and restricting access to private vehicles during peak periods to reduce traffic delays to buses | 32.2.9E; 32.2.9A; 32.7A | |
| 27907 | Frogge, Michael | I support the gondola. It's the only way to get cars off of the road. | 32.2.9D | |
| 35442 | Fronce, Marti | I am strongly opposed to the use of taxpayer funds to benefit ski resorts who cater to a limited segment of the population. Count me out on the gondola! Find a better solution that is not all about special interest and corporate business. | 32.2.9E; 32.2.7A; 32.1.2D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29948 | Frost, Brennan | To put it simply, Utahns do not want a gondola. As it stands, the proposed plan is not inclusive of those who wish to recreate in little cottonwood canyon outside of the ski resorts. Utahns want electric busses, expanded bus service, tolling, and car pool incentives. | 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | |
| 37480 | Frost, Cole | A gondola does not provide a solution to traffic concerns other than the few snow days a year when the LOS is a F. Why would the tax payers pay for the high Gondola cost and maintenance that only benefits the revenue of the ski resorts. They should share in the cost of the improvements if there are no other stops on the route. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.6.5G | A32.1.2B |
| 26509 | Frost, Kodi | Please expand public transportation and do not build the gondola. | 32.2.9E | |
| 37922 | Frost, Marilyn | The gondola would ruin the natural beauty of the canyon which is one of the things Utah is known for. The bus system would not put all the manufactured metal throughout the canyon and would cost less. | 32.2.9E; 32.2.9A | |
| 26435 | Frost, Meg | I am opposed to the gondola. The resorts have implemented a reservation system for their parking lots and traffic in the canyons was much better last year as a result. The gondola is a solution in search of a problem. Put that money toward our embarrassing per-pupil spending in the schools instead. | 32.1.2B; 32.2.2K; 32.2.2QQ | A32.1.2B; A32.2.2K |
| 28833 | Frost, Rachel | As a taxpayer, I don't want funds spent on this project that primarily benefits private ski resorts and provides little benefit to the community at large. | 32.2.9G; 32.2.7A | |
| 37792 | Fruge, Amy | UDOT, thank you so much for your continued efforts in making travel up & down our canyons safe & efficient. I'm Dr. Amy Frugé, DPT, and love everything about these Wasatch mountains & our access here in Salt Lake County. As a Mountain Athlete Physical Therapist, I treat olympic level runners, climbers, skiers, snowboarders, mountain bikers & more. These people (myself included) are here because of the mountains & its abundance of opportunities. I'm commenting to beg you to reconsider a safer alternative for our wildlife & the Utahn \$\$ contribution in opposition to the gondola. First, how can we build a gondola when it will impact a detrimental number of ecosystems & thus a vast number of wildlife? UDOT, I watched you safely escort a sick Moose off the road during a snow storm! I know you care! Second, to charge \$500/person to every Utahn, including the kid in Nephi that doesnt ski so that a stranger can get up the mountain with less traffic is not just. I know that tourism has a positive impact on our community but let's not get rid of the rock climbs & nature that people also come around the world from to see, just to build a gondola that supports 2 businesses. Please please PLEASE, let's reconsider this. Thank you so much. | 32.2.9E; 32.1.2D | |
| 28632 | Fry Rothman, Bonnie | I oppose any gondola to access little cottonwood canyon. I believe that such an option would be ineffective, too expensive, and ultimately underutilized. I support taxes on cars entering the canyon, and enhanced bus service. | 32.2.9E; 32.2.9A; 32.1.2B; 32.7C; 32.2.2Y | A32.1.2B |
| 29914 | Fry, Caleb | No gondola. No road expansion. Keep it how it was. | 32.1.2B; 32.2.9E; 32.2.9G; 32.2.9L | A32.1.2B |
| 30006 | Fry, Mary | Definitely against the gondola! Why don't you limit the number of vehicles traveling up the canyon. Little Cottonwood Canyon is perfect now. Don't ruin this gem of a canyon! | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 32856 | Fry, Wayne | No gondola,period. | 32.2.9E | |
| 37243 | Fryer, Joshua | No gondala. Bus system!! | 32.2.9E; 32.2.9A | |
| 30374 | Fryer, Logan | I think that a gondola is an over reaction to traffic that can be easily fixed by better bus/shuttle. The only thing that it benefits is the ski resort and only that. If we are trying to fix the amount of traffic on the road it's shouldn't only benefit the resort, a gondola wouldn't be able to drop people off at various spots in LCC allowing everyone to enjoy, it would only allow the ski resort goers to benefit. I say no to massive environmental impacts that only benefit a small niche of people. Think skater and better people. | 32.2.9A | |
| 32866 | Fryinger, Daniel | I live in Sandy and visit Little Cottonwood Canyon multiple times a week to decompress after work. Its one of the most beautiful canyons in the United States and serves a critical purpose to those of us who live here. Creating and maintaining an expensive gondola to benefit the ski resorts comes at the cost of destroying the area for those of use who use it year round as a refuge from the city. I love the idea of increasing investment in public transportation in the area to reduce traffic, but a gondola isn't the right answer. Better bussing, parking reservations and tolling would almost certainly ease the traffic more significantly than a gondola while still providing access for all and ensuring the resorts get the foot traffic they need. Please don't destroy this valuable natural resource for those of us who live here! | 32.2.9E; 32.2.9A | |
| 33859 | Fudge, Van | DO NOT BUILD THE GONDOLA! Months ago I submitted a comment in favor, but after more consideration and learning more of the costs associated, I now realize a gondola will not reduce traffic, destroy the natural environment, and benefit two private ski areas at huge expense to Utah tax payer. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E; 32.7C; 32.13A | A32.1.2B; A32.13A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 27724 | Fudyma, Carol | Vehemently against gondola or cog train - gondola changes naturally beauty of canyon and takes too long to travel from parking via bus to gondola loading. Cog railway costs too much money. Strongly support enhanced bus but if you really want people to ride the buses, make a designated Alta bus and a designated Snowbird bus. Also make the buses electric. Push people to ride the fast buses by either charging high car fees or prohibiting car traffic up the canyon during morning rush hours - like from 0600 - 1100. | 32.2.9E; 32.2.9A; 32.2.9B; 32.2.4A | |
| 27558 | Fudyma, Gary | Against the gondola because of cost and beauty of the canyon. Would prefer bus options as alternative. Also the gondola would benefit Alta and Snowbird. People will still drive up the canyon knowing the gondola will bring people that would have driven. | 32.2.9A; 32.2.9B | |
| 35372 | Fuelling, Aleen | PLEASE DO NOT build the gondola or widen the road in Little Cottonwood Canyon. Use more buses, a fee or alternating days for use. The taxpayers do not want to pay for this. The only ones who want the gondola/road widening are the ski resorts and the people who bought property at the mouth of the canyon hoping to make a lot of money off the projects. WHY doesn't UDOT worry more about the safety of the freeways/highways. It's so hard to see the lines for the lanes especially when it rains or snows. Can't you use reflective paint or in road reflectors? Please take a look and let the public know what can be done to improve this. Aleen Fuelling | 32.2.9E; 32.2.9L; 32.2.9A; 32.2.4A; 32.2.2K; 32.1.2D | A32.2.2K |
| 29855 | Fuelling, Aleen | Please leave the canyon alone. No need for a gondola or wider roads. Neither is needed. People can carpool or use the bus. The reservations for parking is working. The canyon is great the way it is. The money for these projects should not come from the tax payers. Make Snowbird and Alta pay since they are the only ones that want these changes. For once, please listen to the residents. WE DO NOT WANT EITHER CHOICE!!!! | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9L | A32.1.2B; A32.2.2K |
| 28506 | Fuelling, Aleen | Are you even going to consider the public's input??? No one wants the gondola!!! The only ones that do are those that work for/with Snowbird. It would be nice and a miracle if what the public/tax payers think about this were actually heard. THE GONDOLA IS NOT WANTED!!! LEAVE THE CANYON ALONE!!! The reservation process worked last winter. Stay with that!!! | 32.2.9E; 32.2.2K; 32.2.9N; 32.1.2B | A32.2.2K; A32.2.9N; A32.1.2B |
| 27219 | Fuelling, Chelsea | NO ONE WANTS THE GONDOLA. You would NOT put a gondola in Yosemite why put it in our little cottonwood canyon which is our little Yosemite. Before our tax dollars pay for this gift of a gondola for the ski resorts, we should at least try having a toll for the canyon. Also with tolls, locals should get a discounted version of the pass. This is our backyard. last year I felt reserved passes for parking spots helped and limited the amount of traffic. There are no benefits to having the gondola that are worth it. It will attract more attention. Don't ruin our mountains! | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 36735 | Fugate, Richard | I am agnostic. I ski and will use whichever one is selected. The gondola has a cool factor but how much will it cost to ride? I ride the skibus now and find it works fine. Another lane and more busses may actually be my preference. Either way I'll have to drive to get to trailheads unless busses provide more stops. | 32.2.9D | |
| 32253 | Fuhr, Steven | UDOT needs to look into more bussing before they proceed with this option. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 30177 | Fuhrman, David | I'm against building a gondola in LCC. LCC is a natural U shaped glaciated canyon. To ruin this natural view and beauty of the canyon for the incremental improvement to traffic flow on peak skiers days is a waste of taxpayer money and ruins the beauty of the canyon. We should continue with paid parking, more buses on peak days and snow sheds. | 32.1.2B; 32.2.2K; 32.2.7A; 32.2.9A; 32.2.9E; 32.7A | A32.1.2B; A32.2.2K |
| 34529 | fuller, Alicia | A gondola would be sick. Especially if we host the Olympics again. As an employee i love the idea of a reliable transportation system. People need to stop gate keeping the canyon | 32.2.9D | |
| 33507 | Fuller, Anne | I am against the construction of a gondola in LCC. I think that David Scheer in his September 7th letter in the SLC trib spoke eloquently of why there should not be a gondola . I strongly agree with his six points. I want to state emphatically that Taxpayers should not pay for the benefit of two private businesses. In addition the widening of Wasatch Boulevard should be reconsidered. Let's see what enhanced busses and parking reservations help control traffic. It was not as bad last year as previous years. | 32.1.2B; 32.2.2K; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9Q; 32.2.9R | A32.1.2B; A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |
| 36714 | Fuller, Casey | Once it's there, it's there. Let's not put a permanent tattoo on the face of Utah's best quality terrain. | 32.2.9E | |
| 36376 | Fuller, Charles | Why implement a gondola system? Why not ban private vehicles and have a fleet of electric buses transport people from the mouth of LCC to the resorts. This is similar to what is being done in many of the busier national parks. The number of buses running would be determined by the demand. To eliminate the need for parking at the mouth of the canyon, have the main starting point for the buses be in the city rather than creating a gigantic parking lot in a pristine (relatively) location. With sophistication, the buses may not require drivers, but be controlled remotely. | 32.2.2B; 32.2.2I | A32.2.2I |
| 35492 | Fuller, Darla | If people won't take the bus, what makes you think a gondala is going to make a difference?? That's a ridiculous amount of money (\$1/2 billion) to spend for a very few days of the winter when it's a powder day and there's a lot of traffic. As a long-time resident of Cottonwood Heights I think this is a very expensive and unnecessary means of transportation and it seems to me that the only ones that are going to benefit from it are Alta and Snowbird and it's simply corporate greed. I vote a resounding NOOOO to the gondala. | 32.1.2B; 32.2.9E; 32.1.2D | A32.1.2B |
| 35407 | Fuller, John | The gondola is an example of corporate greed (Snowbird and Alta) and is not required. I drive up canyon 100 times a year and there are approximately 10 powder days when traffic is awful.. I can choose to sit in line or stay home. | 32.2.9E; 32.1.2B | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33856 | Fuller, Lisa | I understand that the traffic in Little Cottonwood in the winter has become an insane problem, but the traffic exists so everyone can enjoy nature and the joy of skiing at the well-known resorts of Alta and Snowbird. Well, for climbers Little Cottonwood bouldering is literally world famous, honestly. Climbers throughout Europe come to Salt Lake City just to climb at LCC and then travel to the Canyon Lands to climb there. While climbing is not as mainstream as skiing, it would be a travesty to destroy the beauty of the Canyon itself just to get people past it and up to the resorts! Instead of putting MORE infrastructure on top of existing infrastructure, wouldn't it be more reasonable to get people to park at the bottom only let busses up the already existing road? | 32.1.2B; 32.2.2B; 32.4B | A32.1.2B |
| 32983 | Fuller, Mary | The beauty and solitude of Little Cottonwood Canyon is a very important part of the environment that I feel UDOT is not considering. Having the large pillars in the canyon and lines overhead with the gondola passing by every few minutes has a tremendous negative impact on this. Once it is done, we can't go back to reclaim this. Also, a 2500-space parking garage will put a terrible traffic burden on a neighborhood that already struggles with too much traffic, not to mention the fumes. It only takes the traffic congestion from the canyon and puts it someplace else. Please try something else first such as enhanced bus service, tolls, and parking fees without widening the road. | 32.1.5C; 32.2.6.5E; 32.10A | A32.1.5C; A32.2.6.5E |
| 36523 | Fullmer, Dan | NO GONDOLA!!! Cost will explode. Find alternatives | 32.2.9E | |
| 30770 | Fullmer, Mel | I was hiking on the trail to Solitude Lake in Big Cottonwood Canyon. The trail is high above the canyon highway. And what did I hear on the canyon road? A couple of noisy Harley Davidson motorcycles. It reminded me how the noisy UTA diesel buses always seem to interrupt our quiet hikes at Snowbird ski resort. When the trail reached the Solitude ski resort, I walked under the moving summer chairlift at Solitude, quietly going about its business of carrying hikers and bikers to the top. This is how the Little Cottonwood Canyon gondola can silently replace noisy UTA buses on the canyon highway. And as electric cars replace internal combustion engines in the coming decades, Little Cottonwood Canyon can become a quieter place to recreate. I first saw this type of transportation in action in the Lauterbrunnen valley of Switzerland, where a system of nearly silent trams carry tourists and residents to villages halfway up the mountain and to the ski resorts further up. No noisy diesel buses in the Lauterbrunnen valley. A silent tram to the top of Little Cottonwood Canyon. Yes please. | 32.2.9D | |
| 35165 | Fullmer, William | The building in the Canyon benefits the Ski Resorts ONLY! Do NOT put Gondolas in our canyons! Why should I pay? Let the ski resorts cover all expenses. They can deal with the damage & expense, for maybe 4-5 months of the skiing season. | 32.2.7A; 32.2.9E | |
| 27102 | Fulton, Amy | I am strongly opposed to this taxpayer subsidy that will do nothing to benefit the majority of Utahns (who will be paying the cost of this) and serve only to benefit two private ski areas. We moved back to Utah because it is a fiscally conservative state, values its low taxes, and has a strong preference for private enterprise and against government subsidies. This proposal flips those values on their head. We moved away from SLC in 2015 for school and when we returned in 2020, found the canyons to be an absolute mess, especially in the winter. From the outside, it looks as though the IKON and EPIC passes have greatly contributed to this increased traffic. This past year at Alta, we did notice that the reserved parking situation in the canyons had greatly relieved congestion and appear to be working well. Yet, lift lines this past season were as long as ever. So what will this gondola do? Aid in reducing already manageable traffic? Increase resort attendance when the resorts are already at capacity? To me, it is a drastic and expensive solution in search of a problem. We already see that we need to protect Utah's natural beauty, biodiversity, and environment or there will be consequences. The gondola is too disruptive and unnecessary. It also doesn't transport nearly enough people to fully solve the issue. I therefore urge everyone in a decision-making authority to oppose this. Explore and evaluate lower-cost solutions first and share this data publicly. Thank you. | 32.2.9E; 32.2.2K; 32.1.2B | A32.2.2K; A32.1.2B |
| 27102 | Fulton, Amy | I am strongly opposed to this taxpayer subsidy that will do nothing to benefit the majority of Utahns (who will be paying the cost of this) and serve only to benefit two private ski areas. We moved back to Utah because it is a fiscally conservative state, values its low taxes, and has a strong preference for private enterprise and against government subsidies. This proposal flips those values on their head. We moved away from SLC in 2015 for school and when we returned in 2020, found the canyons to be an absolute mess, especially in the winter. From the outside, it looks as though the IKON and EPIC passes have greatly contributed to this increased traffic. This past year at Alta, we did notice that the reserved parking situation in the canyons had greatly relieved congestion and appear to be working well. Yet, lift lines this past season were as long as ever. So what will this gondola do? Aid in reducing already manageable traffic? Increase resort attendance when the resorts are already at capacity? To me, it is a drastic and expensive solution in search of a problem. We already see that we need to protect Utah's natural beauty, biodiversity, and environment or there will be consequences. The gondola is too disruptive and unnecessary. It also doesn't transport nearly enough people to fully solve the issue. I therefore urge everyone in a decision-making authority to oppose this. Explore and evaluate lower-cost solutions first and share this data publicly. Thank you. | 32.2.9E; 32.2.2K; 32.20C | A32.2.2K; A32.20C |
| 37875 | Fults, Robin | I am a resident of Cottonwood Heights and am a Holladay native. As an avid climber and skier I've spent my entire life falling in love with and exploring Little Cottonwood Canyon. While I have seen the traffic grow at alarming rates over the years, I am certain that the gondola is not the solution to our problems. The thought of the gondola infrastructure ruining the natural splendor of the canyon for generations to come is abhorrent and tragic. It is my belief that both a canyon toll | 32.2.9E; 32.2.4A; 32.2.6.3F | |

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| | | and an improved electric bus system (like park city has) should be the first step that we take toward solving the traffic problems. The gondola will only serve to shuttle tourists to the resorts and locals will be left to foot the bill. The public has spoken. I we do not want the gondola! | | |
| 33874 | Fulvia Franco, Dr. | I am completely opposed to the gondola being built in Little Cottonwood Canyon for the following reasons: 1. It destroys much of the beauty and natural habitat of the canyon 2. The cost to build is a burden being forced on taxpayers for the self-serving interests of the ski Resorts 3. It doesn't provide access to The canyon as it only stops at Snowbird and Alta 4. UTA needs to invest in other options such as widening the road and increasing the number of buses 5. It will restrict access to families who like to drive up the canyon to hike, climb, snowshoe, and have picnics in the summer. As I said, I do not support the gondola proposal at all. Dr. Fulvia Franco | 32.1.2D; 32.2.7A; 32.2.9A; 32.2.9E; 32.4B; 32.13A | A32.13A |
| 35458 | Funk, Carol | Please do not pursue the Gondola. I love our canyons and spend time in them often. Every large park I have been to uses shuttle service to address congestion on high traffic days. And requires that individuals shuttle in ... no one wants a solution that would be in place on days when it is not needed. No one wants a solution that would interfere with the canyon, destroy any part of the canyon, or limit visibility of the beauty of the canyon. Please, please do not construct a gondola but come up with a solution that functions on an as-needed basis -- there is no reason to develop a solution on a permanent basis to a problem that only exists during a limited time of the year. A gondola or extra busing lane are unacceptable solutions because both interfere with the beauty and enjoyment of the canyon and neither proves a true solution. Barring auto traffic into a canyon on busy days and providing shuttles/busses is the only solution that has proven workable in similar situations, on an as-needed basis, preserving the beauty of the outdoor places we love. | 32.2.9E; 32.1.2F; 32.2.9A; 32.2.2K | A32.1.2F; A32.2.2K |
| 34246 | Funk, Jason | As a resident of Cottonwood Heights as well as a climb and backcountry skier I do not support UDOT's preferred gondola alternative. The unique character of the canyon will be forever diminished if gondola is constructed in LCC. I also support comments made by SLCA that question the assessment made by UDOT, specifically the impacts of the gondola to climbing in the lower canyon. Finally it appears that the EIS did not take into significant account environment justice concerns. I support other traffic mitigation strategies including electric bus service and tolling for peak hours and single occupancy vehicles. | 32.2.2Y; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.4B; 32.5A | |
| 35751 | Funk, Pam | This Alternative B does not address the fact that avalanche danger will still impact transportation up the canyon during certain times. The cost, the unsightly snow sheds, the travesty of putting this maintenance cost on future residents, also considering earthquake zones in the area. This is a huge mistake. The EIS does not begin to cover the problems the gondola project will encompass. Increase electric busses in designated lanes for peak traffic times- makes sense. | 32.2.6.5K; 32.2.6.3F | |
| 36443 | Furbee, Robert | I implore you to listen to the taxpayers. Polls are 80% opposed. The Gondola is not a viable option. Too much \$. Will not resolve the issue. Horrible damage to the community as well | 32.2.9E | |
| 36367 | Furlong, Mark | This project is neither cost effective or beneficial for the canyon. There are other solutions that are more cost effective and not as destructive to the canyon. I disagree with this project moving forward and ask for UDOT to review other options. | 32.2.9E; 32.2.2PP | |
| 36061 | Furlong, Steve | No Need for a Gondola. We should implement fees, increase busing, and other options before we dump a billion dollars into this project. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 32053 | Furlong, Teri | Please do not put a gondola in our beautiful canyon. Instead of greed always being the answer try restricting the amount of people in the canyon per day. UDOT is famous for throwing things together no matter the impact or cost. How about spend the money to get people from the east side to west side. Make it safer for the thousands of people heading to riverton, Bluffdale and Herriman everyday. Hopefully there's never a bug disaster in the valley, UDOT has made the valley a gridlock if soo. | 32.2.9E; 32.2.2K | A32.2.2K |
| 38029 | Furman, Emma | As a Utah resident, active community member, and someone who frequently recreates in Little Cottonwood Canyon and the surrounding areas of the Wasatch, I truly appreciate the time, dedication, thoughtfulness, and care that the UDOT team has put into researching the different transportation options to help support recreation in Little Cottonwood Canyon. It's a very special and unique ecosystem that all Utahns and those who visit here should be able to experience and enjoy. Personally, some of my first times climbing were in the canyon, and I'll never forget the literally breathtaking feeling of looking out over the vast expanses of granite across the canyon, and down into the Salt Lake Valley below. It galvanizes and humbles you all at the same time, and I support the alternatives that protect this uniquely special place, and allow those from all backgrounds to better access them. I wholeheartedly support the enhanced bus (with no additional roadway capacity) alternative as the best solution outlined in UDOT's Little Cottonwood EIS. Not only does it meet the UDOT's goals of improving mobility in the canyon during peak hours and reducing vehicle use, but it is by far the most cost effective and cheapest option for taxpayers, with the ability to help folks from all economic and social backgrounds access Utah's public lands. There is also a huge, unmet demand for bus service. As someone who frequently takes the bus up the Cottonwoods in the winter, I've firsthand witnessed long lines with not everyone at the bus stop able to get on, sometimes groups of 20 or more left behind. The recently announced cuts to bus service do little to help answer the demand for this affordable service, and the answer to labor shortages seems simpler and much less expensive than a multi-million dollar gondola; simply pay the bus drivers more for the amazing service they provide in frequently hazardous winter driving conditions. | 32.2.9A; 32.2.9E; 32.2.4A | |

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| | | <p>I vehemently oppose the gondola option for a multitude of reasons:</p> <ul style="list-style-type: none"> -It's the most expensive option for taxpayers by far (\$592 million versus \$355 for the enhanced bus service without a corresponding substantial increase in canyon mobility or increase in people it will be able to move during peak hours. -Per the EIS, it's not scalable and UDOT would not be able "to determine the operational success until after a major capital investment is made into the system." As Utah's population increases at a rapid rate, we need transportation methods that we can scale for future generations of outdoor recreators. The enhanced bus service is easily scalable. -The gondola alternative has a high environmental footprint, forever altering the landscape and destroying well loved climbing areas, including 35 boulders and 142 problems. It impacts 17 acres of irreplaceable canyon land, as opposed to only 13 with the enhanced bus service. <p>The gondola is also not immune to avalanche mitigation, and per the EIS, structures and gondola cars would need to be inspected after avalanche mitigation blasting, and the gondola would not operate while artillery is in use. So the gondola would be subject to the same avalanche mitigation pauses that roadway travel and buses are.</p> <p>Another large concern for the gondola plan, as well as tolling in the canyon, is the environmental justice impact. It's also concerning that no fare amounts for the gondola have been released to the public. Tolling disproportionately limits access to the upper canyon from lower income folks, including those who want to partake in lower cost outdoor recreation, such as bouldering, sledding, snowshoeing, and backcountry skiing. At the same time, activities in the lower canyon would be more limited due to the infrastructure and construction of the gondola. We need to protect these resources and not make it more difficult for marginalized residents of the Wasatch to access them.</p> <p>Limiting single occupancy vehicles, especially in peak hours, is a great alternative, as it does not exclude anyone, and instead encourages folks to carpool and use public transportation.</p> <p>I am never more energized, inspired, creative, productive, and happy than when I am out in Utah's wild spaces like Little Cottonwood Canyon, and truly believe this makes me not only a better human being, but allows me to conduct my personal and professional life from a better perspective. Utah can only be a great state for all of our citizens if we allow everyone this same experience. We not only bring the vigors of our adventures into our personal lives, but they allow us to be creative and productive at our 9-5 jobs (and all schedules). As I understand economics are also a concern, please keep that in mind. Thank you for taking the time to hear the voices of concerned and caring citizens who love our wild spaces.</p> | | |
| 34242 | Furman, Nate | <p>Greetings,</p> <p>Every day I read another half-dozen news articles about how the effects of climate change are becoming more severe. The changing reality of living on this planet has encouraged me to begin commuting and running errands by bicycle; xeriscape our yard; cut back on eating meat; and cut back on water usage whenever possible.</p> <p>I feel like UDOT must be operating in a climate denial existence. UDOT has the opportunity to create a road-based infrastructure that can accommodate EV traffic; to develop trailhead infrastructure that can accommodate bus traffic; and build a more climate-resilient community.</p> <p>The gondola is a farce. It will not decrease traffic disruptions because Alta and Snowbird will continue to find ways (such as developing Grizzly Gulch) to put more skiers on the mountain.</p> <p>The winter season is becoming shorter and shorter. Within decades a gondola won't have any ski areas to serve. It will stand motionless, creaking in the wind just as the ski towers do each summer, and forever a blight to Cottonwood Canyon, testimony to the folly of man.</p> <p>The gondola serves no other purpose than to make developers wealthier. It should not be funded by tax payers. Please UDOT, start living in the present and planning for the future.</p> <p>Thank you,</p> <p>Nate Furman Cottonwood Heights</p> | 32.1.2B; 32.2.2E; 32.2.2PP; 32.2.6.3F; 32.2.7A; 32.2.9E; 32.2.9N; 32.7C | A32.1.2B; A32.2.9N |
| 27829 | Furner, Dawson | Hi there. Please reconsider other options for Little Cottonwood Canyon. The gondola only addresses resort traffic and is not useful for backcountry users. This is not the best plan. Please reconsider, this would be a permanent mistake. | 32.2.9E; 32.1.2D; 32.2.2PP | |
| 37663 | Furner, Marcia | No gondola! Save our canyons! | 32.2.9E | |
| 31930 | G Bird, Gregory | <p>I wanted the Gondola ? from all the options. Thanks for making the smart decision I know it wasn't the easy decision.</p> <p>My friends all toured Switzerland this last month. All of them came back saying how convenient it was to access many of the mountain communities via gondola.</p> | 32.2.9D | |

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| | | <p>This is the most safe and keeps people in the mountains even when the snow is coming down hard.</p> <p>Thanks for keeping this decision about the ease and long term outlook.</p> <p>100% support this greg bird</p> <p>Greg Bird</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> | | |
| 29702 | G Spencer, Stephen | I am against the gondola idea. I think it will not properly address the problem of traffic and congestion in the canyon. It would cost alot more than to drive up the canyon, so people will drive, unless we limit the numbers who can use the canyon. I think the better alternative is limiting the total usage each day by some type of reservation system. Gondola would be an eyesore, very expensive (whose paying for it?), and underutilized. | 32.2.2K; 32.2.7A; 32.2.9E; 32.7C | A32.2.2K |
| 30546 | G, Ethan | This proposal will take away from what this canyon has to offer. The views and feeling of truly being in the mountains will be gone with a massive gondola going straight through the middle of the canyon. Not only that, but amount of land/nature that will be destroyed due to construction and movement of materials in and out will take generations to recover and never be the same. There has to be other solutions to controlling traffic; increased buses, carpooling, making a canyon pass like Millcreek canyon. The environmental impact this project will have will be an outrages. Please reconsider, find different options, and do not ruin the beauty of this canyon. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 38536 | G, Garrett | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.4A; 32.2.9A | |
| 25749 | G, Jill | How many trees will be cut down to build this? How much destruction of our beautiful canyon? And who is paying for this? Residents against this gondola should not have to pay for this with our tax dollars. | 32.2.7A; 32.6.5B; 32.2.9E; 32.13A | A32.13A |
| 26954 | G, Lauren | Good morning. I am a resident of cottonwood heights, right near little cottonwood canyon, and I have anxiously been keeping up with the updates for the new gondola plans. It saddens me that even with huge community pushback, you would still go forward with this. We don't want it!! I do not want a gondola ruining the beautiful landscape and boulders that thousands enjoy and climb on. Please stop looking for funds and leave LCC alone! | 32.1.2B; 32.2.9E | A32.1.2B |
| 33213 | G, Lauren | I think the gondola will only allow access to certain locations, won't solve the traffic problem and won't be that fast- plus it will take up a lot of resources to create- we need a better solution like a high speed train or transit system instead of a system that isn't going to be that efficient or one that people will use or be fast. | 32.2.9F; 32.2.9A; 32.2.9E | |
| 33813 | G, S | Ski resorts should foot the bill for a toll booth. Not the residents or the tax payers. They've created the problem, which is a 3 month problem each year. Tax payers shouldn't be charged or responsible for solving it. | 32.1.2B; 32.2.9E | A32.1.2B |
| 28362 | G. Dechart, Cynthia | A cog railway would less unsightly for the neighbors, would be cheaper to ride,, would hold more people---Cynthia Dechart | 32.2.9F | |
| 31994 | G. Maxfield, Steven | <ol style="list-style-type: none"> 1. Treat the canyon like a National Park. By implementing similar requirements, where applicable. 2. Increase bus service, significantly, and install parking at the entrance. Get some government help with eco friendly bus purchases. 3. The benefit of installing a mass transportation system up the canyon favors Alta and Snowbird. They should be involved in some investment. 4. Forget the gondola. | 32.2.9E; 32.2.7A; 32.2.2B | |
| 37564 | Gabel, Nicholas | I strongly support the addition of a gondola in LCC. It is forward thinking idea that will move people up the canyon easily, especially in bad weather. Buses have been tried and are not effective. | 32.2.9D | |

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| 31325 | Gabert, Kasimir | I love Little Cottonwood, having practically grown up in it and now enjoying spending time there with my child. Please keep it natural and use buses instead. I strongly oppose destroying the canyon with a gondola that makes a few much wealthier on the tax payers dollar. Instead, setup a toll (free for disabled plates) and promote free buses. The toll can placate those who don't want their in-laws to go on a bus in ski season. Don't ruin the canyon permanently for everyone. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 32246 | Gabert, Lukas | Constructing a gondola with half a billion dollars of taxpayer money is a decision which should only be made after all other alternatives have been exhausted. The gondola has a permanent affect on the enjoyment of the canyon, and may negatively impact quality of life in the Wasatch Front. Before such a drastic measure is taken, UDOT and government partners should try a mixture of increased bus service and tolls during peak hours. This solution is much cheaper and would not lead to a degradation of the canyon. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 34912 | Gabriella, Gessel | <p>Irreversible & Rushed Decision</p> <p>There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions.</p> <p>If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws.</p> <p>We have seen parking reservations work throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon.</p> <p>As Salt Lake County Mayor Jenny Wilson said, these are "common-sense solutions that are fiscally sound.,"</p> <p>Tax-Payer-Funded, Serving Private Resorts</p> <p>Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses?</p> <p>As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging.</p> <p>They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses.</p> <p>UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts.," [Ch. 6]</p> <p>Ignoring Local Public & Political Opinion</p> <p>80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll.</p> <p>Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski and many other elected officials agree.</p> <p>"Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound.," Wilson said at the Truth About the Proposed Gondola event in June.</p> <p>With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year.</p> <p>Not a Convenient Solution</p> <p>If the gondola is built, your ski day will consist of parking off-site (or paying a premium for one of the limited parking spots near the base), taking a bus to the base station then riding the gondola 31 minutes to Snowbird or 37 minutes to Alta.</p> <p>And then doing it all in reverse order at the end of the day.</p> <p>How can it be assured the gondola will be used and actually reduce cars in the canyon?</p> <p>For the gondola strategy to be effective, there will need to be a major change in public habits.</p> <p>With no plan by UDOT to limit cars (it is our understanding they plan to implement bussing until the gondola is built but not continue the program afterward) or any analysis of demand, the original issue of traffic is not being solved. It will simply funnel more visitors to the resorts.</p> <p>Increased Visitation Stress on LCC</p> <p>If those invested in the gondola are so interested in preserving Little Cottonwood Canyon, the first thing they should do is support a capacity/visitor management</p> | 32.2.9A; 32.2.2K; 32.2.0C; 32.2.9N; 32.2.4A; 32.2.7F; 32.1.4D | A32.2.2K; A32.2.0C; A32.2.9N; A32.2.7F; A32.2.7C |

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| | | <p>study to better understand how many visitors LCC can support.</p> <p>As our friends at Students for the Wasatch pointed out, if the gondola is implemented, the number of cars visiting resorts will remain the same while skier visits will increase by 20%, per UDOT's EIS.</p> <p>The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts.," [Ch. 6]</p> <p>What Will it Really Cost?</p> <p>The proposed budget to build the gondola comes in at approximately \$550 million. But many estimate that number would ultimately come in closer to \$1 billion.</p> <p>We know projects of this size tend to go way over budget. Our new airport (which could use a gondola from Terminal B) was budgeted for \$1.8 billion and ended up costing more than \$4 billion.</p> <p>If the gondola is built, it would cost \$10.6 million annually just to operate. Plus, UDOT estimates an additional \$12.5 million in capital costs, expected by 2037, followed by \$16.5 million by 2051, according to the Deseret News.</p> <p>Is a Gondola Even Necessary?</p> <p>How many days per winter are you in a complete standstill in Little Cottonwood Canyon? No doubt the red snake is real. But real enough for an expensive, permanent gondola?</p> <p>Plus, the gondola will not run when howitzers are active during avalanche mitigation in the lower canyon from Lisa Falls to Monte Cristo.</p> <p>And we can't even think of an argument for the gondola to be operating for the other eight months of the year.</p> <p>Preserving the Beauty of LCC</p> <p>Little Cottonwood Canyon is a true treasure of our local environment and attracts skiers, climbers and hikers from around the world to enjoy its beauty.</p> <p>Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of LCC would destroy the canyon's natural beauty.</p> <p>Altering the canyon's footprint will also destroy popular climbing and hiking areas including Alpenboch Loop Trail.</p> <p>Push Traffic onto Wasatch Blvd.</p> <p>The gondola will not solve traffic issues.</p> <p>It will simply push traffic out of Little Cottonwood Canyon onto Wasatch Blvd, I-215 and surrounding neighborhoods in the Cottonwood Heights community</p> | | |
| 34678 | Gacnik-Flores, Rose | Absolutely NO on the proposed gondola!! Thank you for the opportunity to comment. | 32.2.9E | |
| 34589 | Gadde, Addie | How much Indigenous consolation has gone into the planning of this project? This seems like a highly invasive development that serves a select population during a short period of the year. If the project is for profit, how are you making it equitable? What stakeholders and community representatives have you engaged with? | 32.1.5D | |
| 36647 | Gaertner, Katie | I believe the are other solutions that will help mitigate traffic in little cottonwood outside of the incredibly unnecessary expense and environmental impact of a gondola. I have traveled to other highly populated recreation areas and believe times entries, permits and fees could be implemented to solve not only the winter months but all year long. Rocky moutain National park has timed entries for peak tourist time and something this simple (compared to a gondola) will all around assist the traffic flow and volumes in the canyon! | 32.2.9E; 32.2.2K | A32.2.2K |
| 34275 | Gaffney, Helena | The gondola would significantly limit access to backcountry skiing, climbing, and hiking. It would cause a ton of traffic at the base of the canyon, disturbing residents. It would also cause a ton of noise pollution, disrupting the local wildlife, and require tree cutting, destroying vital ecosystems. The majority of the city is opposed to this project for obvious reasons, so please take that into serious consideration. Thank you. | 32.1.2D; 32.2.9E; 32.2.9N; 32.7B; 32.11D; 32.13A | A32.2.9N; A32.13A |
| 26858 | Gagat, Ressa | I think if this is going to be the chosen option, the gondola should be modeled after tellurides public gondola. There should be no admission fee, this should be a free mode of transportation to incentive use over cars. Also there should be multiple drop off and unloading stations other than alta and snowbird. Track population use of hiking areas in llc determine the most used parking areas now and add 2/3 more stops to allow access to hiking, climbing, and backcountry trails through the gondola. Also access should remain year round. If this is going to be a winter only gondola, that only serves alta and snowbird it should not be a public funded project. | 32.1.2B; 32.1.2D; 32.2.2JJ; 32.2.6.5F; 32.2.4A; 32.2.7A | A32.1.2B; A32.2.2JJ; A32.2.2F |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26864 | Gagat, Ressa | If this is the option that udot is leaning towards, I think the project needs to be rethought to be modeled like tellurides public gondola. The gondola should be free to incentive use over cars. Also I think there needs to be more public stops added. The gondola should not just serve alta and snowbird, but other areas of lcc. Survey population use of parking lots in lcc and determine which trailheads have the largest traffic influx, these should also be included in gondola stops. If the gondola only serves alta and snowbird then this should not be a public funded project. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E | A32.1.2B |
| 32746 | Gaglio, Andrea | The gondola is a horrible idea for the residents of Sandy and Cottonwood Heights. It only benefits the ski resorts and politicians. The residents have spoken against this project. No one wants it. Expand bus service. Have a toll road. Maybe the resorts could build parking garages. Not to mention our winters are getting drier and who knows how much longer we will have winters. Then the gondola will be left to rust. NO GONDOLA!! | 32.2.9E; 32.2.9A; 32.2.2QQ; 32.2.7A; 32.2.2E | |
| 29270 | Gaia, Jennifer | I think ski resorts should operate shuttle buses for their employees to the resorts multiple times a day. All employees should be required to ride. Also along with increased free bus service this canyon should become a toll road. The user impact on BCC and LCC from too many cars and people is degrading the canyon and water quality. Maybe local Utah state residents pay less of a toll. | 32.1.1A; 32.1.2B; 32.2.2B; 32.2.2L; 32.2.2Y | A32.1.1A; A32.1.2B |
| 29271 | Gaia, Jennifer | The existing gravel pit at the bottom of Big Cottonwood and Wasatch BLv would make a great location for parking structure and a transportation center. BCC and LCC should have bus service only up those canyons in the winter. Toll road for all others who want to drive. | 32.2.7A | |
| 34517 | Gaia, Paul | Against the Gondola! This proposal will only serve the ski resorts that the gondola will stop at. This is wrong to burden the tax payers and the canyon with this short sided solution. A better solution is to have the resorts provide shuttle service to their destination with increased parking at the mouth of the canyon. I am a tax payer in Salt Lake and frequent user of the canyons. I have lived in SL for 54 years and I am adamantly opposed to this solution! | 32.2.9E; 32.2.9A; 32.2.7A | |
| 34470 | Gaia, Stacie | While I appreciate the time and work that was put into this final EIS, I was disappointed to see that the gondola B was determined to be the preferred alternative despite the numerous comments against this option. Many of my previous comments in the first public comment period were addressed in this final report indicating I am not the only one with specific concerns. However, the report does not adequately address these. The biggest concern I have (as well as pretty much anyone I talk to) is that taxpayers are paying instead of ski resorts. Build more parking structures and have ski resorts pay for shuttles which are less cumbersome than busses. In addition, the gondola does nothing to address other user groups and because of this, many will still need to drive up the canyon. Further, shuttles and busses can alleviate summer traffic which has also become ridiculous with roadside parking expanding miles around trailheads. Generally, to install large towers for a gondola requires further destruction of the environment not to mention the yearly maintenance. Has evacuation measures been considered and how this would work? There are just too many negatives associated with a gondola all for the benefit of 2 ski resorts. Despite the false television ads, busses are used right now (and are not the dirty busses depicted in these ads). The lines are just too long and there are no accommodations for families once they arrive at the resorts since lockers are limited and expensive. Consider year round bus service and shuttles. This is a much better alternative than a taxpayer funded gondola gift to the ski resorts. | 32.2.7A; 32.2.9A; 32.2.2B; 32.2.6.3C; 32.2.9E; 32.2.3A | A32.2.6.3C |
| 31057 | Gainor, Austin | I believe that the gondola proposal is very much against the best interest of Utahns. First, i believe that there a other infrastructure issues, such as reflective road markings in adverse weather conditions, that should be up higher on our list of priorities to tax Utahns over. This proposal does not cater to every Utahns as it would not serve every Utahn. It would cater to a portion of Utah residents and non resident Tourists. On of that, it would be an atrocity from a conservation stand point. | 32.2.9E | |
| 26717 | Gaitan, Aaron | This doesn't resolve anything related to traffic and parking. People will still have to park somewhere... will the Gondola somehow extend across the salt lake valley to where an enormous parking garage is waiting for pick up. If not than this is just another half assed idea that literally solves nothing. | 32.1.1A; 32.1.2B; 32.2.2PP; 32.7B; 32.7C | A32.1.1A; A32.1.2B |
| 29837 | Gaitan, Aaron | Terrible terrible terrible idea. This serves two private companies and not the environment or the people... unless they have somewhere to park and access this gondola | 32.2.9E | |
| 35897 | gaiter, andy | i oppose the gondola. it will be extremely expensive and only serve the ski areas. the reality is LCC will remain gridlocked with a goldola, people do not only travel to the resorts. the gondola also requires additional bussing. it will take longer to drive, bus and then gondola up the mountain. the many steps will not encourage people to take the gondola. It is fiscally irresponsible for UDOT to recommend moving forward with a \$550 Million dollar construction project that will still require the \$110 Million cost of the enhanced bussing to bridge the time gap. That brings the total of the Gondola system to a baseline of \$650 Million not adjusting for price changes between 2020 and 2025 or later when the construction would begin. The enhanced bus system can be rolled out in smaller phases and tested/proven method while it is initiated. Per UDOT statements they acknowledge that the current SKI bus system frequently reaches max capacity and there is an issue with lack of parking based on current infrastructure. During Free Fare February 2022. Page 7 of the UTA_ Free Fare February 2022 final release statement shows an increase of 14% for weekly riders. People will take the bus when you make it convenient and affordable. udot should move forward with enhanced bussing | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.9A | |
| 26890 | Galanes, Ben | Please do not do this, the money is never worth it. Years down the road we will all look at our once beautiful natural resource with regret. Because hindsight is always. 20/20. Please do not make this mistake | 32.29D | |
| 32655 | Galang, Madeline | Common Sense solution to LCC traffic problem should be implemented including tolling, rideshare programs, parking reservations, and microtransit. | 32.2.2Y; 32.2.2K | A32.2.2K |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28288 | Galbraith, Erik | I do not support the Gondola plan. These canyons are only busy on very select winter days and these gondolas will only benefit the resorts. While the canyons are very busy a few days each winter it is much more important to keep them natural and beautiful rather than stream lines and efficient for resort patronage. I support increased shuttles and buses up the canyon and requiring snow tires as a preferred alternative. | 32.2.9E; 32.2.9A; 32.2.2M; 32.1.2B; 32.1.2D | A32.1.2B |
| 37690 | Galbraith, Glenda | NO to the gondola. Period. | 32.2.9E | |
| 34914 | Galbraith, Miranda | My name is Miranda Galbraith and I'm a student at the University of Utah. I decided to transfer to the U of Utah last year from the east coast after learning about the beautiful landscape and more than anything, the mountains. I'm an avid outdoor recreator and am pursuing a major in Parks, Recreation, and Tourism so nature is both my place to have fun and work. I worked up Little Cottonwood Canyon last winter, this past summer, and will again this winter at both Alta and Snowbird. I'm undoubtedly in love with this canyon. The views up LCC are unmatched, my breath is taken away every single time. A gondola would destroy this natural wonder of a canyon. As a photographer, it's disturbing to think about the picturesque scene being destroyed. Above ALL, I recreate in this canyon along with so many others. LCC is home to world class skiing and climbing and top tier hikes, biking trails, and even ice climbing. It draws in people from all over the world to come explore and express themselves through outdoor recreation. Placing a gondola in this canyon would destroy the opportunity to recreate with a nature experience. Placing a gondola in this canyon would limit accessibility for those who want to recreate, but might not have the means to, creating another obstacle for them to try and get around. Placing a gondola in this canyon would jeopardize our main water source for the valley. Widening the road is not the right choice either. Enhancing the bus system would be the best step to reduce traffic up LCC and increase accessibility. As someone who relies on the bus to get me up and down the canyon in the winter, it's disappointing to see you CUT bus routes instead of ADD more. I moved to Utah, to Salt Lake City, for the mountains. Please don't destroy them. So my question to you, UDOT, is this: Why aren't you asking for funds to increase wage for bus drivers, electric buses, better plow coverage, enhanced routes, better park and ride lots, etc and instead asking for an ungodly amount of money for the gondola? Won't the cost be much less than taxing everyone in Utah for the rest of their lives on the maintenance of a gondola they won't even step foot on? As a concerned recreator and a member of the young generation, I hope you can see that we won't stop fighting until the gondola proposal goes away. | 32.2.9E; 32.2.9A; 32.12A; 32.17A | A32.12A |
| 33965 | Galbraith, Sydney | Are we actually considering this?!? Come on. It's trul about money not about preserving the canyon. The disaster that would be parking lots and facilities at the base of the canyon alone would be a real mess. Where is this coming from. Your public releases really make no sense when one thinks about it. Please no. Don't destroy what we have. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.7B | A32.1.2B; A32.2.9N |
| 34341 | Gale, Corrine | I am against building a gondola in Little Cottonwood Canyon. I do not want taxpayer dollars wasted subsidizing the ski industry. | 32.2.9E | |
| 25861 | Gale, Matthew | I support the g\>ndola and think it's the best solution. I don't want to widen the canyon road and feel the g\>ndola will reduce traffic while incentivizing more tourist and growth for Utah | 32.2.9D | |
| 32818 | Galehdari, Nazanin | We are residents of Sandy city. Our community has spoken loudly and clearly THAT WE DO NOT WANT THE GONDOLA. Just drive up Wasatch or Little Cottonwood and you will see our crystal for NO GONDOLA posted for everyone. | 32.2.9E | |
| 25691 | Galipo, Rachael | No no no no no | 32.29D | |
| 35188 | Gall, David | please look into the inverted electric railway operating since 1901 in western Germany. You need to Google Schwebebahn, Wuppertal's electric suspended railway. This is your solution and not cable cars!! | 32.29D | |
| 26223 | Gallacher, Brooklynn | This gondola will damage the environment, hurts the locals and only helps those who make money off of it. Please reconsider. Seriously. This is an expensive way to tell utah locals you don't care about their voice. SAVE THE ENVIRONMENT. | 32.2.2PP; 32.2.9E; 32.2.9N | A32.2.9N |
| 36294 | Gallacher, Lara | The community is not supportive of this as a comprehensive and cost effective strategy to reduce traffic in the canyons without irreparably damaging the environment and canyons we have protected for decades. I would like to be clear that I directly and vehemently oppose the constitution of the gondola that is proposed. This is not an effective solution. | 32.2.9E | |
| 35940 | Gallacher, Richard | NO GONDOLA! The people do not want a gondola in LC canyon. We cant afford to pay for it! Leave the canyon exactly the way it is! | 32.2.9E; 32.2.7A | |
| 32052 | Gallagher, Anna | Hello and thank you for the opportunity to comment on this proposed massive endeavor. I am opposed to such development in the Little Cottonwood Canyon. There are many more rational alternatives instead of the gondola. Yes, the canyons have seen a drastic increase in use by the population and the impact of cars is evident; however, the proposed development will not be sufficient to mitigate the problem. Based on my experience with national parks, for instance, enforcing a limited registry permit entry into the canyon for the amount of cars and busses is the best and adequate solution that has been practiced by other states and is understood. The \$550mill\>on dollars may be not an outrageous amount for such project but is unnecessary. I am against the construction and description of natural beauty of the little Cottonwood Canyon. | 32.2.9E; 32.2.2K | A32.2.2K |
| 28925 | Gallagher, Dotti | I am a skier, Snowbird employee, and Sandy resident. I am 100% in favor of the LCC phased approach alternatives and 100% AGAINST the gondola. The cost and environmental impact of the gondola should not be borne by taxpayers. If Snowbird and Alta want a gondola to get people to their resorts, they should pay for it, not taxpayers. | 32.2.9E; 32.2.7A | |
| 34217 | Gallagher, Edward | I do not believe tax payers should be paying for this, Alta and snowbird passes members should pay or another method should be chosen. This only benefits those two resorts and they should have to fund this project. Also I believe less invasive methods should be tried first such as more buses or a toll before resorting to a | 32.2.2Y; 32.2.7A; 32.2.9A; 32.2.9E; 32.6A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | gondola. If a gondola is installed and does not work for traffic control in the long run the canyon will be ruined from the gondola infrastructure. Please find a less invasive traffic control solution and one that does not have all tax payers pay for something that only helps 2 extremely profitable resorts. | | |
| 32225 | Gallagher, Meagan | As a salt lake city local who values our outdoor spaces and access, I do not think the gondola or widening the road is an acceptable solution to traffic issues. The gondola does not improve traffic for users such as climbers, hikers, bikers, or backcountry skiers. The construction of the gondola will destroy some boulders, destroying some recreation access for rock climbers. Please consider other options such as carpool enforcement, paid parking at the ski resorts, or an annual fee to drive into the canyon with a toll road. | 32.2.9E; 32.1.2D; 32.2.2K; 32.2.2Y | A32.2.2K |
| 36943 | galland, isabelle | I vehemently oppose the gondola. People love climbing and recreating in this canyon and putting a gondola here will destroy hundreds of boulder problems. This is a legendary climbing area where many come to be humbled by the rock. Taking this away takes away a huge part of Salt Lake City. The gondola is tacky and screams ugly tourism. Salt Lake will lose it's locals, and if Utah doesn't care about that then fine. It will just turn into a blown out wasteland of people who don't care about preservation of natural beauty for others to experience. Restricting cars in the canyon and adding buses is a better option. Tolling the canyon is a better option. Please do not go forward with the gondola. | 32.2.9E; 32.1.2D; 32.2.2B; 32.2.9A; 32.2.4A | |
| 29835 | Gallegos, Brian | I am so saddened by the descision to go with the gondola up LCC. This is so short sighted and doing absolutely nothing truly address the traffic problem. The gondola is only another tourist attraction. What about locals? What about the natural beauty of the canyon? What about descision making that isn't benefitting the already wealthy land owners in the canyon? What about BCC? Shame on you. Science and common sense say this is a money driven choice and not about solving real problems. Shame on you. | 32.1.1A; 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.7C | A32.1.1A; A32.1.2B; A32.2.9N |
| 27681 | Gallegos, Nathaniel | Briefly, I am a Cottonwoods Heights resident and I am in favor of the Gondola plan. The costs and environmental impacts from either plan are comparable. The traffic in those canyons during the winter is ridiculous and needs to be addressed. The Gondola option will lend to tourism and that may be consolatory offset. It's the least evil of the options. | 32.2.9D | |
| 32650 | Gallman, Marc | Separate the issue into two parts.... Gondola - Yes or No Funded with Tax \$ - Yes or No I am ok with gondola but only with private funding I.e ski resorts pay for it. Problem is these two are lumped together and as such I have to say no to the gondola proposal as is. | 32.2.9E; 32.2.7A | |
| 34474 | Galt, Ann | Thank you for your comprehensive review and recommendations. I favor enhanced bus service with no roadway changes. Parking below is an issue. Perhaps, in addition, extend bus service and parking farther north on Wasatch Blvd or in that general area. | 32.2.9A | |
| 34382 | Galt, Spencer | I believe the best solution to the traffic problem is the gondola B proposal. Significantly, avalanche danger would least impact this option for canyon travel. | 32.2.9D | |
| 30878 | Galvin, Matthew | I am opposed to a gondola and little Cottonwood Canyon. This proposed solution is not really a solution that will keep the majority of cars off the road and parking areas at the resort. Please come up with a solution like a train or monorail that would make a larger dent in the traffic problems in Little Cottonwood Canyon. Please rework plan to truly address the core problem. | 32.2.6.5D; 32.2.9E; 32.2.9F | |
| 36704 | Gambassi, Jack | The gondola will represent too intrusive of a change to LCC and will represent just another barrier to get charged privately for. The better alternative would be to close the canyon to traffic completely (except for residents) and to provide frequent bussing up the canyon from a park and ride at the mouth. This would be more cost effective and sustainable for the future of the canyon. | 32.2.9E; 32.2.2B | |
| 29827 | Gambhir, Amarjeet | NO GONDOLA! The Little Cottonwood Canyon does not need a gondola. It needs mandatory shuttle (bus) transportation like the one in Zion National Park during peak months of ski-related travel (December - March). We need to preserve LLC for others who do not go to the resort and instead climb, backcountry ski, hike, trail run, or boulder in the canyon. It is a habitat for many animals and a source of water for us. You should be ashamed that you are trying to give away our hard-earned tax dollars to build a catastrophe Gondola on public land to Snowbird and Alta so they can make the big bucks. NO GONDOLA! | 32.1.2B; 32.1.2D; 32.1.2F; 32.2.2B; 32.2.2L; 32.2.9E; 32.6A; 32.13A | A32.1.2B; A32.1.2F; A32.13A |
| 29823 | Gambhir, Ash | The Little Cottonwood Canyon does not need a gondola. It needs mandatory shuttle (bus) transportation like the one in Zion National Park during peak months of ski-related travel (December - March). We need to preserve LLC for others who do not go to the resort and instead climb, backcountry ski, hike, trail run, or boulder in the canyon. It is a habitat for many animals and a source of water for us. You should be ashamed that you are trying to give away our hard-earned tax dollars to build a catastrophe Gondola on public land to Snowbird and Alta so they can make the big bucks. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2L; 32.2.9E; 32.6A; 32.13A | A32.1.2B; A32.13A |
| 30110 | Gambhir, Ash | The Little Cottonwood Canyon does not need a gondola. It needs mandatory shuttle (bus) transportation like the one in Zion National Park during peak months of ski-related travel (December - March). We need to preserve LLC for others who do not go to the resort and instead climb, backcountry ski, hike, trail run, or boulder in the canyon. It is a habitat for many animals and a source of water for us. You should be ashamed that you are trying to give away our hard-earned tax dollars to build a catastrophe Gondola on public land to Snowbird and Alta so they can make the big bucks. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2L; 32.2.7A; 32.2.9E | A32.1.2B |
| 30224 | Gambhir, Ash | The Little Cottonwood Canyon does not need a gondola. It needs mandatory shuttle (bus) transportation like the one in Zion National Park during peak months of ski-related travel (December - March). We need to preserve LLC for others who do not go to the resort and instead climb, backcountry ski, hike, trail run, or boulder in the canyon. It is a habitat for many animals and a source of water for us. You should be ashamed that you are trying to give away our hard-earned tax dollars to build a catastrophe Gondola on public land to Snowbird and Alta so they can make the big bucks. | 32.1.2B; 32.1.2D; 32.1.2F; 32.2.2B; 32.2.2L; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B; A32.1.2F |
| 30223 | Gambhir, Ash | I DO NOT WANT Gondola. I say NO to the Gondola. This solution is being recommended by UDOT Cottonwood Canyons Transportation & Utah Department of Transportation despite studies showing that a long-term road improvement/bus system would accomplish the same thing. This would require structures up the canyon which will devastate the canyon completely. This would only benefit two ski resorts Alta Ski Area and Snowbird to the detriment of climbers, backcountry skiers, hikers, trail runners, and taxpayers. | 32.2.9E; 32.4B; 32.29R | A32.29R; A32.1.2H; A32.2.6S |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30225 | Gambhir, Ash | . | 32.2.9E | |
| 26846 | Gamble, Aubrey | So disappointed that public opinion was disregarded, yet we will be the ones funding the majority of this project. What the heck?! We don't want the gondola!!!! | 32.2.9E; 32.2.9N | A32.2.9N |
| 31230 | Gambrell, Jesse | Please find an alternative to the gondola. It is not a sustainable way to solve the problems in the cottonwoods and only services the two resorts in little. | 32.2.9E | |
| 29100 | Gamvroulas, Chris | Thank you! The Gondola B alternative is by far the best option UDOT could have selected. It does the most to alleviate traffic in both the short and long term. I can't wait to ride the gondola. It will be a great experience! | 32.2.9D | |
| 30830 | gandhi, purnima | I supplort "Proposed phased Implementation of Gondola alternative B". It is more of permanant solution for everyone concern. It will also provide continuos support to residents and business along the route. It will over all imporove congestion. It is more reliable and provides permanant solution. The area is in need of better maintained roads and reducing traffic. It will have minimum impact on environment. | 32.2.9D; 32.2.9R; 32.2.6.3C; 32.2.2I | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.3C; A32.2.2I |
| 33503 | Gandy, Bryce | Don't scar the canyon with a gondola running all the way up it. In my opinion either of the Enhanced Bus options are so much better than constructing a gondola through the canyon. | 32.2.9A; 32.2.9B; 32.2.9E | |
| 26574 | Gang, Lyndsay | Please do not put a gondola in LCC. Instead, force the resorts to put a reservation system in to limit visitors. The canyon is so beautiful and a gondola will be such an eye sore. Let's stop turning the beautiful outdoors into Disney World. Keep it wild. | 32.2.2K; 32.2.9E | A32.2.2K |
| 34939 | Gangi, Cooper | Do not do this to our beautiful environment!!!! Just add more buses | 32.2.9A | |
| 27337 | Gangi-wellman, Luke | Deeper development into the wilderness and privatization of transportation options for access into public spaces is a dangerous proposition. Please consider other options such as a closed road bus system, similar to models executed with success in Zion NP and Rocky Mountain NP. Please consider the heavy weight of public opinion and access when choosing this model for canyon access in a growing population. | 32.2.2B; 32.2.9N | A32.2.9N |
| 38534 | Gangi-Wellman, Luke | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 38535 | Gangi-Wellman, Luke | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9N | A32.2.9N |
| 34707 | Ganguli, Rajive | Our preference is no action. Any improvement just increases impact. If action must be taken, we like the UDOT preferred options. It meets our requirements. It will be enjoyable to take the Gondola. We prefer that over the buses. | 32.2.9G; 32.2.9D | |
| 36227 | Gappmaier, Julia | Please preserve the natural beauty of Little Cottonwood Canyon by voting NO to the gondola project. The gondolas will ruin the view and will only benefit the ski resorts. There are better options that won't permanently scare this breathtaking landscape. Thank you! | 32.1.2F; 32.2.9E; 32.1.2D | A32.1.2F |
| 33918 | Garaycochea, Victoria | <p>I am writing to you about UDOT's proposed transportation alternatives in Little Cottonwood Canyon and the risk they pose to non-resort users, such as climbers. UDOT has identified two preferred transportation alternatives to mitigate winter-time traffic issues: a gondola or widening the road for additional bus-only lanes. I am advocating for a less impactful alternative: expanded bus service that is fiscally sound and would serve all canyon users year-round.</p> <p>UDOT's proposals for transportation focus only on ski resort users. There are many other users of Little Cottonwood Canyon who enjoy climbing, running, biking, and hiking. UDOT fails to remember these users.</p> <p>The proposals for a gondola or widening the road are both very expensive (\$500 million). There are more cost effective solutions such as having a more comprehensive bus service that would also protect the canyon's beauty.</p> <p>The UDOT proposals will only help mitigate traffic at the busiest time of winter, while having a more comprehensive bus service would help traffic throughout the whole year.</p> <p>My family moved to the Wasatch front in 2021 because of the accessibility to climbing, hiking, and camping. One does not need to have a gym membership or travel hundreds of miles to experience world</p> | 32.1.2B; 32.1.2D; 32.2.9A; 32.4B | A32.1.2B |

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| | | class bouldering and climbing in Little Cottonwood Canyon. The canyon's climbing is very accessible to people who might not have the privileges to afford more expensive extracurricular activities in the ski resorts. Also, the pure beauty found in Little Cottonwood Canyon is so special to the Wasatch front. It would be tragic if this canyon were to be negatively impacted for the sake of one user group's busiest time of the year. Please keep Little Cottonwoods nature unharmed. | | |
| 25561 | Garcia, Carlos | Please don't ruin nature. Use more busses encourage carpooling. Leave the mountains alone! | 32.2.9A; 32.2.2Y | |
| 28732 | Garcia, Jane | I think your choice for the gondola is a terrible idea!! I do not think other, more environmentally friendly options have been seriously attempted. The gondola is not the answer!!!! | 32.2.9E; 32.2.2PP | |
| 35717 | Garcia, Jesus | Pro gondola so long as it supports the demand to push people up the canyon quickly and effectively. | 32.2.9D | |
| 38788 | Garcia, Lorena | <p>Subject : Little Cottonwood Canyon y nuestra comunidad merecen respect!</p> <p>Dear Utah Department of Transportation,</p> <p>I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons.</p> <p>The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low-income communities. They will have less access to the gondola station and less access to Little Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low-income residents live.</p> <p>Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Lorena Garcia</p> | 32.1.2D; 32.2.6.5D; 32.2.6.5G; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2I | A32.2.6.3C; A32.2.2I |
| 25990 | Garcia, Mason | This is [REDACTED]. The people that use the canyon don't want this. Please save the canyon we love and increase public transit to get people to the resorts. | 32.2.9A; 32.2.9N | A32.2.9N |
| 34965 | Garcia, Sebastian | Please do not do this. I would rather sit in traffic and be temporarily inconvenienced than have one of Utah's treasure's permanently marred by a gondola. Please keep LCC as untouched as possible. | 32.2.9E | |
| 27370 | Garcia, Wendy | <p>Put a toll on non Utah residents. Utah residents should NOT pay a toll for a road they helped finance. Mandatory park and ride UTA for people day skiing. If you can show you have a reservation to sleep in the canyon let them drive up.</p> <p>No gondola.</p> | 32.2.4A; 32.2.9E | |

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| 28093 | Gardiner, Andrew | I am 100% in support of the gondola! We need to solve the traffic problem in the canyon, and widening the road would be costly both monetarily and in terms of ecological damage. Riding up to a ski resort in a gondola would be a much more pleasant experience than driving there. | 32.2.9D | |
| 34409 | Gardiner, Kate | I am opposed to putting a gondola in Little Cottonwood Canyon. | 32.2.9E | |
| 34397 | Gardiner, Mark | A gondola is NOT the answer to traffic congestion in places of natural splendor that attract ever more visitors. If a gondola were proposed for Zion or Arches National Parks would there be objections? YES. A new road needed to construct and maintain the gondola defiles the natural beauty while limiting the ability to stop anywhere but the gondola terminus at (surprise) Snowbird. It will be a conveyor belt to that place of business. The solution to congestion is a distributed scalable network of electric van and bus service, much as we have now. Buses and vans that can be used elsewhere as needed. What benefit would a gondola in LCC provide to BCC or Park City access? Buses and vans offer more flexibility. Do you notice that Amazon does not make deliveries by gondola? A gondola of necessity has a single point of access and terminus. Those points will be the site of traffic congestion and further construction. All that will be achieved by finally building a gondola is to move the traffic jam from one place to another. People will still drive and the road will be just as crowded as it currently is. To encourage the use of the gondola it will be necessary to make driving more expensive than taking the gondola. That could be a lot. Pricing is one thing that receives little public discussion. Snowbird's charge to take a scenic ride on the tram is a benchmark for pricing. Given inflation the cost to park at the gondola base or take the bus to the gondola base plus the cost of the ride to Snowbird could easily exceed \$100/person before adding on whatever incidental prices Snowbird charges for lift access, rentals, lessons, and food. Let's pencil that out to see who would be priced out of the canyon. The gondola "solution," can be likened to the old story of building a boat in your basement. By the time the boat is built it can't be extricated without first tearing down the house. Little Cottonwood Canyon is our spiritual house, our source of clean water. Who will protect it from us and from massive short-sighted development. Who will pay and who benefits? I oppose construction of the gondola, even if Snowbird were paying for it rather than the taxpayer. To what better use could six billion dollars be put that might have greater public benefit? Money spent on this boondoggle can't be spent for schools, parks, housing, water conservation, air pollution abatement, or anything else. | 32.1.1A; 32.2.6.5E; 32.2.4A; 32.1.2B; 32.2.9E | A32.1.1A; A32.2.6.5E; A32.1.2B |
| 28932 | Gardner, Andrew | I am not for the new gondola. This is not a solution. When the parking is full at the ski resorts, the canyon has hit capacity. Bringing thousands up on the gondola to a already packed ski area is not good for skiing, or the environment. No Gondola!!! Please. | 32.2.2K; 32.2.9E; 32.2.0C | A32.2.2K; A32.2.0C |
| 35294 | Gardner, Erica | Please do NOT build the gondola!! The negative impact and the exorbitant pricetag do not justify its massive construction! I believe the Toll fee is the best way to minimize traffic up the canyon. Thank you! | 32.2.9E; 32.2.2Y | |
| 29512 | Gardner, Gordon | The problem is too many people trying to go up this particular canyon. That is the problem that needs to be solved....not how to get as many people and their money up to Snowbird and Alta. Please address the problem. Canyon fees, quotas, limits, reservations, lotteries? Please find an actual solution, not another tourist attraction. | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.4A; 32.2.9E | A32.1.2B; A32.2.2K |
| 28808 | Gardner, Jacob | Don't ruin nature.. traffic isn't even that bad unless someone gets in an accident.. | 32.2.9G; 32.1.2B | A32.1.2B |
| 33006 | Gardner, Kathy | Someone is sure paying a lot of money to tell us how wonderful the gondola system will be. They show buses filled with trash, which I have never seen in 40 years of riding UTA. They also tout how many trees won't be cut down. I guess they don't think we'll notice the roads that will have to be built to install all the towers and how many trees will be cut down to make that happen. They are promoting it as year-round use. Unless it has a lot of stops along the way to let people off the summer hikers won't be using it. The people of Utah should not be paying for something to benefit the resorts. With global warming the ski season keeps getting shorter. What a waste the gondola would be and reminiscent of the fortune the state spent to build the pumps on the west side of the Great Salt Lake. Common sense tells us that the gondola system is meant to line someone's pockets and not to benefit the residents. | 32.2.9E; 32.2.6.5G; 32.2.4A | |
| 26528 | Gardner, Katy | The currently proposed gondola will do little to reduce congestion, but will rather serve as a flashy (and expensive) advertisement for these 2 private resorts that it will transport people to. The numbers provided in the initial draft of the gondola plan show that the gondola is only able to transport about 15% of cars and people (~1000 skiers/hr) to these resorts at peak times (7-10 am). It also will take ~45-60 minutes between waiting for a gondola and the entire gondola ride to get to a resort, which will discourage people from actually using the gondola. If people show up to use the gondola and have to wait 2 hours to use it, they will end up driving. And then you're transporting fewer than 15% of skiers. The gondolas do not transport enough people to make a difference. And on a cost-benefit analysis, this project costs a metric [REDACTED] and impacts the surrounding environment in a dramatic way. All for a possible slight reduction (15% if it is used to its full potential!!) in car traffic. Isn't this supposed to be an environmental impact statement????? Where is the consideration for the environment? What about the traffic around the gondola parking lots? What about the cost of a gondola ticket? What about the fact that a 15% reduction in current numbers will hardly be a beneficial amount of reduction in 2050 use numbers? Ditch the gondola plan until you can show numbers that would get more cars off the road than a measly couple hundred. | 32.2.9E; 32.2.4A; 32.2.6.5C; 32.2.9I; 32.2.6.5E; 32.2.7E | A32.2.6.5E; A32.2.7E |
| 30270 | Gardner, Ken | Well Not sure where to start -- This is the worst idea anyone in Utah has ever had re canyon usage. \$550 million and still charge people to ride the gondola really - I have not seen or heard any comments about closing LCC or BCC to auto use if this is completed -- Why not there would be no need for cars/ trucks/ deliver trucks of any kind - Let alone private property owners using the canyons - Just because they own land they also should be made to use ride the gondola-- (at ? I have read \$30.00) NO MORE PLOWING SNOW !There is a very simple fix no one has addressed that I know of 1. more parking (put in parking terraces - but that will draw more to the canyons) Or 2. there are only so many spots to park cars -count them at the bottom of each LCC and BCC build a large Round About - and then with modern day computers each time a car passes in the canyon there is 1 less spot to park everyone is counted - when the count reaches a set number a sign is | 32.2.9E; 32.2.4A; 32.2.2B; 32.2.2K; 32.2.0C | A32.2.2K; A32.2.0C |

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| | | turned on no more parking canyon is close until cars leave the canyon a set number to be established - control exactly how may cars / trucks / deliver trucks/ buses will and can be in the canyons at any given time. I do no favor a limit but what choice is there. As to parking for trail heads this could also be taken into account. As the gondola is proposed it is just a tourist attraction and another Olympic prop for the next bid. Stop this before it is too late - You are going to kill skiing and enjoying our canyons for ever. kg | | |
| 26072 | Gardner, Marie | Building a gondola goes against the wishes of all who live in the area. You all should be ashamed. | 32.2.9E; 32.2.9N | A32.2.9N |
| 34278 | Gardner, Meg | I am opposed to the LLC Gondola Project. I am a user of Little Cottonwood Canyon and a future Utah voter. I would support other alternative forms of transportation and am strongly opposed to the gondola. | 32.2.9E | |
| 25595 | Gardner, Meghan | Building such a huge gondola in a majestic canyon will only make our canyons busier!!! | 32.20C; 32.20A | A32.20C; A32.20A |
| 37671 | Gardner, Monica | There are other means to solve the congestion problem in Little Cottonwood that are not seriously being considered (more buses, tolling, limiting traffic)! The gondola is an expensive and invasive method of moving congestion to the bottom of the canyon and into those local neighborhoods. Preserve what makes Little Cottonwood special instead of contributing to its demise for the sake of more business in ski tickets sold. The canyon is a public good we should all protect and enjoy, NOT develop. As a climber, skier, and canyon employee, I and most of my community, do not support the gondola. Protect LCC! No gondola!! | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.9A; 32.7A | |
| 37719 | Gardner, Monica | Protect LCC! We do not want the gondola. I support tolling, a more extensive bus system, and limiting traffic. The canyon is a public good used by many for different things- it is not right to build the gondola as a solution to solve ski parking issues And Octoberfest congestion, we can do better! No gondola. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 29907 | Gardner, Richard | As a climber I appreciate the aesthetic beauty the canyon has to offer and the phenomenal climbings . Adding this Gondola will hinder the majesty of the canyon and ruin a lot of great climbing . Build bigger roads #nogondala | 32.2.1P; 32.2.9E; 32.4B | |
| 35715 | Gardner, Whit | NO to the Gondola!! Please!! | 32.2.9E | |
| 34060 | Garlo, Dolly | <p>I am writing, yet again, to oppose the construction of a gondola in Little Cottonwood Canyon, for the following reasons:</p> <ol style="list-style-type: none"> 1. The Environmental Impact Statement (EIS) and process were flawed. <ol style="list-style-type: none"> a. The Little Cottonwood Canyon gondola project is a boondoggle for private interests. No taxpayer money should be spent on this. It is designed to connect a private commercial venture (LaCaille development) to other private commercial venues (Snowbird and Alta Ski Resorts, primarily, but including the involvement of Dopplemeyer the gondola company, construction interests, marketing consultants and others...), using public tax dollars to pay for private interest ventures. That alone is highly problematic when a majority of affected taxpayers oppose the project. Polls indicate that 80% of Utahns prefer a solution other than building a gondola in Little Cottonwood Canyon. (Deseret News, December 9, 2021). b. Additionally, as for the EIS, the boundaries of the study were too narrowly drawn. They did not consider neighboring Big Cottonwood Canyon, the Park City area ski resorts, and many key transportation routes affecting them all. Skier traffic problems are caused by and should be considered for all the resorts: Alta and Snowbird in Little Cottonwood Canyon, AND Brighton and Solitude in Big Cottonwood Canyon, Park City, Deer Valley, and The Canyons in the Park City area. To truly serve the public interest, finding the best solution should be inclusive and holistic, not limited to one canyon and the private interests wishing to build a project there. c. There needs to be a comprehensive transportation strategy that includes the other canyons, not only Little Cottonwood Canyon. Big Cottonwood Canyon at peak times often surpasses the congestion in Little Cottonwood Canyon. A successful traffic mitigation strategy in one canyon will just push traffic into the neighboring canyon, and will not alleviate impacts on the protected watershed. Additionally, the decision on whether or not to connect Little and Big Cottonwood canyons to the Wasatch Back needs to be made before the interests in any single canyon push their own transportation plan. A piecemeal approach would not only be ineffective for the short-term, it would make long-term comprehensive solutions more difficult to accomplish. THAT should be more of a priority in a skier transportation plan for all resorts, not the private interests of a few in a historically important and environmentally fragile, single canyon. d. Speaking of historical significance, the Forest Service's enabling statute requires it to protect, preserve, and enhance the history of Little Cottonwood Canyon, but the draft EIS fails to acknowledge this history as even being relevant. Honoring that history in LCC would not include the construction of a gondola. A single gondola project in one canyon fails to address the overall environmental impact of the industries involved in interconnected areas of the fragile Wasatch Front and Back. e. All stakeholders have not been included in the process. It has been largely driven by private interests, UDOT and the Utah Legislature. Citizens in West Valley and South Jordan who will be asked to foot the bill for it are largely unaware of this project and its fiscal magnitude. f. UDOT has failed to do the modeling necessary to verify that the gondola system will actually improve the skier congestion problem. Today most people travel straight from their garage to the resorts in the comfort of their private cars. The gondola is a very complex system consisting of a series of converging and dependent process steps with many potentially confounding variables. More thoughtful and inclusive study is necessary to address potential bottlenecks, delays, and long lines that compound through the system, and which can make the skier experience longer and more miserable than imagined. This was not effectively considered in UDOT's focus in addressing the traffic issue, and should look at the challenges of increased use of all the Wasatch canyons and ski resorts comprehensively. | 32.1.1A; 32.1.1C; 32.1.5B; 32.26D; 32.26X; 32.2.6.5C; 32.2.6.5E; 32.20C; 32.1.2B; 32.2.7E; 32.2.6.5D; 32.2.6.5E; 32.2.6.4B; 32.2.9A; 32.1.5C | A32.1.1A; A32.1.1C; A32.2.6.5E; A32.20C; A32.1.2B; A32.2.7E; A32.2.6.5E; A32.1.5C |

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| | | <p>g. UDOT has not applied the sophisticated modeling tools readily available for such complex systems. The draft EIS just regurgitates "data" and "conclusions" about the gondola's efficiency from financially interested parties promising that a gondola car will always be available when in truth there will be reliability issues, unexpected or unplanned mechanical breakdowns of the gondola. If one bus breaks down, it does not cause a failure of the entire system. If anything breaks on any one of the gondola towers or drive motors, the entire gondola stops until repairs are made. These costs must also be identified and measured.</p> <p>2. The gondola project is fiscally irresponsible with \$600M of initial capital being used for the benefit primarily of private ski resorts and a private real estate developer.</p> <p>a. The federal and state - that is, PUBLIC - funds that would be spent building the gondola could be used to fund myriad other public projects that would benefit all Utah taxpayers, including other already deferred transportation infrastructure needs, sewer and water projects, and seismic infrastructure upgrades (schools). Thus, this is an irresponsible use of taxpayer money.</p> <p>b. Utahns would have to foot the bill through ongoing subsidies for perpetual operating losses. The gondola cannot cover its operating expenses based on ridership focused on weekend use during the ski season. The gondola would have to run at all times, even if ridership is low which creates a carbon as well as fiscal deficit. The inflexibility of a gondola solution is a major detraction. Once it is built, the impacts are permanent. Other solutions provide more flexibility and less risk.</p> <p>c. Maintenance costs for ongoing use have not been adequately considered and will likely require taxpayers to foot the bill.</p> <p>3. The gondola would not solve the traffic problem on peak days. On the 15-20 days a year when Snowbird and Alta have ski rush hour traffic, approximately 8,000 people move up the canyon from 7:30-9:30 am. At maximum capacity, the gondola could move 1,000/hour, which means from 7:30-9:30 they could move only 2,000 people. It is highly inconvenient for those who would use it, having to part at the gondola base - or elsewhere when those 1,500 - 1,800 parking places are filled adding another bus ride to the gondola, before an additional 30 minute trip to the ski resort. People will have to sit in traffic to park and wait for busses to even use the gondola especially at peak times, so there is no real flow of traffic and passengers.</p> <p>4. Use of public transportation - that is, bus service - has not been maximized.</p> <p>a. Currently, on peak days skier vehicles drive up the canyon with an average of 1.9 passengers/car. More people would use buses, if it were more convenient to do so, such as if the ski resorts provided more/better locker storage for the use of skiers who otherwise prefer to secure their gear and after ski boots, etc. in their private vehicles. This is especially true for families.</p> <p>b. Additionally, on non-peak days, people will not use the gondola because cars and buses are easier and more flexible. The gondola cars will run mostly empty for most of the year which would be a failure financially, environmentally, and operationally.</p> <p>5. Environmental degradation. Altering one of Utah's most scenic canyons has a high cost. Twenty-two towers each 25 stories high would take the majesty out of "Little" Cottonwood Canyon. Such a structure in a pristinely beautiful natural canyon is unsightly. In addition to visual impact, the drinking water that comes from Little Cottonwood Canyon will be impacted by gondola construction, and carbon emissions would be higher than other more flexible options since the gondola would have to run continuously. Visual and noise impact will negatively affect both human experience and canyon wildlife. The EIS has not sufficiently addressed the environmental impact of the gondola project.</p> | | |
| 27474 | Garlo, Dolly | <p>Greetings,</p> <p>I am a human behavior specialist.</p> <p>Of the current proposal as of September 2022, I agree only with the enhanced bus service portion of the proposal:</p> <p>"The proposed phasing would include increased and improved bus service as described in the Enhanced Bus Service Alternative (with no canyon roadway widening), tolling or restrictions on single occupancy vehicles, and the construction of mobility hubs. UDOT would also proceed with widening and other improvements to Wasatch Boulevard, constructing snow sheds, and implementing trailhead and roadside parking improvements, as funding allows. "</p> <p>I do not agree with the gondola proposal. It is too costly and would create great disruption in its construction, added parking, etc.</p> <p>I will reiterate earlier comments I made about creating more, affordable, locker storage for day use at the ski areas. People use their individual vehicles to bring additional clothing and equipment, for skiing/boarding and afterward with them in their vehicles. Having a place to bring a bag and after ski boots, etc. to the ski areas would make using public transportation MUCH more convenient, and alleviate the desire to bring one's own individual vehicle to the resorts.</p> | 32.2.9A; 32.2.9E; 32.2.3A | |

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| | | <p>These proposals all leave out this individual use consideration and the human behaviors of individuals and families and the gear needed for accessing these public land areas in all seasons - not just winter, but especially winter for snow sports.</p> <p>Please include some consideration of adding affordable lockers as part of the resource upgrades. Take a look at the cubby and locker areas now, and how congested they are when in use, to get a realistic idea of the 'micro' aspects of people.</p> <p>The gondola proposal seems to take mostly into account the desires of big money investment interests and not necessarily how people will use the resources. Even if you get them up the canyon by gondola, and maybe especially - like with bus service public transport - people STILL need a convenient place to manage their additional gear to spend a day in nature in all four seasons. Winter just presents a need for greater gear and clothing options. Lockers would help address that a LOT, giving people more incentive to leave their own vehicles out of the canyon.</p> <p>Thank you. Dolly</p> | | |
| 33602 | Garner, Dustin | I strongly oppose the gondola. It hurts virtually all but the wealthiest users and the resorts. No to the gondola. | 32.2.9E | |
| 28572 | Garner, Kenneth | <p>Gondola B and 5 lane expansion allows increased traffic on Wasatch Blvd. this further divides our city of Cottonwood heights with a high speed highway. Mobility should not be more important than safety and noise concerns.</p> <p>Bith Gondala prposals do not accommodate as many summer use trailhead stops. If a Gondala is built it should be built to accommodate the trailheads</p> <p>Finally the preferred alternative is too expensive, focusing solely on one canyon means other transportation projects go wanting.</p> | 32.2.9E; 32.2.6.5G; 32.1.2D | |
| 37432 | Garner, Michael | <p>I do NOT endorse the currently plan for the LCC Gondola. Here are my major points of objection.</p> <ol style="list-style-type: none"> 1. It only services private businesses. Snowbird & Alta resorts should not be the sole beneficiaries of taxpayer funds. There is no consideration of other users of LCC, like hikers, bikers, backcountry skiers, snowshoers, climbers, etc. 2. The decision feels rushed and forced, which leads to questions about "behind closed doors dealings". There are just too many unanswered questions with this project, and we cannot address unanswered questions once the project begins. 3. Why are our goverment officials ignoring the overwhelming feedback from tax paying citizens against this project? Per Deseret News/Hinckley Institute of Politics poll, 80% of Utahns oppose the LCC gondola proposal. 4. This is NOT a convenient solution. Since most parking will not be at the gondola base, users of the gondola will have to take a bus to the gondola base. The overall inconvenience of parking, carrying gear, and often children onto a bus, only to unload and stand in a line to ride a gondola really brings into question why would anyone want to even use the gondola? Why not just use enhanced bus schedules and some road improvements at a much lower overall cost to the taxpayers?! 5. Cost. With an estimated \$550 million cost to build the gondola, it is almost guaranteed to exceed the original estimate, which often can end up costing the taxpayers 50-100% more than the original estimate. <p>In summation, let's not rush into an irreversible decision to spend such a large amount of taxpayer funds on a project that will not provide services to more people in the community.</p> <p>Michael Garner</p> | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.9A | |
| 31044 | Garner, Paul | I don't feel the gondola solution is a good solution. Tax payers should not be the ones paying for this, let the. Ski resorts who benefit from it pay for it. It will ruin our beautiful canyon. The best solution is to limit people and vehicles on crowded days. Plus you people and resorts trying to profit from this solution by buying land that will be needed for the gondola. | 32.2.7A; 32.2.2K | A32.2.2K |
| 27690 | Garr, John | <p>The gondola is a horrible idea. It will be a permanent eyesore in a truly special canyon. If people ride it, it may deliver more skiers than can be safely accommodated at the resorts (overcrowding is already a hazard at all of the major resorts). Ads depict existing UTA buses as litter-strewn and just awfully unpleasant; why would anyone expect piggish folk to not leave trash on a gondola? What kind of eyesore will the base terminal parking be?</p> <p>Prices for lift tickets at the LCC resorts (in particular, Snowbird) have FAR outstripped the cost of living. They're making obscene profits---why do the taxpayers need to subsidize a boondoggle that will benefit only the resorts? The gondola idea should be dumped, now (along with the idiotic "Islands in Utah Lake" concept!).</p> | 32.2.9E; 32.20C | A32.20C |
| 31504 | Garr, Sue | I have lived in Cottonwood Heights for over 35 years. In that time I have watched our roads (Wasatch, Fort Union) become increasingly busy and harder to navigate. During the ski season it is awful. I would hate to add to the traffic on those road via the gondola. Traffic is not the only concern, it will be a blight on the canyons beauty. I would think the money would be better spent helping in lower income areas. Why make the rich richer, as I see it this will only help Snowbird, Alta and UTA. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |

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| 26916 | Garrard, Christopher | As a long term employee off Utah ski resorts and life long resident the majority of canyon users are against this Gondola. The latest issue is conservation groups are already getting prepared to launch lawsuits if the gondola is chosen. This will cost millions of dollars over many years and could put it years behind schedule. With ish's current growth rate by the time it is completed it will be obsolete and other more efficient, environmentally friendly, and won't ruin the canyon. Just like most of the comments you will be receiving I an highly against the gondola and will actively participate in social action to hopefully defeat this plan. | 32.2.9E | |
| 33630 | Garrett, Alex | I have lived in Salt Lake City my entire life. The mountains will forever be my home and as such I believe it is essential that we protect them. I would hate to see my home be sold out to the highest bidder and overrun with tourism. As the ski resorts grow so do their impact on the environment and the locals ability to enjoy it. I really appreciate you reading this and I hope you can understand. | 32.29D | |
| 32825 | Garrett, Alisha | The Gondola solution does not benefit the masses and is exceptionally costly for the limited benefit. Please consider alternatives before wasting taxpayer dollars. | 32.2.9E | |
| 26765 | Garrett, Anjali | Ruining the natural splendor of the canyon without solving any of the transportation and overcrowding issues will not be tolerated by this community. | 32.2.9E | |
| 30536 | garrett, cassidy | Maintain existing visual experience, I do not support the gondola | 32.2.9E | |
| 26007 | Garrett, Christine | I oppose the gondola and the direction UDOT is recommending. Traffic flow should not so dramatically alter such a beautiful canyon. 80% of Salt Lake wants smart small changes before something so gross is tried. This recommendation should be reconsidered. | 32.2.2PP; 32.2.9E | |
| 26571 | Garrett, Grace | Do not put in a gondola! This will only hurt the canyon by bringing a ridiculous amount of traffic. More traffic means less nature and less enjoyment of our beautiful mountains. You are hurting the way of life of those who live here. | 32.1.2B; 32.2.9E | A32.1.2B |
| 33359 | Garrett, Kelly | I am Opposed to the gondola project because it offers a little flexibility to meet future needs and a huge price tag that benefits very few. As a user of Little Cottonwood Canyon Road, I have been frustrated with congestion to Alta. I have also been using the ski bus more frequently and have found the service to be a great alternative to driving and parking. Some improvements to the service are desirable: it would be great to see updates of how many spaces available, perhaps through an app or with signs on the road. If covid has taught us anything it is to build in flexible systems that can be nimble in response to changing resources. Investing in creative solutions for us keep us offers opportunities for everyone, without benefiting just those that ski in the resorts.Backcountry skiers have a stake in the matter too. | 32.1.2B; 32.1.2D; 32.2.9A; 32.2.9E | A32.1.2B |
| 30352 | Garrett, Parker | I DO NOT SUPPORT THE GONDOLA | 32.2.9E | |
| 34619 | Garrett, Tim | I am opposed to building the gondola in LCC. Increased bus service combined with improved avalanche mitigation practices offer a more cost-effective approach that maintains the character of a regional gem. Regards Tim Garrett | 32.2.9E; 32.2.9A | |
| 31463 | Garrido, Sidney | This is a microcosm of the bigger problem. It's time to prioritize the environment over profit. The more people in little cottonwood canyon bring more pollution and negative environmental impacts, including our water source that provides for 60% of the Salt Lake Valley. Please consider toll booths, more buss options, more parking for both canyons, fair living wages for bus drivers to incentivize all positions are filled. Utilize apps for the general public to rideshare. Please, please consider these options before we are unable to reverse the damage we are doing to our state, and to our humanity. | 32.2.9E; 32.2.9A; 32.1.2F | A32.1.2F |
| 37789 | Garrison, Carla | Gondola in Little Cottonwood Cyn? No, no, no! It will only benefit ski resorts. At some point we need to address a fundamental issue; we will need to decide how many people can the canyon take on any given day. Our population and demands on this and other canyons, have grown so much in the decades I have lived here. Perhaps we need to initiate "reservation" systems as some national parks have done. | 32.2.9E; 32.2.2K; 32.20B | A32.2.2K |
| 27036 | Garrison, Craig | I'm strongly opposed to the gondola and any other solution that increases my taxes so ski resorts can increase their profits. The ski resorts should be paying the cost of fixing the problems they create. If they don't want to pay for traffic improvements, limit the number of skiers that use the canyons. Fewer skiers equal less traffic up and down the canyons. DON'T HARM LITTLE COTTONWOOD CANYON SO SKI RESORTS CAN MAKE MORE MONEY! | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 26005 | Gart, Scott | No no no. A gondola for 10 days per year of too much snow and avalanche is wrong. | 32.2.9E; 32.1.2B | A32.1.2B |
| 29571 | Gartenstein, Benjamin | As a resident of Cottonwood Heights, I do not want my tax money spent on a mode of transportation that will only service two resorts, provide no benefits to summer recreators, destroy sections of forest, and forever ruin the integrity and sight-lines of Little Cottonwood. I support the use of tolls and expanded bus service. It is worth noting that the 2021-22 season didn't see nearly as many backups as the canyon has in the past, seemingly because of the required parking reservation from the resorts. If simple parking restriction can make such an impact, the gondola is even less necessary. | 32.1.2D; 32.2.2K; 32.2.4A; 32.2.9A; 32.2.9E | A32.2.2K |
| 27422 | Gartman, Donald | I was heartened to see that the implementation of the proposed recommendation was not immediate, but included the 'Phased Implementation'. I was saddened to see the long term plan for a gondola. The Swiss build great gondolas. I say this because they have the most experience building gondolas and may be involved in building this one. I know there are a number of large passenger gondolas in Switzerland and some other places, but most of them are in areas that are much broader than Little Cottonwood Canyon, hence have less visual impact. When I look at the computer generations of what a gondola would look like in the canyon, I am shocked. God gave us this awe inspiring canyon, but man could take it away, for now and future generations. And this desecration of beauty and grandeur all to benefit 2 ski resorts and the relative few tourists to Utah who use them. What about the 'economic benefit' from tourists who ski at our other ski areas? What about Snowbird and Alta requiring reservations with staggered start times (and leave times). That is possible with smartphone passes, or even smart passes, monitored prior to skiers entering the lift lines. What about limits on the number of skiers per day, tolls, limits on parking permits? Come on. A gondola blighting the canyon | 32.1.2B; 32.2.2E; 32.2.2K; 32.2.2Y; 32.2.2QQ; 32.2.4A; 32.2.9E; 32.6A | A32.1.2B; A32.2.2K |

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| | | does not really benefit the 2 ski resorts the rest of the year, yet they will take away from the natural wonder all year, and forever, for a ski industry which could diminish, or even go away, sooner. | | |
| 27333 | Garvey, Amy | The gondola is the worst and most wasteful option of all options to reduce traffic impacts in little cottonwood canyon and it doesn't make sense. 1. It will only serve 2 ski resorts, thereby making it useless for anyone utilizing the rest of the canyon for hiking, biking, Rock climbing, snow shoeing and camping. 2. There are really only a few days in the winter when traffic is a problem. Why the expense for only a few days of the year? A fee system or mandatory buses are a much cheaper solution to a problem that is not year round. 3. The canyon is beautiful. Towers and cables snaking their way up the canyon are not beautiful. 4. Yes avalanches happens in a canyon that receives snowfall. And those avalanches sometimes affect the roadway or trap people at the ski resorts. Avalanche mitigation efforts, before and after resorts close, make avalanches that actually trap people in the canyon a rarity. A gondola is an enormous expense for relatively rare occurrence. 5. This is an outrageous expense that will only serve some people. It does not make sense to build something so expensive that will only serve two ski resorts. | 32.2.9E; 32.2.2B; 32.2.2K | A32.2.2K |
| 26673 | Garvey, Connor | I do not support the proposed LCC gondola. Close the roads on weekends and peak days, and operate the road as bus only. Run a bus service to Snowbird and Alta bases, and an additional bus service to trailheads for non-resort users. Residents of the canyon and their guests can be issued special use permits for the road during peak days. This reduces congestion on the road and utilizes the existing infrastructure. The Zion NP shuttle service can be used as an example of a high capacity shuttle service that is highly effective. | 32.2.2B; 32.2.2K; 32.2.2L; 32.2.9E | A32.2.2K |
| 27334 | Garvey, Tim | I looked at the proposals and think the gondola is the most wasteful and impractical. From A cost and practical standpoint a tunnel option is superior, and not the proposal assuming it could only be built by the Boring company. I will fight the gondola all the way. | 32.2.9E; 32.2.2C | |
| 29367 | Garzella, Jack | I think the gondola is the best "medium" term solution and agree. Expanding the canyons to 4 lanes (in my opinion) is the best "long" term solution but that is expensive and potentially bigger environmental impact than the gondola. | 32.2.9D | |
| 31586 | Gascoigne, Denise | I oppose the Gondola B plan. It will forever change the landscape of our beautiful Little Cottonwood Canyon, creating a horrific, irreparable blight. Moreover, it is an expensive and unreliable solution to address traffic problems up the canyon. I don't believe that UDOT has explored all the possible traffic solutions thoroughly. Given the expensive marketing and commercial push for Gondola B, I believe that UDOT is responding more to special interests and not to what's best for the environment and the public. | 32.2.9E; 32.2.7A; 32.17A | |
| 31585 | Gascoigne, Paul | I am strongly opposed to the plan to construct a gondola system in big cottonwood canyon. This is a critical view shed and beautiful natural resource that must be preserved. Tolls, better bus service and other alternatives should be incorporated into a plan to manage traffic in the canyon. | 32.2.9E; 32.1.2F; 32.2.9A | A32.1.2F |
| 25416 | Gasperoni, Sierra | The Gondola is NOT the answer to the transportation situation in LCC. It will destroy so much of the natural environment that makes Salt Lake City so special, and will lead to even more damage in the future. | 32.2.9E | |
| 25921 | Gasser, Pete | Do not begin construction on the gondola now or anytomr in the future. Listen to everyone opposing the gondola plan. There are more people that do not want it than do want it. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28306 | Gassinger, Mark | Putting over 200 foot towers in lcc and ruining the majesty of this canyon forever over traffic is ludicrous it only stops two places and will cost to ride it, how about we spend the half billion dollars on fixing Slc street's | 32.2.9E; 32.1.2B; 32.1.2D; 832.2.4A | A32.1.2B |
| 29292 | Gassinger, Mark | I do not know anyone who wants the gondola as the solution to the problem, 2 lanes up in morning 2 down in the afternoon seems like a good place to start, gondola to much money and destruction of the canyons majesty | 32.1.2.B, 32.2.2D; 32.2.2PP | |
| 30776 | Gassinger, Mark | We are on our way to ruining one of the most beautiful canyons in the country, all for more profit when it's full close the gates | 32.2.9E; 32.2.2K | A32.2.2K |
| 25854 | Gaston, Abby | This is an awful idea. Please listen to people and stop letting money motivate you to put this gondola up when it's obviously very unwanted. | 32.2.9E; 32.2.9N | A32.2.9N |
| 35281 | Gaston, Abby | The community has made it quite clear that this gondola is not wanted at all. Please do not ignore us. | 32.2.9E | |
| 25813 | Gaston, Thomas | The preferred alternative is still a terrible idea. To think the historic cottonwood canyon would be marred by a gondola that only services one user group of the canyon and in general only for the winter season is boneheaded and reeks of corporate greed. Have you even been on the mountain in winter? It's jam packed with people even with the current road situation. Adding a gondola only serves the winter resorts to get more bodies onto an already crowded mountain. Destroying vast parts of the canyon and leaving an eyesore that will be there for decades should never have been considered in the first place. Shame on any city officials in support of this plan. No gondola in little cottonwood canyon! | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 25292 | Gastrock, Weston | Please do not move forward with this proposal. It is not what the people want and will only cater to the resorts. If this gondola is built I will be forced to move away unfortunately. Also, it seems like other recreation users in the canyon will be excluded and their experience will be highly diminished or gone all together. Please do not build this gondola. A lot of shady things are going around with the resorts buying the land down low and it catering to the rich. This is a mistake. | 32.1.2D; 32.2.9E; 32.2.9N; 32.4B | A32.2.9N |
| 26955 | Gates, Alan | Udot and the public must combine to make the BEST decision for our environment and for the people. I watch as newly constructed roadways are under built and are outdated before completion. I observe the proposed parking area for the gondola, I see city congestion and the ill effect the parking lot will have on our wildlife and environment here in Sandy. The gondola will be for access to Snowbird and Alta ski resorts, not for the public and Sandy City. I think there are better ways of | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2QQ; | A32.1.2B; A32.2.2K |

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| | | accessing the canyon, for instance use the current bus stops, provide electric busses, limit automobile ski access to carpooling only with an appointment system in place. Electric bus service would also be advantageous in the summer months, especially during Octoberfest, Octoberfest creates its own congestion as well. I hike year round, I hate the thought of hiking near the proposed parking area in the winter and have to dodge cars on their way to park. I also don't want to pay for something We The People of Sandy don't want. Go build your parking lot in your backyard. A resident of Sandy donated his land on 9400 South and Wasatch for a nature center, it has been turned into a concrete eyesore. Bell Canyon Reservoir summer parking is a congested Joke, Guardman's Pass is a giant congested concrete parking lot. Let us learn from these places, let's do the right thing for our citizens and our environment. | 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 36541 | Gates, Christena | I have been traveling to Alta for over 57 yrs both in winter & summer seasons and have always found a parking spot especially during the week. Last year when Alta instigated reserved parking, I always had a reservation. That satisfied the parking spaces for many people and comments were very positive on the new system. During the week there was never a problem. I am very OPPOSED to the gondola. It is an open ended expense as costs will rise in the future from the projected costs. It will ruin the landscape and ecology of the canyon. Before our Olympics, decisions were made by ecologists that Little Cottonwood Cyn was too fragile to support the venues. Costs for riding the gondola, costs for parking at the base, costs for riding the bus to the gondola have only been estimates. The costs for the gondola will greatly limit the users of the ski resorts whose lift tickets are now over \$100. for the day. The gondola does not need to be used in the summer as crowds are very manageable. Because of the severe drought, Utah is experiencing and because the Great Salt Lake is at a record low, moisture that feeds our mountain snowfall has been greatly reduced and will effect the snowfall in years to come . Over the past few years snowfall has consistently been on the decline. Money now is be3tter spent taking care of the GSL to assure our snow fall in the future as well as our air quality from the dust. I am hoping using electric buses will be greatly considered and not impacting the ecology of this unique canyon. We do not need another large amount of money that was spent on the GSL water pumps that sit idle now as the gondolas would do especially if snowfall is greatly reduced for our mountains. As the Catholic Diocese said - "The moral decision is lets put that kind of money into things that are going to benefit the least among us" | 32.2.9E; 32.2.6.5F; 32.2.2E | |
| 27362 | Gates, Dan | Please please please!!!! Listen to the people. This is an insane plan. There are better options that support the entire canyon. I am 100% AGAINST THE GONDOLA!!! Let's try tolling and occupancy restrictions. A law enforcement officer to actually Check vehicle requirements. If you've got 550 million to build this project, then you have 100k to give some law enforcement some overtime money. So many other options before a transportation system to service two stops!!!! Please reconsider!!! | 32.1.2B; 32.2.2K; 32.2.2M; 32.2.2Y; 32.2.2PP; 32.2.4A | A32.1.2B; A32.2.2K |
| 33160 | Gates, Dan | No gondola. Not now, not ever. What a joke of a solution to shove more skiers and riders into the ski areas, while continuing to neglect all other users looking to access public lands. Not a traffic solution and an absolute waste of tax payer money. I mean seriously, how dumb is this? Pretty dumb. Restrict private vehicles Dec-Mar and increase busing service on 15 min schedules. It's the only way to actually limit congestion in the canyon. | 32.2.9E; 32.1.2B; 32.2.2L | A32.1.2B |
| 32710 | Gates, Kathy | No gondola! | 32.2.9E | |
| 31175 | Gates, Stephen | This project is a complete waste of money and will not solve any issues with the traffic. It is also a huge Enviromental impact to our canyon. Why is it necessary to have 20+ towers to have this ridiculous gondola installed. Have we not learned anything since the Ogden gondola got nixed. | 32.2.9E | |
| 27129 | Gavin, Gregory | Hello, I am commenting against the construction of a gondola in Little Cottonwood Canyon. I do not want my tax dollars funding this project that I know so little about, and that is not scalable moving forward. The UDOT Plan submits that 2500 parking places are needed and that 21 gondola towers are to be installed. All while the canyon is still to be open to vehicle traffic. This dependence on motor vehicle traffic both to the gondola and up the canyon simultaneous to gondola operation will only increase local traffic issues in Cottonwood Heights and Sandy. Increased traffic combined with the needed construction of the gondola will severely degrade the viewshed in Little Cottonwood Canyon in addition to water quality in Little Cottonwood creek. UDOT needs to propose a scalable alternative for winter canyon traffic. One that will not adversely effect the beautiful landscape of Little Cottonwood Canyon like the gondola project will. Sincerely, | 32.2.9E; 32.2.4A; 32.2.6.5E | A32.2.6.5E |

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| | | Greg Gavin | | |
| 26562 | Gavin, Kristin | I do NOT support a gondola up LCC. It will be a huge eye sore in one of the most beautiful canyons in the state. Let's remember why people want to be in that canyon in the first place. | 32.2.9E | |
| 27565 | Gaztambide, Danielle | I was born and raised in Utah and am horrified by the efforts to commercialize our canyons. The canyons have a carrying capacity and not enough has been done to improve upon the bus systems to safely and efficiently move people through the canyons. Using taxpayer money to fund a high dollar gondola program for two ski resorts is NOT the way. I love skiing, but the canyons aren't only for skiing. I urge you to do the right thing and say NO to the gondola. | 32.2.9E | |
| 26298 | Gearhart, Sera | Release public comment information, or you won't find the funding for this! We need to try simpler options first-- tolls and buses. The public has given a resounding NO. This will ruin the beauty of Cottonwood and existing resources for all time. The public is against this. | 32.29T; 32.2.2Y; 32.2.9A; 32.2.9N | A32.2.9N |
| 26286 | Gearhart, Sera | Release public comment information, or you won't find the funding for this! We need to try simpler options first-- tolls and buses. The public has given a resounding NO. This will ruin the beauty of Cottonwood and existing resources for all time. The public is against this. | 32.29R; 32.29V; 32.2.2Y; 32.2.9A; 32.2.9N; 32.2.7A | A32.29R; A32.1.2H; A32.2.6S; A32.2.9N |
| 29333 | Gebauer, Hannah | How are people supposed to prioritize using the gondola when it will take a hour to get up the canyon, while the drive from base takes about 20 minutes. As a canyon employee I would have to agree this is a bad suggestion for traffic congestion. | 32.2.6.5O; 32.7C | |
| 29340 | Gebauer, Kriss | No! | 32.29D | |
| 33142 | Gebauer, William | I believe it is important to find an alternative to the gondola proposal as it only services skiers and not the broad range of groups that utilize little cottonwood canyon. | 32.2.9E; 32.1.2D | |
| 31545 | Gebelt, Jolene | I think the gondola is a terrible solution. It will not give access to anything but the resorts so it won't really fix the traffic problems. It will also destroy really awesome climbs. The gondola will also be ugly. | 32.2.9E | |
| 25882 | Geddes, Porter | A gondola is a horrible idea and a slap in the face to everyone in Utah, and honestly just anyone that wants to protect public lands. Why would this be put into place when the people have repeatedly said that they don't want a gondola. This honestly shouldn't even be up for question anymore and will be a dark streak in Utah history if the gondola ends up going up. | 32.2.9E; 32.2.9N; 32.1.2B; 32.2.2PP | A32.2.9N; A32.1.2B |
| 27279 | Gee, Kurt | This"comment."Is a complete sham! Utah's have spoken out roundly disapproving of the gondola idea! The hubris, arrogance, shortsightedness, and wanton disregard for public opinion are all shameful! | 32.2.9E | |
| 27960 | Gee, Kurt | What a sham! As if you care about what the public thanks!? Everyone involved in this should be ashamed! The almighty dollar wins out again! | 32.2.9N | A32.2.9N |
| 30892 | gee, kurt | 100% opposed to the spoiling of our canyons with a massive mistake in the form of a gondola! | 32.2.9E | |
| 27281 | Gee, Kurt | What is going to be done so that the disadvantaged can still afford to enjoy Utah's beauty? | 32.2.4A; 32.5 | |
| 35012 | Gee, Patrick | I write to encourage UDOT to reject the Gondola solution for LCC. The negative aesthetic and physical impact to LCC greatly outweigh its benefits as a solution option. Thank you. | 32.2.9E | |
| 37736 | Gee, Richard | Putting a gondola in Little Cottonwood Canyon is the dumbest idea I have ever heard. It would carry very few people to the ski resorts and it would take too long. An expanded bus service is the only logical solution. Also, who wants to see the canyon spoiled by ugly cables and gondolas going up and down the canyon. This idea is as dumb as building a road across Utah Lake. These idiots have to be from out of state. Nobody in their right mind would build a gondola system or a road across Utah Lake. | 32.2.9E; 32.2.9A | |
| 36158 | Geesaman Rabke, Erin | I am strongly opposed to the building of a gondola in little cottonwood canyon. This does not center the preservation of our watershed, local species, and we humans who love the canyon but do not engage with resorts. Please find an alternative that is better for all in the community, humans and the more than human beings with whom we share the canyon. | 32.2.9E; 32.1.2F32.1.2D | |
| 34110 | Gehring, Anthony | Please focus on bus routes and car pooling over putting a gondola in the canyon. As not only a huge eye soar it will not help winter activities as these canyons can only hold so many people. Adding more unnecessary people, especially low skill level only makes it more dangerous to those trying to enjoy winter recreation. | 32.2.2Y; 32.2.9A; 32.2.9E | |
| 31526 | Geilman, Wayne | Please don't put in a gondola using taxpayers money. | 32.2.9E; 32.2.7A | |
| 38622 | Geisler, Julia | Dear UDOT Project Team: I submitted comments online to UDOT, however the formatting in your comment box does not allow linking pdf documents with hyperlinks and what not. Please find attached the Salt Lake Climbers Alliance's comments on the UDOT LCC FEIS. Please confirm receipt. The SLCA remains committed to advocating and stewarding Wasatch climbing resources and working with the agencies to that end. | 32.2.9E; 32.29R; 32.20B; 32.1.2C; 32.1.2H; 32.2.6.3F; 32.2.6.3C; 32.1.2F; 32.20D; 32.21A; 32.21D; 32.2.9N; | A32.29R; A32.1.2H; A32.2.6S; A32.1.2H; A32.2.6.3C; A32.1.2F; A32.2.9N; A32.29R; A32.1.2H; A32.2.6S; A32.25B; |

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| | | Kind Regards, <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.4B; 32.1.4B; 32.2.4A; 32.2.6C; 32.2.2Y; 32.2.9R; 32.4B; 32.4C; 32.4G; 32.4H; 32.25B; 32.26B; 32.26E; 32.26V; 32.26II; 32.27A; 32.2.6.2.4B; 32.2.6.2.4E; 32.2.7F; 32.2.6.5K; 32.28C; 32.5A; 32.5B; 32.5C; 32.10A | A32.26B; A32.2.7F; A32.2.7C |
| 33756 | Geisler, Nancy | What will you do when a fire breaks out at the bottom of cottonwood canyons and the fire travels 1 minute a mile up the canyons and the gondola brings in thousands of people. There are other ways - electric buses that is environmentally sound then the destruction of forest and sensitive areas of building a gondola | 32.2.6.3F; 32.2.6.5K; 32.2.9A; 32.2.6.3F | |
| 30384 | Geisler, Nancy | No gondola cottonwoods | 32.2.9E | |
| 30613 | Geisler, Nancy | No gondola cottonwoods | 32.2.9E | |
| 27626 | Gelas, Clement | Great with the presentation. Look like an enhance bus line in the cotton wood canyons with a flex bus schedule base on the season , some direct buses to the resort and some smaller busses to the trail head are the way to go . I would be in favor in eliminating all traffic in the canyon for non owners, have a pass for hotel guest, delivery and cabin owner | 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 29923 | Gelas, Clement | Additional questions form my previous comment 1) what's that the options behind controlling canyons access. To me it's critical I'm order to reduce the traffic and make sure most everyone that ski uses the gondola 2) why not looking at both BCC sand LCC as the same issue and propose solution to BCC too ? | 32.1.1A; 32.1.2B; 32.2.2PP | A32.1.1A; A32.1.2B |
| 28785 | Gelb, Stephen | Please please do not build this gondola in little cottonwood canyon. An environmental and operational distaster. | 32.2.9E | |
| 26015 | Gelb, Terri | I come from Utah county and my door to ski lift time is 45 minutes. Why would I park my car 30 minutes in for an additional 40 minutes gondola ride, plus waiting?? As a local, I often just ski for a few hours. Now with this gondola, it would make my round trip commute from 1 1/2 hours to about 3. I would rather pay a toll to use the road. The only time I would ever use this service would be if the canyon is closed for avy control. Also, this is only going to make Big cottonwood have the same serious traffic problems. If I am forced to take the gondola, I'll ski there instead, and I'm sure many others will too. This gondola will not just be a terrible eye sore, but a much much slower way to get up the canyon. | 32.1.4C; 32.1.4J; 32.1.1A; 32.20D; 32.2.9E | A32.1.1A |
| 26136 | Gelderman, Dahriel | Don't put in the gondola. It would destroy so much beautiful landscape | 32.2.9E | |
| 31428 | Gelman, Craig | The gondola is a lazy idea that aims to just be eye candy to the everyday person without habing the knowledge if the impacts it will create. We are so much smarter than this and can create such better alternatives with the ridiculous amount of money it would take to build this! Building a gondola won't stop traffic other than relocate it! We are too smart to consider this a good idea | 32.2.9E | |
| 28253 | Gelman, Martin | This a tax payers boondoggle to benefit Nierdhauser and ski resorts.. I am an Alta season pass holder and see no need to spend my tax paying money to benefit elitists.. Ski resorts need to build a parking facility so bus riders have better space to change and store their boots and more reserved parking. On weekdays there isn't traffic..Besides with climate change you won't have powder days.. | 32.2.2QQ; 32.2.7A; 32.2.2E | |
| 26940 | Gelman, Sheila | We are Alta skiers. If you ski during the week and not on powder days there is little traffic.,People are not riding the bus so there needs to be more incentives. It is a waste of tax payer money to enable a few. With climate change there won't be much powder.,Maybe limit the number of skiers per day as Deer Valley.,There is no need for a gondola in the summer. Let the resorts pay for it . Why should Utahns pay for something that they will not use. | 32.1.2.B, 32.2.2E; 32.2.2K; 32.2.7A; 32.2.9E | A32.2.2K |
| 29131 | Gelman, Sheila | Waste of tax payers money.. | 32.2.9G | |
| 28992 | Gelman, Stephanie | As a Cottonwood Heights resident I oppose building a gondola to Little Cottonwood Canyon. This will not solve the traffic problem and it will ruin the canyon. It will fin ancillary benefit the contractors and the resorts but not the residents of the area. Improving the bus system is the most appropriate way to solve the canyon traffic without ruining the canyon. Study the success Zion has had since implementing a bus system. | 32.2.9E; 32.2.9A | |

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| 27024 | Gendler, Marjorie | I am opposed to spending our tax payer money on a project that will benefit almost exclusively two private businesses, Alta and Snowbird. It does nothing for backcountry skiers and summer hikers who use the trailheads along the roadway. I do not believe the general public is in favor of this expense, especially the majority who do not ski the resorts. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E | A32.1.2B |
| 26049 | Gene, Gary | A gondola is a true travesty to the detriment of everything. The environment, the people, the community. More busing and no destruction!!! | 32.2.9E; 32.2.9A | |
| 35376 | Genther, Connor | I do not support the use of tax dollars to support 2 private ski resorts. Classic example of cooperate welfare. The construction of a Gondola is excessive. Use an easier solution such as tolls for single rider cars, extra bussing. | 32.2.9E; 32.2.7A; 32.2.2Y; 32.2.9A | |
| 36134 | gentry, barbara | I am a skier and I am firmly opposed to the gondola | 32.2.9E | |
| 27988 | Gentry, Diane | this is terrible idea..just because you get people up hill faster. the slopes will be so crowded you won't be able to ski. Locals only no Epic or Ikon passes. | 32.2.9E; 32.20C; 32.2.2K | A32.20C; A32.2.2K |
| 29101 | George, Barbara | NO to gondolas | 32.2.9E | |
| 25366 | George, Brenna | The gondola is an expensive solution that degrades our environment and only benefits the ski resorts. We need a solution that benefits all users of the canyon and works in summer months as well. The most logical solution is tolling, improved bus service, and increased parking at the bottom of the canyons. I strongly oppose the decision to support the gondola. | 32.2.9E; 32.2.9A; 32.1.2D; 32.2.2Y; 32.2.4A | |
| 36178 | George, David | I submitted written comments to UDOT at the e-mail address noted. My comments are safety related. I do not believe the gondola options have properly considered the potential for high winds. stranding a thousand passengers on 30 gondola cabins. There is no valid design basis without long term meteorological data from multiple sites on the route. I also do not believe it is reasonable to operate the gondola when avalanche conditions close highway 201. No responsible operator would allow a gondola to operate in the midst of avalanche control work. In my view these are fatal flaws. I posed some questions to UDOT to seek clarification of the design basis and how emergencies will be addressed. Kind regards, David George | 32.2.6.5K | |
| 38623 | George, David | Dear UDOT Study Team, Attached are my comments on the subject EIS. I am concerned that the EIS and the Gondola design in particular have not properly considered the risks associated with operating a Gondola in a turbulent mountain weather. I am also not in agreement that the gondola can or should operate when the road is under threat from high avalanche conditions. I will also submit abbreviated comments using the EIS web link just to make sure you receive my thoughts. Kind regards, <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.6.5K; 32.2.6.5H | |
| 26192 | George, Jacob | I am strongly opposed to the Gondola option. UDOT should not be recommending a \$550 million project that only relieves a small portion of the traffic going up the Canyon. UDOT failed to mention how the Gondola would scale with more skiers. There is not enough parking at the base, and not enough capacity in the gondolas to address peak needs currently, and certainly not in the future when more people move. It is also not the responsibility of Utah tax payers to solve a problem raised by two ski resorts. They should pay to fix the Gondola, which serves them primarily. There are no summer uses for hiking, and no uses for Backcountry skiing. This is a resort gondola, not a citizen gondola. Why is UDOT not looking at other canyons? Are we going to propose a gondola in Big Cottonwood Canyon next? This is not sustainable. Ski resorts need to solve their own traffic problems. Traffic has largely been mitigated already simply by enforcing paid parking at the resorts and incentives for car pooling. UDOT should have stayed out of this and told the ski resorts to fix this themselves. It's disgusting that snowbird has paid for everything supporting this gondola, including buying the land immediately surrounding the cite. Legislators are also poised to benefit financially from this. UDOT should publicly disclose this information about who would financially benefit from this development. UDOT should poll Utahns to see who would actually use a gondola... Why would anyone pay to park at the bottom, and pay more to ride a 40 minute gondola | 32.2.9E; 32.2.6.5D; 32.2.6.5A; 32.2.6.5N; 32.1.1A; 32.2.2K; 32.6C; 32.2.4A; 32.1.2B; 32.2.9R; 32.6A; 32.2.9N; 32.2.2Y; 32.1.2D | A32.1.1A; A32.2.2K; A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N |

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| | | <p>packed with other people?! Especially when you could just drive yourself or take a bus and be more direct and efficient!</p> <p>UDOT should modify their proposal to state:</p> <ol style="list-style-type: none"> 1. UDOT suggests a 5 year period of reassessment after rolling, snowbanks, and enhanced bus capacity is implemented. 2. UDOT should set specific criteria over those 5 years to determine go/no-go milestones for the Gondola. 3. UDOT should publicly disclose who would financially benefit from the Gondola. 4. UDOT should clearly describe the scalability of each approach as the number of skiers grow. 5. UDOT should give examples of other projects that have cost equivalence. For example, how much affordable housing could we build with \$550 million? Or, how much impact could we have on the shrinking great lake with \$550 million dollars? | | |
| 33116 | George, Jake | I vote to keep it as is and find another solution other than widening the road and the gondola. I'm not sure what the ideal solution would be but neither of these options seem like a good maneuver. | 32.2.9G | |
| 29674 | George, Kyle | It really saddens me that the gondola is a preferred alternative that only benefits a select user group in LCC, and additionally impacts the user experience for hikers, climbers, backcountry skiers and cyclists. SLC has numerous other traffic issues on the west side particularly that could benefit from some of the funds being proposed for the gondola. At the current rate of climate change skiing isn't going to be a reliable commodity for much more than ten years. It seems we should allocate "our" money to more forward thinking alternatives. | 31.1.1A; 32.1.2B; 32.1.2D; 32.2.2E; 32.4B | A32.1.2B |
| 34514 | George, Nicholas | I do not support the gondola. It look and sounds just like a tax credit for the ski resorts. If you want to truly do something that helps then it would need to be a tram or something that will also have multiple stops that allows people to use it throughout the canyon and throughout the year. And if parking is needed then it should be at the gravel pit or closer to the freeway and not in the middle of a neighborhood | 32.2.9E; 32.2.6.5G | |
| 34507 | george, niko | this is clearly profits over nature. the canyons do not need more industrialization. i say NO to gondola/expansion. | 32.2.9E; 32.2.9C | |
| 31745 | Georgiou, Peter | Please do not put a gondola up LCC and further expand the trace humans have left on a beautiful area | 32.2.9E | |
| 27321 | Gerace, Laila | As a taxpayer in SLC and user of recreational activity in the canyon, I am un pleased with UDOTs preference for the gondola. A consistent bus option has not been trialed at this time and could be a viable solution. If buses were available every 5-10min with adequate parking, most people I know would take the bus. However, having to wait 40 min for a crammed bus is not appealing. Please consider a real bus option prior to drastically changing our canyon. | 32.2.9E | |
| 29486 | Geraghty, Doug | One thing I have mentioned to friends who talk with me about this issue is no the mode of transportation, but more a need for storage space. The majority of people who travel up the canyon regularly do so in their private cars or with friends. We suit up and put all our gear on at the car and when we are done with the day feel comfortable out of our gear and in our cars driving down. Using the bus service or even a gondola people will fill most comfortable if they have an option to store their gear at the resort they bought a pass to or like to visit the most. This allows for a more comfortable ride on the bus especially when there's traffic and it can take hours to get down. But even on a short ride on the gondola. There maybe an increase for lockers but they need to be plentiful and affordable without a years long waitlist. I just speak of this as my own experience, as an employee up canyon I have the privilege of being able to store my gear up canyon. It allows me to take the bus with ease on my days off and travel back down in comfort. | 32.2.3A | |
| 35318 | Gerber, Maycie | <p>Hello!</p> <p>My name is Maycie Gerber, and I don't think a Gondola should be built in little cottonwood canyon. I am a Utah resident who frequents little cottonwood canyon for various activities such as hiking, rock climbing, and snowboarding. While the gondola may serve a few people heading to the ski resorts, it will not serve the community as a whole. The gondola will cause irreversible damage to different crags in the area and disrupt the beauty of the canyon. It will also not help to alleviate any parking issues at trailheads along the canyon road. It will only slightly alleviate parking issues at ski resorts. This issue can be better solved by implementing tolls and/or increased bus activity in the canyon.</p> <p>Thank you for your efforts in getting to the bottom of this and considering what will be best for the community as a whole.</p> <p>Best,</p> <p>Maycie Gerber</p> | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.9A | |
| 34196 | Gerbers, Kellie | I am not in favor of the gondola option. The gondola will create significant environmental impacts and impact the climbing situation in little Cottonwood Canyon please do not pursue this option. | 32.2.9E; 32.4B | |
| 35685 | Gerhardt, Catherine | The gondola would require removal/would destroy several areas in the canyon with established boulders. This would be devastating for boulders, particularly for local SLC climbers. Also, the construction required for be gondola would limit/remove access for climbers for years. The gondola is not the solution. Additional busing and rolling should be implemented for several ski seasons to gather further data before the gondola should be seriously considered. Further, the gondola proposal would use public tax dollars (as a taxpayer in Salt Lake City, I would not approve of this use of my taxes). If this project is to proceed (which locals do not want) it would at least need to be funded entirely by the ski resorts who will be the only party to benefit from the gondolas. If the gondola is to proceed, it would at least need to run during "off season," for the ski resorts so that locals can benefit for hiking, mountain biking, climbing, camping, etc. | 32.1.2D; 32.2.9E; 32.2.9A; 32.2.7A; 32.2.6.5F | |

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| 32819 | Gerke, Alecia | Is there a way to only let as many cars that can fit in the canyon up at a time, then just close it? I'm against the gondola because of cost, only going to two ski resorts in the winter and only reducing 30% traffic. Alecia Gerke | 32.2.2L; 32.2.9E | |
| 29467 | Germer, Dean | Yeah. Hi there. This is Dean Germer calling, I live at [REDACTED] and I was just looking at the EIS proposal and I just think it's remarkably great. It's very forward-thinking. I think it's well thought out and gosh, let's get to it. Unfortunately these because of all the all the stakeholder. The stakeholder things these things can take forever and I sure hope that that's not the case. Is there anything I can do as a private citizen, please Don't hesitate to give me a call when I get my first name is Dean. Last name is Germer, g e r m e r and my phone number is [REDACTED] and my email is Dean [REDACTED] t again. I think this is a fabulous plan. Let's get her done. Thank you so very much, bye-bye. | 32.2.9D | |
| 34982 | Gerner, Steve | I am strongly opposed to the preferred alternative (tram installation) to dealing with highway congestion in Little Cottonwood Canyon (LCC). The use of taxpayers dollars to fund a project that only benefits two private businesses is totally unacceptable. The changes in the LCC viewscape and environmental impacts of construction are also unacceptable. | 32.2.9E | |
| 36571 | Gero, Alexandra | I am a resident of and tax payer in the state of Utah, and I do not support building a gondola as the preferred solution to combat traffic in Little Cottonwood Canyon. A gondola will only serve people visiting the two ski resorts in the canyon, and will not address traffic or parking concerns anywhere else in the canyon - anyone who has ever visited White Pine trailhead on a weekend day in summer or winter knows that parking for this area is severely limited for the number of visitors it sees. The gondola also will only run in the winter. A preferable solution to this problem should be one that offers transportation alternatives to single occupancy vehicles all year long, not just during the winter months. The \$550 million dollar price tag is just the baseline estimate for this project, and is sure to be an underestimate of the actual cost. Not only will the project result ultimately in a terrible eyesore, its construction will drastically disrupt the natural habitat for the wildlife that live in the canyon. At a time when the Great Salt Lake is at the verge of collapse, it seems that more of the state's resources should be dedicated to ensuring the health, safety and wellbeing of Utah residents (including the native animals and plants). On the subject of climate change, ample research suggests that a warming climate will not see as much, or perhaps any, snow in as few as fifty years. A gondola now (that serves two ski resorts, only in winter months) is incredibly short-sighted by ignoring this long-term reality. I support a toll for every single-occupancy car that enters the canyon. I support paid parking at both ski resorts, in addition to the cost of a lift ticket. And I support expanded bus service. Until those changes are implemented and prove to be insufficient, it does not wise nor fair to move forward with the most expensive, most destructive, and least sustainable option for reducing traffic in the canyon. | 32.2.9E; 32.2.6.5F; 32.2.2E; 32.2.2K | A32.2.2K |
| 33899 | Gerritsen, Janice | I totally agree with Mayor Wilson's comments. The gondola is too expensive to just serve 2 ski resorts; it will ruin the beauty of the Little Cottonwood Canyon; one would still need to take the bus or park a car to get to the gondola. | 32.2.9E | |
| 34925 | Gersdorf, Miriam | Do NOT build this Gondola. It's cost is ridiculous and only serves a very small portion of the population and only serves to enrich the ski resorts. It won't service any trailheads or run in the summer so very little true impact. It only serves to shuttle more people to the ski resorts. It will not lessen traffic in the canyon. And after paying to build it, we'd still have to pay huge fees to actually use it. The towers are an eyesore. Run buses in the canyon. No cars period unless you've booked lodging. It's been a very effective solution for the national parks. | 32.2.2B; 32.2.9E | |
| 36856 | Gershkoff, Julia | Please do not build the Cottonwood gondola. The nature around it will suffer and it will not improve tourism! We need to put that investment towards saving our sweet salt lake and eco system so the snow continues and so does tourism! Thank you for listening | 32.2.9E | |
| 32671 | Gertig, Amy | Please do not build the gondola. Not only will it be an eye sore, it will not work as well as you intend. First off, there is not enough parking. Nobody will want to park at various park and rides, wait for a bus to take them to the gondola, and then wait for the gondola, and then spend ~45-65 min on the gondola. In addition, the fact that you plan on charging passengers to take the gondola is asinine. It's just another way to make the canyons unaffordable for the people that live in the area. Please consider the two bus alternatives instead. I think the second option including the shoulder, will be the most beneficial. It would be incredible if there were a way to move any climbing boulders impacted by road expansion. Thank you for your time! | 32.2.9E; 32.2.9A; 32.2.9B | |
| 29616 | Gessel, Diana | As a lifelong skier and lover of Little Cottonwood Canyon, I am 100% opposed to building a gondola. (I am also opposed to widening the roads for buses.) Try a reservation system. I am opposed to the gondola because I think it permanently ruins the canyon. I keep imaging the Grand Canyon or the Tetons with a gondola. Yes it would be a beautiful view, but it would ruin the view for everyone else. As I drove up and down the canyon this summer I kept imagining big poles and a gondola cable above me. We don't need it. Don't permanently spoil the canyon! In addition, I don't believe it would be used nearly enough to justify the expense. There are 10 to 30 days a year on which the canyon is super crowded. We just need to take turns. I am an avid skier, my 4 kids are avid skiers, but we are willing to take turns. Frankly, the crowds at the resorts have changed the way we ski already. Getting more people to the resort is not my goal. No one in my family is interested in parking at La Caille, waiting in line to get on a gondola, riding it to the top and then waiting in line to take it down at the end of the day. We would still drive. The gondola does nothing to help traffic going to other locations in the canyon-backcountry skiing, hiking, etc. A gondola mainly benefits the resorts. Utah taxpayers pay for it, theoretically they get more skiers, sell more tickets. No way can the expense be justified for the number of people it serves. Please don't permantly ruin the beautiful, priceless canyon views! | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.7A; 32.2.9E; 32.2.9L | A32.1.2B; A32.2.2K |

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| 29986 | Gessel, Mark | It is not that hard to solve the traffic problem in LCC. Remember that the red snake days only occur when there is fresh powder to ski on. Those days should be bus and carpool (4 or more persons per vehicle) only. Wow! Other things such as charging big bucks for parking, providing free lockers at the resorts for all bus riders, free bus rides, avalanche sheds can help also at a fraction of the cost of a gondola or widening the road. Would a gondola ever be built if the resorts had to pay for most of it? Or if only local money (such as Salt Lake County) had to fund the entire cost. Think of what good 600 million could do to alleviate REAL problems like poverty, food insecurity, lack of good jobs because of lack of affordable training/education, etc, etc. | 32.1.2B; 32.2.4A; 32.2.7A; 32.2.3A | A32.1.2B |
| 30465 | Getty, Joe | The gondola is not the appropriate option. There are already methods in place that need to be expanded on to allow for better flow of traffic and access to BOTH canyons (not just one canyon). Increase bus availability, parking options etc to allow for an intact canyon. | 32.2.9E; 32.1.1A | A32.1.1A |
| 35419 | Getzloff, Alec | As an all-season canyon user, I oppose the proposed gondola project. The gondola would contribute to canyon crowding by bringing more people into the canyon and would not offer a viable solution. It's accessed points would only service private interests and would overall diminish the quality of user experience (which is why we use the canyon, correct?). This project is neither near or far sighted: it does not offer an immediate solution nor does it consider the impact of climate change on the future of winter recreation in the Wasatch, while forever changing the landscape/ view scape of the canyon. I propose revisited bussing options with a toll system in place for private vehicles in peak hours / seasons. The burden of parking availability for ski resorts should fall on the shoulders of said interests. Regulating traffic from this perspective would elevate the user experience and preserve the canyon. | 32.2.9E; 32.1.2B; 32.1.2D; 32.2.2E; 32.1.2F; 32.2.9A; 32.2.2Y | A32.1.2B; A32.1.2F |
| 36499 | Getzloff, Liam | Preferred alternative: bolstered bus system and hefty car tolls. | 32.2.9A; 32.2.4A | |
| 34842 | Geyer, Erinn | I do not support the proposed gondola solution! Please anything that's less invasive to the environment. Thank you! | 32.2.9E | |
| 29335 | Ghent, Andra | Please do NOT build the gondola. The gondola is a terrible waste of taxpayer money. We need to first try and exhaust much cheaper options such as 1) charging passenger cars a fee to go up LCC (perhaps \$20 on non-snow weekdays, and \$40 on snow days and weekends), 2) running much more frequent bus service to the resorts from downtown SLC and the base of LCC. If we try this for a full year and we still don't see any improvement in traffic, we clearly need to charge more for passenger cars going up the canyon. There is a price that makes the existing infrastructure work, we just need to find it. | 32.1.2B; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 26891 | Giallorenzi, Thomas | I support the decision to build a gondola in LCC. | 32.2.9D | |
| 26188 | Giambusso, Charles | I support the gondola option. Less environmental impact, fewer emitting cars, no construction delays on the current road, can be removed and sold if decision is reversed, can be a year round tourist attraction, makes the scenic view accessible to the less able, less construction materials than road construction, continuous travel available rather than scheduled bus service are reasons for my choice. | 32.2.9D | |
| 29775 | Giancola, Gary | In my opinion, the Gondola will be highly underutilized and not justify the huge cost and large footprint. I do not believe that there are enough days of backed up traffic to justify this large expense for taxpayers. I honestly think that visitors will be dissuaded from taking a 50 minute Gondola ride when it now takes 15 minutes to drive up the canyon. For the small amount of days that the canyon has traffic issues, the cost of this project simply cannot be justified. If the resorts and developers want this, they need to bear the expense themselves as they will be the primary benefactors. I am frustrated with how heavily the politicians cater to the developers in Utah. The tax burden for this overreaching corporate boondoggle should not fall on Utah citizens. There are better alternatives that are more cost effective, reasonable and have a smaller footprint. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 37389 | GIANNIS, Mark | Hello, As both a skier and someone who tries to take public transport as much as possible, I oppose the gondola option. The gondola would permanently alter the canyon for a ski season that is shrinking with climate change. Investing such a large amount of money with such uncertainty seems unwise. An enhanced bus service would accomplish the needs of providing better public transport service as well as allowing flexibility in reallocating buses in the future if needs change. Additionally, there is only a fixed and known number of parking spaces in the canyon. The total cars that would have parking spaces is a set figure. It would be easier to reduce congestion by only letting residents or those who have parking reservations up the upper canyon. Thanks, Mark | 32.2.9E; 32.2.2E; 32.2.9A; 32.2.2K | A32.2.2K |
| 32873 | Giarratano, Tom | To whom it may concern, I am an outdoor enthusiast, a climber, a skier, an avid hiker. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. This is not a reasonable solution to the traffic problem. It is a narrow minded solution that only serves Alta and Snowbird. Don't get me wrong I love both of those resorts but don't believe Utah taxpayers should be responsible to pay for this gondola. Not to mention this gondola will only serve the resorts, there could be stops at popular hiking trailheads, bouldering spots etc. | 32.2.9E; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

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| | | <p>Also building a gondola going through Little Cottonwood will permantly alter the beauty of the canyon. Building the towers will lead to the distruction of world famous boulders and access issues for walls people have been climbing on for decades. Little Cottonwood has such deep history and to see it ruined for a few wealthy to profit even more is absolutely unacceptable.</p> <p>We need to consider alternatives that do not permanently alter the canyon landscape first and only then should we consider a gondola.</p> <p>-Tom</p> | | |
| 33811 | Gibb, Sheri | A gondola serves the elite and two ski resorts during 3 months of the year. It doesn't serve the public. Why are tax payers footing a bill that makes these resorts more money? Why should tax payers pay for the elite to be catered to. Limit. Access. Period. | 32.1.2B; 32.2.2K; 32.2.7A | A32.1.2B; A32.2.2K |
| 31693 | Gibb, Sheri | Once again, skiing is only for the rich, and now canyon access is only for the rich as well. I appose the gondolas! | 32.2.9E | |
| 27253 | Gibboney, Erik | You can't build this gondola without destroying the environment in LCC. Please observe that there are much cheaper and better ways to reduce traffic! Over 80% of Utahns vote against the gondola. I don't want LCC to be polluted by huge towers and construction. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 37024 | Gibbons, Allison | Driving home today on Wasatch Blvd, past 7200 South. Little Cottonwood Canyon started to come into view. My thoughts turned to the prospects of having a gondola built in the canyon. I could imagine the system in place. Big metal towers, cables running from each one, and I thought "What a shame that would be to take away of the beauty that naturally exist. We are blessed to have these mountains in our backyard. Surely, we can select an option for transportation that will not take away from the beauty. If I could vote, I would vote NO to building the gondola. | 32.2.9E | |
| 26875 | Gibbons, Blake | I spend significant amounts of time in the backcountry in LCC. Trail running, backcountry skiing, and rock climbing. A set of gondola towers would significantly detract from the original beauty of the area. Everyone who recreates outside of the ski areas themselves seems to oppose the gondola. The only reason it is being proposed is to drop more people at the ski resorts which are already overcrowded. The solution is unfortunately, limit the amount of people that will be in the canyon. When it's full, it's full. You can sell all the ski lift tickets you want, but the lift capacity is the same. No one wants to ski for \$200 a day at \$50 per run because you wait in line for 1 hour per ride. Allowing thousands more into the canyon will just overrun this resource. The gondola is a non-sense plan being pushed by big business that irresponsibly damages the land around the resorts. Don't do it. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 33850 | Gibbons, Michael | <p>I am very worried that the ski resorts are going to continue to use this to squeeze money out of us. I'd really like to have the following addressed:</p> <ol style="list-style-type: none"> 1. Without cars at the ski resorts there will be no areas for patrons to eat their own lunch. None of the buildings operated by the ski resorts allow for packed lunches. If we are going to pay for a gondola for the ski resorts, I would like a guarantee of ample public facilities for packed lunches. 2. The only "free" storage areas at the ski resorts are currently inside of personal vehicles. If you aren't going to let us drive up, please provide free public lockers and storage areas for our gear - it is often necessary to remove layers and change gear with weather conditions, and we will now have nowhere to store it. 3. If we are going to put in a gondola, we might as well connect the canyons and greatly expand the footprint of the ski resorts. It is not like it will be a "wild" canyon anymore with giant metal beams and cables running overhead visible everywhere in the canyon. Before we install this let's secure statements from the forest service that we can add tons more lifts. <p>I appreciate the public comment period, and I hope you can address the concerns of having nowhere to eat home lunch and store gear.</p> | 32.2.3A; 32.1.5B; 32.1.2B; 32.2.0C | A32.1.2B; A32.2.0C |
| 29187 | Gibbs, Daniel | I oppose the gondola for Little Cottonwood Canyon due the visual and environmental impact. Shuttling more people up the canyon is not a priority for me. Maintaining the beauty while allowing an acceptable number of people to recreate responsibly is a priority. | 32.2.9E | |
| 37065 | Gibbs, Justin | Please don't build the gondola, at least without a tax payers vote. As someone who skis and enjoys many activities in the wasatch I ask you seek alternatives to the lcc traffic issue, or simply allow it to persist. Skiing is a choice made by an affluent minority, we can wait to ski. Burdening tax payers with the bill and eyesore of the gondola is not responsible public governance. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 38074 | Gibbs, Melissa | I have lived in Sandy all my life. As a 46 year resident of the city I love little Cottonwood Canyon. I snowboard and hike and spend lots of time with my family in the canyon. I do not want the gondola! It's going to ruin the beautiful scenery. There are other options than this terrible idea. No gondola! I don't want my taxpayer money funding it and I don't want the eyesore that it's going to create in the canyon. No gondola! Don't cave to the developers. No amount of money is worth ruining our canyon! I want my grandchildren to experience the canyon as I did as a child. No gondola! | 32.2.9E; 32.2.7A | |
| 36480 | Gibbs, Thomas | I support the Gondola. | 32.2.9D | |
| 32187 | Gibby, Devon | I don't know why we don't have a dedicated bus lane in the winter that is a dedicated bike lane in the summer. Add some avalanche sheds in certain areas and make the resorts have reserved parking. I've been going to Alta for a long time, and the parking reservation system has really helped with traffic. No need to spend hundred of millions on a pet project for certain politicians and their buddies. A gondola is a horrible idea and will just back traffic up even more along Wasatch drive while people try to park. It also adds another expense and skiing is expensive enough. Not to mention all the other people who use the canyon year round. | 32.2.9E; 32.2.2K; 32.2.6.5E | A32.2.2K; A32.2.6.5E |
| 28209 | Gibby, Nate | The gondola is a great solution to the transportation problems in Little Cottonwopd Canyon. I hope we can make it happen. | 32.2.9D | |
| 28117 | Gibson, Bryan | I am opposed to the development of a gondola in little cottonwood canyon. This project will take years to complete (while the issues goes unaddressed) will be very expensive , and will have limited impact on the traffic its seeks to alleviate. In addition the building of the gondola will have significant environmental impact on the | 32.2.9E; 32.2.2K | A32.2.2K |

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| | | canyon and it will only serve one user group of the canyon- resort skiers, other better options exist. Much simpler and more cost effective solutions exist. For example requiring the ski resorts to charge for parking (on a sliding scale so that more people in the car = less cost) and using 100% of those proceeds to subsidize and increase in buses would be a simpler solution that could reduce traffic much sooner and at much lower cost. Increased buses could be combined with a ban on parking outside of designated parking lots (at least on busy weekends) and if needed, on the busiest weekends an absolute limit on the number of cars in the canyon with a "one-in one-out" policy | | |
| 30197 | Gibson, Dave | I DO NOT want a gondola built up LCC. Traffic can be absolutely horrible at times, but that's what happens when you broadcast the Olympics to the world and keep spending millions a year on "COME SKI UTAH" marketing campaigns. The gondola isn't needed and is just a marketing ploy to advertise a new tourist attraction that will ruin the canyon for life. We can get my just fine with what we currently have and keep the canyon as-is. Thank you for your time and please make the right decision and scrap this idea. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9G | A32.1.2B |
| 32025 | Gibson, Jody | No to the gondola. It will ruin the beauty of our canyon and a waste of taxpayer money. | 32.2.9E | |
| 26620 | Gibson, Leland | SHAME ON YOU. DO NOT BUILD A GONDOLA IN LITTLE COTTONWOOD CANYON WITH MY TAXES. | 32.2.7A; 32.2.9E | |
| 26305 | Gibson, Lyndsie | No gondola | 32.2.9E | |
| 32770 | Gibson, Mark | The gondola is a ham-handed and grandiose excess belying many, and more sensible, cost-effective alternatives. I oppose it. | 32.2.9E | |
| 32741 | Gibson, Mary | I am strongly opposed to the proposed gondola in Little Cottonwood Canyon. It is unethical and unwise to use taxpayer dollars to benefit two private resorts. Consider other alternatives including more storage for ski equipment at resorts so bus transportation is not so cumbersome. | 32.2.9E; 32.2.3A | |
| 27191 | Gibson, Mary | I strongly oppose using our tax money to build a gondola in Little Cottonwood Canyon to benefit two private businesses. There are many less expensive and less disruptive options for improving transportation in this canyon. | 32.2.9E | |
| 32853 | Gibson, Tim | I am a PhD geoscientist and avid climber, and I am adamantly opposed the construction of the Gondola in Little Cottonwood Canyon. Not only is this a poor use of UDOT funds that will benefit a tiny proportion of the UT population, but it will have major environmental implications. Further, it will dramatically alter the natural environment of the canyon in a way that will diminish all users' experience. Please reconsider the Enhanced Bus Alternative! | 32.2.9E; 32.2.9A | |
| 29892 | Giebel, Brad | No Gondola. Electric bases, tolled road with daily limit of vehicles. | 32.2.2K; 32.2.4A; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.2.2K |
| 26231 | Gienger, Troy | I am a US citizen living in Salt Lake county and have been a consistent visitor of Little Cottonwood Canyon for years. I think that the gondola is a terrible idea that will impact the canyon views, climbing areas, nature, and beauty far more than it will provide any utility. Building a gondola just to aid in lowering traffic up the canyon and back down it during the winter ski season weekends seems to make little to no sense due to the very small percentage of days out of the year that it will be providing a function to lower the frustration and annoyance of ski season weekend drivers. I propose that UDOT increase the number of busses that travel routes up canyon during the prime ski season weekends and that an increase in parking fees be made at the resorts to limit the traffic up canyon and lower the chances of accidents and pollution from individual drivers. A fee for a seasonal bus pass could even be created, making UDOT and the state of UT some money off of this Approach. I would happily pay for a bus lass and take the bus if it meant no gondola in Little Cottonwood Canyon. I hope this and many other options are considered far more than the current gondola proposal and that it's seen that the citizens of UT who frequent the canyon would far prefer anything other than the gondola and want their voices heard. | 32.2.9E; 32.1.2B; 32.2.9A; 32.2.4A; 32.4B; 32.2.2Y; 32.2.2PP | A32.1.2B |
| 37996 | Gifford, Barbara | Please do not put a gondola system in our canyon. I am opposed to it because of the initial cost as well as the continuing operating costs. I am also opposed because I feel it will detract from the beauty of the canyon and will negatively impact hiking and similar outdoor activities. | 32.2.9E | |
| 35344 | Gifford, Dylan | Please please please do not build a gondola it makes no sense and there are better ways to move people efficiently through the canyon. | 32.2.9E | |
| 30765 | Gifford, Henry | I'm very disappointed in UDOT's decision to move forward with the Gondola. Based on the polls and media reporting, local residents and mayors are overwhelmingly against it. Why are tax payers being asked to solve a problem Alta and Snowbird are responsible for? As a longtime user of Little Cottonwood Canyon, I know the skier traffic issues are only during 10 to 20 peak ski days. It's fiscally irresponsible to spend close to a billion dollars to address a traffic problem that only exists a small fraction of a year.? If the location of their businesses is inconvenient to their customers the ski resorts should bear the responsibility and cost to solve their problem. Skier days have already increased over the last several years. This growth crowds the resorts and threatens the environment to the point where it will soon be unattractive for Utahns to use them. Why is the traction law not enforced on snow days? Too often the congestion and backups are due to a vehicle that shouldn't be in the canyon in the first place. Where is the evidence that the Gondola will resolve traffic congestion? The parking lots will still be full on powder days and holidays. No one I have spoken with would choose to pay to ride a gondola, with all their gear, if driving their car was an option. The gondola will not reduce the number of vehicles in the canyon. It just puts more people in the canyon and jeopardizes a critical watershed and permanently scars the canyon. | 32.2.9N; 32.2.9E; 32.1.2B; 32.2.7A; 32.2.2M; 32.2.4A; 32.2.2K | A32.2.9N; A32.1.2B; A32.2.2K |

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| | | <p>Why has UDOT not worked with UTA to improve bus service to make it more skier friendly? The impact of a few incremental changes have already shown a marked improvement to the congestion on busy days. Traffic has already been reduced simply by implementing parking reservations. At a Students for the Wasatch Event on 9/21/22, Alta Ski Lifts General Manager Mike Maughan said about parking reservations: "It was a positive thing. We saw the reduction or change in the flow of traffic in the canyon." I know many locals who would prefer to take a bus if they were more frequent and convenient. Riding the bus means their cars would not be subject to the wear and tear from driving the canyon. Little Cottonwood Canyon is an important watershed and environmental treasure that must be protected, not exploited for the financial benefit of Alta and Snowbird.</p> <p>What is your contingency plan for when the gondola does not fulfill its stated purpose? What if no one rides it? The inflexibility of a gondola solution is a major problem. Once it is built, the impacts are permanent. Other solutions provide more flexibility and less risk. You're harming the very thing we should be working hard to protect and preserve.</p> <p>According to the Utah Senate Bill 0277, which kicked off this project, it "must have significant economic development impact associated with recreation and tourism within the state." What qualifies UDOT to decide how to best benefit tourism? You have claimed that even if the proposed phasing solves the traffic problems you still plan to go ahead with the gondola. The purpose of the gondola then becomes solely a tourism decision. That makes about as much sense as entrusting the Utah Office of Tourism to make highway expansion decisions.</p> | | |
| 36448 | Gifford, William | The gondola is not necessary at this time - please try lower cost and easier options first, such as improved bus service and parking reservations/fees at the resorts at peak times (weekends). | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 28899 | Giguere, Travis | Please don't move forward with the Gondola, there are so many lower impact options we can try before jumping to such an extreme. Help us preserve the canyons. | 32.2.9E; 32.2.2PP; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 33903 | Gilbert, Babak | Absolutely NO on the gondola. Don't ruin an entire canyon just for the benefit of two privately owned resorts that'll make use of it a few months out of the year. This will be the biggest waste of taxpayer money just to benefit two resorts. You should be ashamed of yourselves if you allow this to pass. | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 33702 | Gilbert, Emma | The gondola is only going to help some people. I think increasing public transportation up the canyon and charging a fee will encourage people to use public transit and drive less. Please don't ruin our hiking trails and climbing crags! | 32.2.4A; 32.2.9A; 32.2.9E; 32.4B | |
| 30883 | Gilbert, Gabe | Currently implemented free fare days prove that citizens will take advantage of subsidized public transportation! Revamping the canyon bus system is the answer, not destroying the environment and access to many parts of the canyon! | 32.2.9A | |
| 37734 | Gilbert, Korinne | Wholeheartedly support gondola | 32.2.9D | |
| 27296 | Gilbert, Lindsay | Polls show that Utah taxpayers do not want a gondola put into Little Cottonwood Canyon. There are more flexible, effective, and fiscally-responsible alternatives that exist that will not require large scale destruction of our canyon. This solution does not consider anyone other than the privately-owned ski resorts, and as a climber, I'm devastated about the numerous boulders with world-class climbs that will be destroyed in this process. Please reconsider. | 32.2.9E; 32.4B | |
| 35531 | gilbert, mark | NO gondola , please! Electric or Natl. gas powered buses with HIGH parking rates at ski resort! | 32.2.9E; 32.2.6.3F; 32.2.2K | A32.2.2K |
| 35146 | Gilbert, Michael | <p>As a backcountry enthusiast, I agree with UDOT that a preferred solution will represent a summary of key concerns expressed within the public comments that were received and processed: EQUITABLE PUBLIC ACCESS to dispersed recreation, OVERCROWDING, VISUAL IMPACTS, WATER QUALITY IMPACTS, AND YEAR-ROUND ACCESS for a majority of visitors. The proposed solution does not address these aspects - below is a list of issues that I see with UDOT choosing Gondola Alternative B as its preferred alternative:</p> <p>Dispersed Use - UDOT claims to have "Consideration of all canyon users, not just resort visitors," but by only having resort terminals and not operating year-round it's clear that this is disingenuous at best. It is well known that the White Pine trailhead is wildly popular year-round, with cars parking up and down the highway for up to a mile in either direction at all times of the year. This not only forces people to be far from their intended destination, it also creates a significant safety hazard along the state highway. The argument that UDOT uses for not stopping at White Pine is that there will be less traffic on the highway due to the gondola, thereby enabling White Pine users to drive to the lot is a red herring. WBA does not think that vehicle traffic will be abated enough (if at all) by the gondola to justify this conclusion. Backcountry users - like resort patrons - want to be able to use public transit in lieu of their own vehicles to access the canyon, but that is not possible under the current proposal.</p> <p>Economic Benefit - The EIS states: "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts.," I do not feel that enriching two private entities is UDOT's mission or responsibility and that applying taxpayer dollars to that end is a reckless use of public funds. Meanwhile, it should be noted that the latest Snowsports Industries of America participation numbers (2021-22) show a nearly 6% decrease in resort skiers and a 96% increase in backcountry skiers. Furthermore, data from the National Ski Area Association likewise indicates that participation in resort skiing has remained essentially flat for the last 30 years. More broadly accessible, dispersed activities such as backcountry skiing, snowboard touring, nordic skiing and snowshoeing on the other hand are among the fastest growing segments of the snowsports industry. And yet these increasingly popular activities, which should be made accessible to a majority of visitors to LCC, are fundamentally ignored by this proposal.</p> | 32.2.9E; 32.1.2D; 32.1.4I; 32.6B; 32.6D; 32.2.7F; 32.2.4A; 32.1.2C; 32.2.9B; 32.2.2D; 32.2.6.5N; 32.2.9N; 32.1.1A; 32.1.5B; 32.2.6.5H; 32.4B; 32.4P; 32.17A | A32.2.7F; A32.2.7C; A32.2.9N; A32.1.1A |

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| | | <p>Expense - The initial cost proposed by UDOT for the gondola was \$550M. This was pre-inflationary times, so even in the last year that figure will have risen to \$600M, if not significantly higher. Even if the cost has only increased by \$50M, that means that every single person in Utah is "paying," \$200 each to have what is effectively the most expensive chairlift in history installed for the benefit of two businesses (and auxiliary businesses). Any benefit associated with the proposed gondola will likely never be realized by the many Utahns who don't ski and/or live in other areas of the state, despite them paying for it.</p> <p>Gondola Fees - Along with the rising costs of construction and UDOT's admission that funds may not be available, the prospect of high costs for people to ride the gondola exists. There has been little discussion from UDOT or the ski resorts regarding fees for riding the gondola. It seems logical that high or even exorbitant fees to ride the gondola will drive ridership down.</p> <p>Seasonality - As currently proposed, the gondola will only run from December through April. This is despite the fact that traffic in LCC between June and October is effectively at the same level as the winter, with Snowbird actually parking more cars for their Oktoberfest celebration than they do on winter powder days. Relegating the gondola to winter use only confirms that this is NOT a public transit option and is instead a wholly-taxpayer-funded chairlift to benefit two private ski areas.</p> <p>Other Solutions - UDOT says "it may take years to secure federal, state and/or private funding for full implementation of Gondola B," but it also may NOT take years, so clearly the gondola is the priority. And if UDOT is trying to simultaneously raise at least \$600M for the gondola AND fund the alternative solutions, the money is in danger of not being available for ANY solution. And by making it clear that the gondola is the preferred solution, UDOT is effectively being incentivized to make the alternate solutions NOT work. Therefore, I strongly suggest that UDOT acknowledge up front that the large tab for the gondola is unrealistic and focus its efforts on simpler, more easily attained transit solutions using existing infrastructure: tolling for all canyon users to disincentivize SOV's, enhanced bus lanes, enhanced bus service (already being cut for the 22-23 season), alternating uphill/downhill flex lanes, etc. This would require UDOT working more closely with UTA, which appears to not be the case.</p> <p>Phasing/Safety/Construction - The physical and operational elements of a gondola alternative render it useless unless the entire system is constructed. Recognizing UDOT typically does not develop a funding plan until the EIS is finalized - and that this project is so controversial - the EIS should be more specific on the intentions of UDOT in phasing specific elements of the selected alternative. As per Executive Summary, page S-25, Section S.11, there are no safety or operational benefits to construct part of the gondola. This section on phasing deserves additional clarity in order to adequately and transparently inform the decision. Delays on full funding of any length of time would render this entire NEPA process unreliable, and would require restarting the process anew.</p> <p>Risk/Flexibility - UDOT's consideration of a gondola as a transportation solution is highly innovative - and risky. While they may be confident in all of the analysis that went into evaluating its chance of success in meeting the Purpose and Need, there is little discussion in the DEIS for how a gondola system would be modified physically or operationally if that becomes necessary, or who would be in charge of making those determinations, and on what basis, and for what cost, and what the direct, indirect and cumulative impacts of those changes would be. This creates an inadequate basis for a decision to select the gondola alternative.</p> <p>Controversial - By anyone's assessment, this project has been "polarizing," in the community. A recent survey showed that 80% of respondents did not favor the gondola. The DEIS uses a softer characterization of "strong interest." It is irresponsible to suggest it is anything other than controversial; for example, the mayors and councils of two of the biggest stakeholders - SLC and SLCO - have taken strong positions against the preferred alternative, instead saying that common sense solutions that use existing infrastructure and more buses should be pursued. All of the largest and most engaged environmental and dispersed recreational groups have said the same thing.</p> <p>Parking Reservations/Tolling - Alta Ski Lifts parking fees this past winter and the effects on LCC traffic were a clear example of the impact that paid parking and tolling in the canyons could have on traffic reduction. This week UDOT again introduced the concept of tolling, but the complexity of the suggested program is confusing at best. Please consider simpler and more universal tolling at lower rates to generate better results.</p> <p>Big Cottonwood Canyon - UDOT has inexplicably chosen to ignore BCC's traffic situation despite a changing business environment that has made BCC just as popular as LCC and with similar traffic problems. Social trends indicate that user growth in the Tri-Canyon area will continue to demand solutions that are integrated across the entire area, and the pressures to connect the canyons and extend the gondola could result in a segmented expansion of those transportation systems - which is inconsistent with NEPA. A BCC/LCC connection is unacceptable to WBA and many other stakeholders who want to preserve the unique qualities of each canyon and avoid the prospect of lifts criss-crossing the ridgetops.</p> <p>Verification - UDOT has not provided examples or proof that adding a gondola will actually reduce traffic in LCC. With continued full vehicle access on the state highway it is just as likely that visitors will continue to drive their vehicles up the canyon for maximum efficiency as some will take the gondola. There is a lack of acknowledgement by UDOT that "powder fever," and the overarching enthusiasm for skiing/riding tends to have the psychological effect of users demanding maximum transit efficiency, which the gondola does not represent.</p> <p>Avalanche Mitigation - The use of howitzers to control avalanches is projected to continue into the future. The gondola will not run while avalanche control work is happening and once anti-personnel shells are launched over the gondola, it must be cleared before it can start up again. In fact, there may be even more downtime than simply opening the road when - as is most common - the avalanches do not reach the road. UDOT does not state how long it will take to unload cars, inspect cables and towers, and reload cars during routine avalanche control which is something we must know before accepting the findings of the EIS.</p> | | |

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| | | <p>Effects on climbing -I am also deeply concerned about the effect the construction and operation of the gondola will have on the world class climbing in LCC. Climbing has a long history in the canyon, is a very popular activity, and it's representative group Salt Lake City Climbers Alliance has a long history of engaging with the state and the LDS church to protect and enhance the LCC climbing areas, yet the EIS effectively ignored the impact on climbing in its Preferred Solution.</p> <p>Viewshed - While I acknowledge that the top of LCC harbors a small town and two ski resorts and related businesses, the heart of LCC is wild terrain that includes clearly visible tracts of designated wilderness. The effect of 200-foot tall towers and 35-person gondola cars will be an eyesore that a majority of constituents, to whom such infrastructure will be visible whether they are driving, hiking, climbing, or skiing, will find offensive. Gondola infrastructure will be visible to anyone skiing, hiking, or otherwise recreating in the south or north facing terrain of LCC, as well as simply doing a leisurely drive up the canyon. There are clearly better, more logical common sense solutions that can be put in place that do not create such an eyesore in this unique environment.</p> <p>Thank you for your efforts on this process and for your consideration of this comment.</p> <p>-Michael</p> | | |
| 32783 | Gilbert, Nathan | No Gondola, let's do simpler things first. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 26584 | Gilbert, Sonya | No gondola. Thank you. | 32.2.9E | |
| 26910 | Gilbreath, Houston | A gondola is not the solution- especially at the burden of tax payers. Regardless of the impacts of the other options, this is unilaterally a half a billion dollar project to benefit two private businesses that I have to fun. Do better. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 26176 | Gile, Dennis | I am adamantly opposed to the gondola. I live in Tavaci at the base of big cottonwood. I know first hand that the days something like this are necessary are very, very few per year. Maybe 10%. There are much better alternatives to manage traffic than scarring our beautiful mountain with a gondola and wasting hundreds of millions dollars. And an even a smaller percentage of our population will use the gondola (10%) than the days it would be beneficial. I will be joining the forces of those who have been opposed and helping increase the awareness and opposition of this unfortunate decision of ODOT. | 32.2.9E; 32.2.2PP; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 29902 | Giles, John | Wrong decision If this happens Alta and snowbird shoul pay for every penny not taxpayers UDOT sucks | 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.2.9N |
| 33455 | Giles, Justin | The gondola doesn't make a lot of sense. It's mostly corporate welfare. It only is necessary for around 3 weeks a year. It doesn't stop anywhere other than the two resorts at the top, so it only benefits the resorts. There's zero equity in this solution | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 35161 | Giles, Louisa | Building a gondola in our beautiful Little Cottonwood Canyon is not the answer. The cost is enormous. The sensible thing to do is to implement a timed entry system. Save a lot of money and give it a try. It works in Arches and Zions National Park. Building all those gondola towers will affect the beauty of the canyon and just put even more people on the already crowded slopes. Please consider all the alternative transportation modes and don't waste a whole lot more of taxpayer money. | 32.2.2K; 32.2.2B; 32.20C | A32.2.2K; A32.20C |
| 29821 | Giles, Mary | <p>AGAINST the Gondola:</p> <p>As a resident of Utah, specifically Sandy, I am AGAINST the proposed gondola for the following reasons:</p> <p>Loss in revenue from the climbing community. Every year, climbers travel to Little Cottonwood canyon from all over the WORLD to climb here. Videos can be found online of climbers spending time in Little Cottonwood canyon for weeks trying to climb these boulders. Destroying this landscape would destroy this source of tourism and revenue for Utah and future generations.</p> <p>Destruction of landscape for current Utahns- current Utahns use these boulders to climb every season. They are renowned climbing spots for aged climbers and new climbers alike. Destroying a piece of climbing history.</p> <p>Limited use of the gondola for limited groups of folks: the time of year this gondola would be "put to use" and the number of folks that would use it does not outweigh the number of folks who use these boulders and landscapes to recreate for longer periods of time throughout the year (outside of just the limited winter season)</p> <p>With the projections of snow DECREASE in the canyons due to the destruction of the Great Salt Lake, more investment by UDOT should be done to benefit public transportation in the Salt Lake Valley instead of a gondola to benefit only a select few during a select time of the year.</p> | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.6.5F; 32.2.9E; 32.4B; 32.6A; 32.6D | A32.1.2B |
| 32010 | Gilfillan, Terri | I am surprised that there is any support at all for a gondola. Most every Utah resident I have ever spoken to about this is against the gondola. I cannot see this problem being solved by charging tax payers this ridiculous amount of money to take people to 2 ski resorts. This is a terrible use of tax payer money. The gondola continues to create congestion issues on Wasatch Blvd and I can tell you right now no one wants to make multiple transfers from bus to gondola to ski resort to shuttle with all of their ski gear. I honestly do not see this solving any of the issues. Enhanced bus service with multiple buses running from multiple locations in the valley and leaving every 10 to 15 minutes would solve this problem. A BIG NO to the gondola. A BIG YES to more buses running from more locations in the valley. A designated ski bus pick up and drop off at multiple locations in the valley. | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.2I | A32.2.2I |
| 26663 | Gill, Drew | As a long time user of the cottonwood canyons and a snowbird frequenter I can confidently say that this gondola is an absolutely disgusting misuse of resources. Traffic is only a problem a couple days of the year. We have not yet fully explored lower impact options such as increased buses. Let's try some cheaper and lower impact options out before we start dumping insane amounts of money to subsidize a private business. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |

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| 26311 | Gill, Matthew | Please do not move forward with the destructive building of a gondola. There are other alternative options that are cheaper and as environmentally friendly as the gondola. Please do not deface this beautiful canyon. | 32.2.2PP; 32.2.9E | |
| 28098 | Gillespie, Lendy | I am extremely disappointed with UDOT's conclusion due to the fact that other less impactful methods (more buses, tolling, and carpool incentives) have not even been tested. This feels like a huge waste of tax payer money when only about 20% of locals endorse this endeavor. The magnitude of change to the environment in LCC would be huge and I do not feel UDOT has done their due diligence or is in fact capable of doing so. I am very opposed to the gondola! | 32.2.9E; 32.2.9A; 32.2.29R | A32.2.29R; A32.1.2H; A32.2.6S |
| 25481 | Gillett, Michael | NO! This is a limited solution that does not scale. There is no integration with other long term infrastructure such as a rail option to link current and future trax capability. It destroys the unique beautiful views people come to Utah for. It cannot expand capacity to meet future demand like a rail system could. Emergency rescue and maintenance will be a problem when it eventually breaks down as the ground below will not support rescue operations. High snow and adverse weather conditions is going to make maintenance a problem resulting in failures. This does not serve the community or is a solution. Make snowbird implement a parking requirement like Alta already does. Please do not build this! | 32.2.2I; 32.2.6.5A; 32.2.6.5K; 32.2.2K; 32.2.9N | A32.2.2I; A32.2.2K; A32.2.9N |
| 28484 | Gillett, Mike | Expand or change the bottle neck of the 25mph turns in the canyon. Force Snowbird to start charging for parking like Alta does and stop the extremely dangerous parking situation at Snowbird through tickets. The ski resorts are already at capacity for the mountains and this problem should be on the resorts to properly limit capacity, not the state to pay the developers for a broken solution. Tax payers already have no budget for entertainment. That's why they hike the canyons. You are taking away perks of being a tax payer living here from the middle and lower class. This action has never worked out and will result in more criminal activity to get around it. You are making a bunch of rich developers richer while hurting the community. Shame on all of you for letting this get this far. | 32.2.2K; 32.2.20C; 32.2.9E; 32.2.7A; 32.1.2B; 32.2.2PP | A32.2.2K; A32.2.20C; A32.1.2B |
| 37165 | Gillette, Nancy | I am adamantly opposed to the gondola in Little Cottonwood Canyon. | 32.2.9E | |
| 29787 | Gillette, Raymond | Climbers and other outdoor enthusiasts from all over the world have enjoyed this wilderness for how it currently is. Some climbers are even world class now because of frequenting this area. It would be an absolute shame to ruin this beautiful place forever. | 32.2.9E; 32.4B | |
| 35853 | Gillette, Raymond | This should NOT be happening. This area means so much to so many outdoor enthusiasts. It would ruin the land and access. Please reconsider. | 32.2.9E | |
| 36639 | Gillmor, Heidi | I'm against the Gondola. I think it only benefits people who ski, yet it's the taxpayers who are paying for it. I would rather see that \$ go into Education. | 32.2.9E; 32.1.2D | |
| 35310 | Gillot, Nat | A gondola in the canyon would not be an optimal, efficient, or cost effective measure in alleviating traffic in Big Cottonwood canyon. As a year-round resident who hikes and skis in the canyon, I would be much more inclined to take the bus up the road were it more frequent and timely (nobody wants to be left stranded at the resort at the end of their day because they chose to take public transportation). Not only would the gondola be an eyesore in our beautiful canyon, it would also have devastating environmental impacts, thus denaturing the very thing visitors look forward to. Please consider a more environmentally friendly, efficient, and sensible alternative to this Goliath-sized measure. | 32.1.1A; 32.2.9E | A32.1.1A |
| 26500 | Gilman, Megan | This entire ordeal is a terrible idea to say the least not only would the gondolas destroying an entire ecosystem, contributing to an absurd amount of fossil fuels being emitted, using half a BILLION tax payer dollars to pay for something that none of them want, but as someone who grew up in the mouth of the canyon I have been late to school for 90% in the winter and the only thing the gondola would do is push the traffic back towards several schools zones. I shouldn't have to get a police escort to school in the winter because all the tourists decided that this gondola that is contributing to climate change, ecological destruction, and waste of tax payer money that tax payers don't even want to pay to contribute to this monstrosity is better than spending a couple hours in traffic | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 36386 | Gilmer, William | 17 October 2022 Based on information provided in the Final EIS UDOT should not construct the proposed Gondola Alternative B and proceed with the Enhanced Bus Service Alternative. For the following reasons the Gondola Alternative B should not be considered: 1. The economics as stated in Section 6 do not adequately justify the mandate as directed by SB 277. Of the \$12.3B generated by the recreation industry, \$1.322B are attributed to the ski industry of which, based on pg 6-13 numbers Alta and Snowbird contribute \$1.76.3M. This breaks down to the ski industry contributing approximately 13.3% of total recreation dollars with the Little Cottonwood Canyon ski areas contributing less than 2% of that amount. Construction of a gondola that will only benefit 2 ski areas for a brief period of the year cannot justify a +600 Million dollar project. 2. The taxpayers of Utah should not be subsidizing private industry. If, after many years of stepwise enhancement of public transport do not adequately mitigate transportation issues, consideration for the two ski areas constructing and paying the total cost of a gondola system could be contemplated. 3. Reliability and maintenance issues are not adequately understood for a gondola of this length. Currently, many storm days and inclement weather shutdown the Snowbird tram on a regular basis. 4. Who will be responsible for the operation and maintenance of the gondola? This is not in UDOT's purview and the report does not address the cost of rides nor who will receive the revenue from Gondola fares. The taxpayers of Utah should not build a system that will generate revenue for private businesses. 5. The La Caille development will only benefit private business (Snowbird?) and should not be subsidized by the Utah taxpayers. 6. The Gondola Alternative B does not, nor will it, address any issues of traffic congestion in Big Cottonwood Canyon which also contains two ski areas. On the basis of the FEIS UDOT should immediately implement the proposed Enhanced Bus Service Alternative. Aspects of this implementation should include: 1. Acquisition and construction of mobility hubs at the Gravel Pit and 9400 South locations. The full 1500 and 1000 space units should be built as this will: a. Lock up the required space from future development encroachment, b. Allow future growth and implementation of a variety of public transportation options, c. Potentially mitigate SR 210 issues without the need for a gondola, and | 32.2.9E; 32.2.9A; 32.1.2D; 32.2.7A; 32.2.6.5K | |

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| | | <p>d. Mitigate traffic issues in both Big and Little Cottonwood Canyons and benefit 4, not two, ski areas. 2. Complete the Five-lane Alternative and upgrades to Wasatch Boulevard extending to North Little Cottonwood Road as necessary. Consider lane reversal options as needed to relieve congestion in the morning and afternoon peak traffic times. 3. Implement only one snowshed installation at the highest incidence avalanche zone. 4. Construct all proposed trailhead improvements and ensure that backcountry ski users have areas to park at the most popular areas. 5. Limit single vehicle use on peak use and storm days. While checking for snow tires have officers turn away all single passenger vehicles on highly congested days. Implement all possible strategies to change personal vehicle use, including tolling, to a culture of public transport usage. Ensure reliable, accessible public transport and do so in concert with local hotels and ski area input. 6. Ensure that the ski areas help subsidize UTA in proportion to their economic benefit. If personal vehicle usage limitations require enhanced bus service to increase skier days then the ski areas should participate in the cost of enhanced services.</p> <p>The state of Utah needs to address the serious congestion along Wasatch Boulevard and SR210 as the results of increased traffic to the Alta and Snowbird ski areas. However the proposed Gondola Alternative B is not the required solution. This alternative serves only a very small, elite population for a very short time of the overall seasonal use of Little Cottonwood Canyon, benefits two private businesses with taxpayer largesse, and provides no benefit for other wintertime users including backcountry skiers, snowshoers, and winter climbers. A gondola this long does not exist and will have very many design, logistical, maintenance, and reliability issues that have not been adequately addressed in this FEIS. Nor have the cost of fares, who will maintain and operate the system, and who will receive the revenue generated by the system. Utah taxpayers should not pay for the Gondola Alternative B and UDOT has many other projects that will benefit a much larger portion of the recreational industry.</p> | | |
| 25547 | Gilmore, Joseph | The Gondola is one of the worst ideas I've heard in years. The fact that this got approved when a VAST majority of people polled didn't want it and it will cost tax payers millions is absurd. | 32.2.7A; 32.2.9E; 32.2.9N | A32.2.9N |
| 28328 | Gilmore, Roland | extremely unrealistic that you think me and my 4 year old can take a bus to the gondola with all of our equipment, extra clothes and food for a few hours of skiing. where would the thousands of people store shoes, food, extra clothes etc when they get there. honestly if you have kids or ski you can see how unrealistic this is. | 32.2.9C; 32.2.9E; 32.2.3A | |
| 30539 | gilmore, roland | as a rock climber, back country skier and hiker i don't not support the gondola. it's adverse effects far out weigh any benefit | 32.2.9E | |
| 30400 | Gilmore, Ryan | I moved to Utah 3 years ago and it's changed even since then pretty significantly. But adding a gondola to the canyon will destroy its beauty. Yes, you'd be able to see the canyon from new angles but it would destroy the base of the canyon. The infrastructure needed to build the gondola would ruin many climbing areas that are famous. Crowding the canyons will not fix the issue. It needs to be addressed that, as a whole in the community, we need to respect the canyons and their beauty by taking public form of transportation. Restricting people to carpooling and public transportation during busy times will help alleviate the congestion. | 32.2.9E; 32.2.9A; 32.4B | |
| 35766 | Gilson, Makenna | I do not support the proposed gondola! Please please do not do it. It will ruin that canyon! | 32.2.9E | |
| 27625 | Gimbel, Jere | I am in favor of the gondola to snowbird and alta | 32.2.9D | |
| 25337 | Gines, Deon | I am delighted with the gondola option! It will be a major attraction year round! | 32.2.9D | |
| 35336 | Ginley-Hidinger, Nicole | <p>The Gondola is an inequitable solution that negatively impacts lower-income residents.</p> <p>Dear Utah Department of Transportation,</p> <p>Choosing to build the Gondola in Little Cottonwood Canyon is simply the wrong solution.</p> <p>1. You are choosing to implement fees to access our public lands There is public land past the Snowbird gates that should remain accessible to all. Implementing a fee to use this area makes it so not everyone can afford to visit the lands that we are already paying to access through taxes.</p> <p>2. The gondola only benefits the resorts The gondola solution only benefits Alta and Snowbird, which are corporations whose main goal is to get the most people on the mountain. It won't stop at any trailheads and still requires people to drive to the base of the canyon to park. I also strongly believe that my tax payer money shouldn't go to benefiting the needs of the resorts, who if they want a gondola should pay for it themselves.</p> <p>3. You are making residents pay 3 different times for the gondola As a Salt Lake County and Utah resident, I pay taxes every time I go to the gas pump, or the store, or receive my paycheck. As an avid skier, I also choose to pay for a season pass every year. If the gondola is built, I will then have to pay a fee, that will add up over the year, to either ride the gondola or drive to a trailhead. Therefore, I personally am paying 3 times to build a gondola I don't even want.</p> <p>4. You are making it clear that if you have money, you have a better chance to ski Currently, if you wake up early, you can navigate the canyon easily, even on the deepest of days. It's the great equalizer as no matter your yearly income, it depends on your commitment to getting out of bed in the dark and waiting in line at the gate that dictates if you get first turns. The proposed method of charging cars</p> | 32.2.4A; 32.2.7A; 32.2.6.5G; 32.2.9E | |

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| | | <p>that go up the canyon sends a clear message that you prioritize people who have money and believe they deserve a greater chance to ski. Everyone else should wait in line in the cold. This is disgustingly inequitable.</p> <p>I hope you re-evaluate your decision to build a gondola up Little Cottonwood Canyon and begin to think of a more equitable solution that benefits low-income residents instead of decreasing access to public lands and increasing the number of fees and taxes.</p> <p>Thank you for your time. Nicole</p> | | |
| 26903 | Ginos, Derek | The ski resorts stand to gain the most from this half billion civic project. How much will they be contributing toward this project? | 32.2.7A; 32.6A | |
| 38184 | Ginsburg, Joey | The gondola, or a rail for that matter, are massive infrastructure projects that will disrupt the canyon and all of its activities for years throughout their construction. Once completed, they would be eyesores in the canyon, and make many popular hiking and climbing spots unusable. They would help mitigate traffic in the canyon in the winter yes, but all of that traffic still has to go somewhere, and that somewhere will be pushed into the neighborhoods below LCC, spanning in a large radius around the proposed base station. A shuttle system to this base from the quarry would push traffic back onto I-215. This gondola proposal only has true upside for Snowbird and Alta, leaving all who use the canyon, and the surrounding canyons, at a loss for the majority of the year. I'm not alone when I say that I hope you strongly consider other alternatives to alleviate traffic in LCC and it's adjacent areas. | 32.2.9E; 32.1.2D; 32.2.6.5E | A32.2.6.5E |
| 36250 | giordano, amanda | this gondola will ruin the environment as well as provide a way to exclude even more of the community from accessing mountains. | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 32947 | Gipson, John | As an outdoor enthusiast and professional in the outdoor industry that participates in all types of outdoor activities in Little Cottonwood Canyon, I emphatically do not support the building of a gondola in little cottonwood canyon. The gondola would have a huge negative effect on one of Salt Lake City's biggest economic drivers: dispersed recreation (hiking, climbing, running, backcountry skiing). This is more difficult to quantify than resort skiing, but is a huge factor when people choose to visit and/or relocate to Salt Lake City and is surely the largest economic driver in our local canyons. Without access to those resources, Salt Lake City economy would take a large hit and would suffer in recognition as an enticing community to mix work and recreation. Many industries, especially the outdoor industry where I work, have made moves into Salt Lake City because of its ease of access to the outdoors including Little Cottonwood Canyon. With the building of a gondola and the loss of those resources, it is extremely likely that those companies would no longer consider bringing jobs into the state. Further, the building of the gondola is fiscally irresponsible, with half a billion in initial construction costs alone. The building of the gondola will come with the destruction and/or removal of irreplaceable and historic word-class climbing and views In addition to exorbitant fees and the guaranteed loss of recreation in the canyon, the gondola is not an equitable solution and will perpetuate environmental marginalization and injustice in the Wasatch Front. | 32.2.9E; 32.6B; 32.6D; 32.5A | |
| 33464 | Girardi, Patricia | There are many people with more eloquent ways of saying this so I'll keep it short. My opinion is that the gondola is an awful idea because it's fiscally irresponsible, will disrupt the beautiful natural character of the canyon, and serves only a small fraction of the people who recreate in the canyon. Please consider other alternatives that are less expensive, have less environmental impact, and are more equitable to the users of the canyon. Thanks | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 31187 | Gish, Kyle | I am opposed to the gondola. It is an unnecessary way to spend half a billion dollars. The future of these canyons is mass transit, in the form of frequent buses serving efficient parking structures near major highway arteries. It is simple physics, and the gondola simply would not have the capacity to serve the needs of those that want to get up little cottonwood canyon. | 32.2.9E; 32.2.9A | |
| 35566 | Gishen, Jeffrey | <p>I was happy to see that UDOT chose Gondola B as the preferred alternative in the LCC FEIS; it was far better than the Enhanced Bus Service with PPSL. I say this to avoid misinterpretation of my more negative comments about the initial, pre-gondola phase in the FEIS.</p> <p>UDOT was very thorough in the FEIS in its analysis of the preferred alternative. In contrast, the choices proposed for the initial, pre-gondola phase seemed superficial and almost glib. Good suggestions for improving traffic flow on the LCC road were dismissed with insufficient reasons stated.</p> <p>As one example of this, I would cite Mike Maughan's comment (DEIS comment #13320). The final section of this comment, "Interim Solutions," has a half dozen excellent suggestions on how to improve traffic flow on the LCC road. None of those suggestions made it into the FEIS.</p> <p>As another example, in section 32.2.4 of the FEIS (p. 32-65), UDOT responded to comments about enforcing the traction law by stating "It would not be possible to ban two-wheel-drive vehicles since the only method of verification would be to stop vehicles for inspection, which creates additional congestion.," First of all, on the busy, snowstorm days when 4x4 is necessary, traffic is usually stop-and-go in the canyon anyway; inspections will not add to the travel time. Secondly, if it is impossible to stop vehicles to ensure that they meet the traction law, why does UDOT have a Cottonwood Canyons sticker program? There would be no problem going up the canyon without a sticker. Is UDOT telling us that their own sticker program is a waste of time?</p> <p>Tolling and the timing of avalanche control also needed more thorough analysis in the FEIS, but they are more complicated issues, so I will submit separate comments on each of them.</p> | 32.2.2M; 32.2.9D | |
| 35583 | Gishen, Jeffrey | The timing of UDOT avalanche control activities in LCC has been a major cause of winter traffic problems in the canyon. DEIS comments from disparate sources (e.g., #13328, #13320) have noted the advantages of completing avalanche control earlier in the morning, and statements to this effect have appeared on social media even prior to the EIS process. In the FEIS UDOT maintains that doing avalanche control earlier in the morning is impossible and, in so doing, they may be | 32.2.6.2.3C | |

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| | | <p>missing an opportunity to improve traffic flow in the canyon even prior to implementation of the gondola.</p> <p>The essence of the reasoning in the FEIS for not doing avalanche control earlier in the morning, as I understand it, is 1) UDOT does not want to fire artillery in the dark, and alternatively 2) they claim that necessary placement of Remote Avalanche Control (RAC) devices in the wilderness areas above the LCC road would violate Federal law.</p> <p>Regarding the first reason above, the time of sunrise varies with the time of year. Why are morning LCC avalanche control activities always scheduled to end at 8:00 am, regardless of the time of sunrise? Can they not start earlier when the days are longer?</p> <p>Regarding the second reason above, UDOT acknowledges that the use of artillery for avalanche control may soon be illegal due to Federal mandate, without saying how canyon road avalanches would be controlled when that happens. Wouldn't UDOT have to seek approval for RAC's in the wilderness areas above the canyon road at that time? I understand that approval for such use of RAC's may require new legislation granting a legal exception for the Salt Lake Twins Wilderness. That is not an easy process, which is all the more reason to start immediately.</p> | | |
| 35599 | Gishen, Jeffrey | <p>The tolling solution proposed in the LCC FEIS seems destined to be ineffective. The proposal states that tolling would only be applied on "busy," winter days. The FEIS does not define "busy," winter days but, presumably, they would be the snowstorm days, when more people travel up the canyon to ski and road conditions are terrible. A tolling gantry would be located near Snowbird Entry 1, using either license plate recognition or electronic transponders to identify cars to be tolled.</p> <p>Let's think about this. On the busy winter days defined above, by the time vehicles reach Snowbird Entry 1, license plates are covered with snow and hence not readable from the gantry. License plate scanning has been used successfully in the Alta parking lots, but that involves parked cars and an attendant who can get out of his scanning truck to brush snow off of plates, when necessary; that is not possible from the gantry.</p> <p>A tolling gantry at the base of the canyon would work somewhat better for license plate scanning, simply because the snowfall at the base of the canyon is lighter and less frequent. Still, not a perfect solution.</p> <p>A tolling gantry that uses electronic transponders could work, but that creates other problems. How do you identify the cars that do not have a transponder, but drive up the canyon anyway?</p> <p>UDOT can go ahead with the tolling plan as they described it in the FEIS, but whether it is effective will soon become apparent. When the number of cars tolled on a "busy," day is significantly less than the number of parking spaces taken, we'll know that it did not work.</p> | 32.2.4A | |
| 33572 | Gishen, Jeffrey | <p>The FEIS indicated that the LCC snowsheds would be implemented during Phase 1, if sufficient budget is available. The construction of these snowsheds would have a temporary, but significant, negative impact on traffic flow on the LCC road. As a result, I recommend that construction of the snowsheds be delayed until after the gondola is installed, so that there is an alternate means of travel up and down the canyon while snowshed construction is taking place.</p> | 32.2.9D | |
| 28364 | Gisseman, Eva | <p>I've had a time share in snowbird for 50 years. I love the Gondola idea. Pleasing earth tone collars on the cars and aesthetically they will be great!!!! Good job guys!</p> | 32.2.9D | |
| 32608 | Gitch, Karen | <p>There is no reason to build a gondola when buses could solve the problem. More buses, more frequently, more availability. Building a gondola for a few days of avalanche "back up" is not a wise choice. There is never a backup of cars in the summer!! It's all about money!!! Please reconsider this ridiculous idea of a gondola. Save our canyon</p> | 32.2.9A; 32.2.9E | |
| 30751 | Gladback, Amanda | <p>The gondola is not a sustainable option. Getting less and snow every year, and its not predicted to change. Instead, both ski resorts should implement parking reservations. There is limited amount of parking, there is limited number of that cars that can fit in the canyon. Limiting traffic by reservations and by increasing bus services. Unlike the gondola bus services are not permanent. A gondola is not as cheap for most people. Driving, or a bus ride is a much more affordable option. A gondola option would not be affordable. Skiing is already so expensive. Who would ride the gondola when it's cheaper to drive?</p> | 32.2.2K; 32.2.2E; 32.2.9E; 32.2.4A | A32.2.2K |
| 25383 | Gladding, Melanie | <p>You obviously don't care about public opinion otherwise you would not be moving forward with the gondola. I am 100% opposed to the gondola! No gondola! Please consider something less destructive to the canyon and our views. The gondola doesn't solve the problem - people will still drive up the canyon. A cog train + no non resident/non employee vehicles is the best solution. I'd love to know who is getting rich off this absolute disaster of a decision.</p> | 32.2.9N; 32.2.9E; 32.2.2B; 32.7C; 32.6A | A32.2.9N |
| 34386 | Glaser, Steven | <p>Comment 6293 Original Comment: 2.2.2.1, 4th Paragraph. The phrase 'Level 2 resources' is used here, but they are not defined. UDOT Response: The commenter mentioned a specific section and paragraph, but UDOT could not find this reference. However, Table 2.2-2, Level 2 Screening Criteria (Impacts), of the Draft Environmental Impact Statement (EIS) lists the resources considered in the screening process. Follow-up Comment: Here is the original Draft EIS text in its entirety. The phrase 'Level 2 resources' is in the next-to-last sentence of the last paragraph. 2.2.2.1 Improve Mobility on Wasatch Boulevard Improving mobility on S.R. 210 in 2050 involves meeting two different needs: improving mobility for commuter traffic during the weekday on Wasatch Boulevard and improving mobility for the winter ski traffic on S.R. 210 along the entire corridor from Fort Union Boulevard to the town of Alta. The screening criteria for weekday commuter traffic on Wasatch Boulevard are different than for winter ski traffic since the roadway travel demand varies by each type of traffic. Because the criteria are different, the alternatives screening process for Wasatch Boulevard in particular was conducted separately from and prior to the alternatives</p> | 32.2.2X; 32.2.6.5K; 32.2.6.5H; 32.2.7C; 32.2.7E; 32.2.9N; 32.2.9W; 32.2.6S; 32.2.9N; 32.2.6.5N | A32.2.7C; A32.2.7E; A32.2.9N; A32.2.6S; A32.1.2H; A32.2.9R; A32.2.9N |

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| | | <p>screening process for S.R. 210 overall (see Section 2.2.2.2, Improve Mobility on S.R. 210 from Fort Union Boulevard to Alta). The mobility benefits provided by the Wasatch Boulevard alternatives that passed Level 1 and Level 2 screening were considered part of the baseline conditions when evaluating how to improve mobility on S.R. 210 overall (see Section 2.2.2.2). For more details about the Wasatch Boulevard screening results, see Appendix 2A, Draft Alternatives Development and Screening Report June 8, 2020.</p> <p>Table 2.2-3 shows the alternatives considered for Wasatch Boulevard and the screening results. As shown in the table, only the Imbalanced-lane Alternative and the Five-lane Alternative passed the screening process. Both alternatives met UDOT's level of service goal of LOS D or better. With the Imbalanced-lane Alternative, the level of service on Wasatch Boulevard would be LOS C in 2050, and with the Five-lane Alternative, the level of service would be LOS B or C. With all of the other alternatives, segments of Wasatch Boulevard would operate at a level of service of LOS F.</p> <p>The footprints and impact lines for the Imbalanced-lane Alternative and the Five-lane Alternative are similar, are mostly within UDOT's existing right of way, and would not have substantially different impacts to any of the Level 2 resources considered. Because the two alternatives would have similar levels of impacts and costs, the Level 2 screening analysis did not give UDOT a reason to eliminate either alternative.</p> <p>Original Comment: 2.2.4, Gondola Alternative B, Travel Reliability. It was stated in a local newspaper that gondola will be stopped whenever avalanche control work is performed to ensure no damage to the system before restarting. What if there is damage? What is the contingency for getting people off? What will happen to traffic on what is undoubtedly a superb powder day? What is the maximum length of time for getting the gondola system up and running again? Days? Weeks? The rest of the ski season? What are the implications for travel reliability of the gondola system? This does not appear to have been addressed in the EIS.</p> <p>Follow-up Comment: UDOT's response 32.2.6.5K addresses portions of the comment, but not all. It does not address whether the gondola would need to be stopped and inspected whenever avalanche control work is performed. If true, this would have a major impact on the reliability of the gondola alternative given the frequency with which avalanche control work is performed. The Record of Decision (ROD) should explicitly discuss whether this is a valid concern, and if so, incorporate it into it's alternative selection.</p> <p>The comment also asked for the maximum length of time to get the gondola system working again in the event of damage, and the implications for the travel reliability of the gondola system. The response merely says that repair times would depend on the nature of the damage. While true, this evades the point of the comment. If there is a potential for damage to occur that could result in the gondola being out of commission for a week, a month, or more, that is something that should certainly be considered in weighing the alternatives. If on the other hand, it is difficult to envision a situation where the gondola would not be running for more than a day or two, not so much. Again, the robustness of the gondola system needs to be accounted for in making the final alternative selection in the ROD.</p> <p>Original Comment: Appendix 2G (Preferred Alternative Selection Memorandum), Section 2.2.4, Preferred Alternatives Selection. This section is too vague to justify the selection of the two alternatives. Just listing an alternative's attributes and how the negative impacts could be mitigated is not sufficient. This could be done to justify the selection of any of the alternatives.</p> <p>For example, when it comes to cost, it is stated that the Enhanced Bus with Shoulder Lane Alternative has the second lowest capital cost, and the Gondola Alternative B has the second highest cost. Merely mentioning the rankings is not sufficient characterization, as these statements would be the same if the cost differentials were \$1 million, \$1 billion, or \$1 trillion. The EIS should describe in detail why it is worth spending an additional \$150 million for the Enhanced Bus with Shoulder Lane (versus the Enhanced Bus Alternative), and an additional \$240 million for the Gondola Alternative B.</p> <p>This comment is just one example. Other factors should also be included in this analysis. For the Enhanced Bus with Shoulder Lane Alternative, in addition to cost, this section should also discuss why this alternative's selection is warranted given the additional effects on wildlife and the natural environment (including the specific amount of additional wildlife habitat impacted, the specific amount of additional pavement, and the impact on streams, riparian areas, and floodplains) and recreation (including impacts to more recreation areas, climbing resources, and trailheads, and the additional visual impact), compared to the Enhanced Bus Alternative.</p> <p>For the Gondola Alternative B, there should be a similar discussion, guided by the summary characteristics of the alternative provided by Table 6. In addition to cost, there would be a discussion of why this alternative is warranted in the face of the negative visual impacts it would have, not to mention many of the other factors listed for the Enhanced Bus with Shoulder Lane Alternative, such as the acres of wildlife habitat impacted, floodplain impacts, recreation areas and trail effected, etc. The reasons for comparing the impacts to those of the Enhanced Bus Alternative are that 1) the Enhanced Bus Alternative satisfies the Project Purpose and Need, and 2) it is the least costly alternative and, 3) based on Table 6, this alternative has the smallest environmental impact for every listed characteristic (where environmental impacts are used in the sense of the table title).</p> <p>UDOT Response: From 32.2.9W: The final selected alternative will consider the environmental analysis identified in the EIS along with the transportation performance of the alternative. UDOT will provide detailed reasons why it selected the alternative in the Record of Decision.</p> <p>Follow-up Comment: UDOT's essentially defers its response to the ROD. However, the Final EIS does not provide the detail necessary for the ROD to properly follow through on this promise. As just one example, the comments below point out how visual impacts have been incompletely characterized. Without a full characterization, it is impossible to properly weigh the pros and cons of the alternatives in the ROD.</p> <p>The alternative selected in the ROD should explicitly show how the various factors were weighed. One possibility to do so quantitatively is to use Decision Analysis. Where a factor is inadequately characterized at this time, the ROD should either be delayed pending additional data collection/analysis, or the ROD should show how the same outcome would be arrived at regardless of what additional data collection and analysis might show.</p> <p>Original Comment: 4.4.4.2. - Regional, Paragraph Two. This paragraph states: ". . . some recreation users might see the gondola as a negative visual impact, reducing the quality of their recreation experience."</p> <p>For me personally, it is highly likely that I will view the gondola as a negative visual impact, and that this will reduce the quality of my recreational experience. I say this based on how I have reacted to other developments in Big and Little Cottonwood Canyon (e.g., Snowbird's development of Mineral Basin, and the condominium</p> | | |

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| | | <p>development at Solitude). I now generally avoid certain hikes/snowshoes that I used to enjoy as a result.</p> <p>I have spoken with my wife, and she also believes that it is highly likely that the gondola will have a negative visual impact, and reduce the quality of her recreational experience. I have spoken to several friends who have the same opinion. In total, I have spoken with enough people who share this opinion to qualify as 'some.' Therefore, this sentence should be edited to state: "It is highly likely that some recreational users will see the gondola as a negative visual impact, reducing the quality of their recreational experience.," Furthermore, since a small sampling readily turned up so many people with this perspective, an inquiry should be conducted to determine if in fact the sentence should actually read "It is highly likely that large numbers of recreational users will see the gondola as a negative visual impact, reducing the quality of their recreational experience.," (italicized phrases for the purposes of the comment only).</p> <p>UDOT Response: The EIS was modified as follows: However, recreation users might see the gondola as a negative visual impact, reducing the quality of their recreation experience during any time of the year.</p> <p>Follow-up Comment: The text still uses the word 'might'. The original comment dealt with the likelihood of the visual impacts, indicating that they were 'highly likely,' and provided a rationale. The Final EIS should be modified to address the likelihood, rather than leaving this as a possibility of unknown significance for the ROD to interpret.</p> <p>Original Comment: Table 17.3-1, Key Observation Points. Almost all of the key observation points (KOPs) are quite close to the road. While (for example), the gondola will appear smaller from greater distances, that does not mean that only locations nearest the gondola need to be evaluated. One could potentially see the gondola for hours while returning to a trailhead for example. The longer time, with the view of the gondola looming ever larger, is a factor that would need to be considered.</p> <p>The Key Observation Points should be comprehensive enough to allow some sense for how long a person would notice the gondola while hiking, mountain biking, snowshoeing, or backcountry skiing. This includes the Red Pine Trail, the White Pine Trail, and the trail to Cardiff Pass/Flagstaff Peak/Mt. Superior and Monte Cristo from the town of Alta. There should also be KOPs on the ridgeline between Little and Big Cottonwood Canyon, and on the ridgeline between Little Cottonwood and American Fork Canyon. These are all popular with backcountry users (including myself), and should be included in the evaluation of visual impacts.</p> <p>UDOT Response: The response 32.17A includes the statement "however, this does not change the analysis that the gondola infrastructure would be visually dominant and out of character with the surrounding environment.,"</p> <p>Follow-up Comment: The Final EIS did not add the requested KOPs, nor does the response (32.17A) explain why this was not done.</p> <p>The original comment was requesting that the visual impacts be fully characterized so that they could be properly compared to the benefits of the gondola. Just as it is important to know that a particular alternative is faster than another by 15 minutes as opposed to 1 minute, it is important to know whether the visual impacts on backcountry users will be limited to the very beginning and end of the excursion, or whether they will be periodically or continuously present during portions of the hike or route.</p> <p>Similarly, the reason for analyzing ridgeline impacts is to determine whether visual impacts will be limited to backcountry recreation initiated within Little Cottonwood Canyon, or whether it also affects the many additional people traveling to the ridgeline from adjacent canyons. Without a full characterization of visual impacts, the ROD cannot properly compare the advantages and disadvantages of the different alternatives.</p> <p>Comment 6437</p> <p>Original Comment: 5. Within Little Cottonwood Canyon, the project goal is to reduce traffic during peak hours by 30 percent. The EIS analysis concludes that Gondola Alternative B meets this goal. However, the gondola is not a scalable form of transportation. An uncertainty analysis should be conducted to determine the likelihood that the gondola will succeed in meeting the project goals. This is because the traffic demand model has substantial uncertainties, as it requires projecting the amount of road use out to 2050; i.e., by decades.</p> <p>Appendix I (Draft Vehicle Mobility Analysis) to Appendix 2A (Draft Alternatives Development and Screening Report), Section 2.1, used a study that concluded that total traffic has been increasing in Little Cottonwood Canyon at a rate of 1.2 percent per year. (This study was published in 2018 although the EIS does not provide the years included in the data set.) It was then assumed that the 30th busiest hour would increase by exactly this same rate (for a total increase of 46 percent) through 2050.</p> <p>Modest changes in the assumed growth rate will result in quite different traffic levels by 2050. It would not be surprising if the 30th highest hour was substantially different.</p> <p>To give some perspective, note that Ski Utah (https://www.skiutah.com/news/authors/pr/utah-sets-record-for-skier-days-in) stated that skier days in 2018-2019 for all of Utah were 12 percent higher than in 2017-18, and 24 percent higher than for 2016-17. These data are for all of Utah and are not specific to Snowbird and Alta, much less Little Cottonwood Canyon as a whole. However, it is still notable that there was a 24 percent increase in two years, whereas the model is predicting only a 46 percent increase in 32 years.</p> <p>It should be further noted that the traffic growth rate in Little Cottonwood Canyon as a whole is not necessarily the same as the growth rate of the 30th hour. For instance, it is possible that skier visitation is going up at greater than the average growth rate at peak times (holidays and powder days), balanced out by declines in November and April as climate change makes these months less reliable/desirable for skiing.</p> <p>As a second example, the EIS states in its Draft Vehicle Mobility Analysis that "According to an analysis conducted for UDOT (Fehr & Peers 2018b), traffic on S.R. 210 has been increasing at a rate of 1.2% per year.," (Appendix I (Draft Vehicle Mobility Analysis) to Appendix 2A (Draft Alternatives Development and Screening Report)). Assuming this is an accurate summary of the Fehr and Peers report, the 1.2 percent growth rate is an average for the year as a whole and is not specific to the ski season (much less the busiest months of the ski season). It may well be that ski traffic has been increasing (or could increase) at a greater rate than the 1.2 percent, and traffic the rest of the year has been increasing by a smaller amount.</p> | | |

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| | | <p>It would be inanity to spend half a billion dollars on a project and then have it fail. This is especially so if an uncertainty analysis would have shown that even though the most likely result would be for the gondola to be up to the task, there was also a reasonable probability that it would fail to meet the project objectives, and leave us with a consistently clogged road. Given that the capacity of the gondola cannot be increased, an uncertainty analysis needs to be conducted to determine the robustness of this solution with regards to meeting the project goals.</p> <p>UDOT Responses: 32.2.6.5A: However, the number of cabins can be scaled to reduce or add capacity depending on future demands within the limits of the evaluation conducted in the EIS.</p> <p>32.2.6.5N: Designing a system to carry more users is possible but not warranted to meet the project purpose. The gondola system is based on the number of parking spaces that supports the system, which is 2,500 vehicles. Once the parking is full, the gondola system has reached its capacity. So capacity cannot be increased beyond the design of parking unless more parking is added.</p> <p>Follow-up Comment. These responses are incomplete. The comment requested an uncertainty analysis to determine the likelihood that the gondola alternatives would succeed in meeting the goal of reducing traffic in peak hours by 30% given such factors as the uncertainty in the traffic growth rate that will occur, and that the growth rate for the average day can be different than the growth rate of the highest traffic days. The comment response did not address if the ability to add cabins, combined with the number of parking spaces serving the gondola, means that the uncertainty in the traffic growth rate is minor or irrelevant, or if there is a significant potential for the gondola to fail to meet the project goals if traffic growth rates have been underestimated.</p> <p>To be more specific, an annual 1.2% rate of traffic growth over 30 years results in a 43% cumulative increase in volume. However, if the annual rate of increase is 2%, there is an 81% increase. What is the maximum reasonable amount that the assumed annual 1.2% rate of traffic growth could be an underestimate (and what is the basis for that value)? What would the cumulative level of traffic increase be under those circumstances? Given the parking limitations and limitations on adding cabins to the gondola, would the goal of a 30% reduction in traffic be achieved? If not, how close would it come? This evaluation should be accounted for when selecting the final alternative in the ROD.</p> <p>The response to this comment raises an additional issue. If cabins are added to the gondola to increase capacity, how does that affect gondola travel times to the resorts? A sensitivity analysis in the traffic growth rate should guide the number of additional cabins assumed in this analysis (unless, of course, the gondola works in way where the travel time is independent of the number of cabins)</p> <p>Comment 7943</p> <p>Original Comment: 10.4.8.1, 4th Paragraph. This paragraph obscures the fact that the uncertainties with evaluating the potential for health effects for mobile source air toxic emissions (MSATs) are not substantially greater than those for criteria pollutants. The text states "The methodologies for forecasting health impacts include emissions modeling, dispersion modeling, exposure modeling, and then a final determination of health impacts, with each step in the process building on the model predictions obtained in the previous step." However, this statement is also largely true when evaluating criteria pollutants, and is therefore not a reason to not quantify MSAT health risks.</p> <p>This EIS explicitly performs emissions and dispersion modeling, which is the same whether the focus is a criteria pollutant or an MSAT. The health impacts are based on a comparison to National Ambient Air Quality Standards, which is analogous to comparing MSAT concentrations to reference concentrations (RfCs) that have been developed for the non-carcinogenic MSATs (such as diesel exhaust particulates). It is true that since the standards for criteria pollutants are based on exposure periods of no more than one day, they do not have the uncertainties that MSATs have with exposure modeling. However, the exposure modeling uncertainties, which are associated with the amount of time a person is at a receptor location (e.g., at their home), are far lower than those for the emissions modeling, the dispersion modeling, and the toxicity assessment. If there was perfect information for the exposure modeling, the overall uncertainty with the assessment would be largely unchanged.</p> <p>UDOT Response: The response 32.10E states the following: As stated in Chapter 10, Air Quality, of the EIS, there are no standards for hazardous air pollutants, so it would not be possible to compare any results. In addition, as stated in the analysis, the S.R. 210 Project is considered a Tier 2 project. The types of projects included in the Tier 2 category are those that serve to improve operations of highway, transit, or freight without adding substantial new capacity or without creating a facility that is likely to meaningfully increase mobile source air toxics (MSAT) emissions. Tier 2 projects require only a qualitative (not quantitative) analysis because of the low potential for MSAT effects.</p> <p>Follow-up Comment: While a quantitative analysis may not be required, this does not change the fact that the text of the 4th paragraph of 10.4.8.1 is highly misleading. The uncertainties with comparing diesel exhaust concentrations to a reference concentration are similar in magnitude to those associated with comparing particulate matter concentrations to the NAAQS standard, and the EIS should not imply otherwise.</p> <p>Original Comment: 10.4.8.1, 4th and 5th Paragraphs, 70-year lifetime. With regards to the uncertainties, the EIS especially discusses the difficulties with making reliable estimates of 70-year lifetime MSAT concentrations for the purposes of estimating the cancer risk associated with these chemicals. This statement is not consistent with U.S. Environmental Protection Agency (EPA) guidance. The EPA's Human Health Evaluation Manual, Supplemental Guidance: Update of Standard Default Exposure Factors (OSWER Directive 9200.1-120, February 6, 2014), has a default residential exposure duration of 26 years. In other words, evaluating the carcinogenic impact would only require evaluating emissions through approximately 2050, the date used for evaluating the air quality impact of criteria pollutants.</p> <p>Follow-up Comment: No changes were made by UDOT to the text of the EIS, and the identified comment response (32.10E) does not address the comment. The original comment is stating the EIS text is wrong: an evaluation of MSATs does not require an exposure evaluation of 70 years. The text should be corrected to remove the offending statements, and the ROD should be performed without relying on this EIS text.</p> <p>Original Comment: 10.4.8.1, 6th Paragraph, Risks from Diesel Exhaust. This paragraph is misleading. While the EPA has not established a toxicity value for quantifying cancer risks associated with diesel exhaust, it has established a reference concentration of 0.005 mg/m3 (see the Integrated Risk Information System (IRIS) database (epa.gov/iris)). Furthermore, Section 10.2.3 of the EIS cites EPA's 2011 National Air Toxics Assessment as identifying nine MSATs that should be included in a NEPA analysis based on their being either a cancer risk driver or a noncancer hazard contributor. Diesel exhaust is cited in the National Air Toxics Assessment as a driver of non-cancer hazards, and it should be considered in that context.</p> <p>This paragraph also states that "there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT</p> | | |

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| | | <p>compounds.," It is unclear what is meant by national consensus. It is true that toxicity values for MSATs have not gone through a formal rule-making process. However, EPA has established toxicity values for the MSATs, and has published them on the IRIS database. This database is based on a compendium of available toxicological data, containing both United States and international studies, and peer-reviewed and non-peer reviewed research. The toxicity values on the IRIS database have been used in evaluating risks from chemicals in soil, groundwater, and air in a variety of settings. They are completely appropriate for use in the context of an EIS.</p> <p>Follow-up Comment: As with the previous comment, no changes were made by UDOT to the text of the EIS, and the identified comment responses (32.10A; 32.10E; and 32.10F) do not address the comment. The EIS text describes in great detail why the Integrated Risk Information System (IRIS) is a credible database, and about how it concludes that the available data does not justify quantifying the dose-response relationship between diesel engine exhaust and cancer risks. This same IRIS database also concludes that the existing toxicological and epidemiological data is sufficient to warrant the establishment of a reference concentration (RfC) for diesel engine exhaust for use in evaluating the potential for non-cancer effects. Non-cancer health effects are just as important as cancer effects. Since the EIS thoroughly addresses why evaluation of the cancer endpoint is not appropriate for diesel engine exhaust, it should give equal discussion to non-cancer endpoints. The ROD must be performed accounting for potential non-cancer as well as cancer impacts.</p> <p>Original Comment: 10.4.8.1, 7h and 8th Paragraphs. For non-carcinogenic effects, a hazard quotient in excess of 1 is the standard by which risks are considered to be potentially significant. (Comment abridged).</p> <p>Follow-up Comment: As with the previous comments, no changes were made by UDOT to the text of the EIS, and the identified comment responses (32.10A; 32.10E; and 32.10F) do not address the comment. The text goes into great detail about the challenges associated with establishing the acceptable cancer risk level that could be used for this project. The original comment pointed out that there is uniform agreement on the standard by which non-cancer risks are evaluated. Noncancer endpoints should be given the same level of discussion as cancer endpoints.</p> <p>Original Comment: 10.4.8.1, Last Paragraph. While uncertainties can by no means be eliminated from a risk assessment of MSATs, they are not of a different order of magnitude than those associated with criteria pollutants. The conclusion of this paragraph should be reconsidered in light of the fact that criteria pollutant risks have been modeled, quantified, and presumably been found useful to the development of the EIS. The effect of not evaluating MSAT risks is to zero them out - that is, their risks are not being considered in the decision regardless of how substantial they are. A more appropriate picture of their impact would be obtained if their risks were estimated, with uncertainties similar to those associated with the evaluation of criteria pollutants.</p> <p>Follow-up Comment: UDOT's responses (32.10A; 32.10E; and 32.10F) sidestep the point of this comment. This paragraph of the EIS describes why quantifying risks from MSATs would not be useful to decision makers. The comment is contradicting that conclusion.</p> <p>With regards to this full series of comments on the air quality analysis, the text of Section 10.4.8.1 describes how problematic it would be to quantify cancer risks for MSATs. I do not disagree. But UDOT must not limit its concerns to carcinogenic effects. If it is going to discuss carcinogenic effects in this detail, it should provide the same level of discussion to non-carcinogenic effects. Furthermore, the discussion of carcinogenic effects has many statements that are inaccurate or misleading. The discussion should be revised to accurately portray what can and cannot be accomplished by a risk analysis, and the ROD should be performed with equal concern for non-carcinogenic and carcinogenic effects.</p> | | |
| 34723 | Glasgow, Matthew | I reject the premise that there are no better or alternative options than the gondola. There is so much more to LCC than the resorts at the top. Having grown up in canyon, it would be heartbreaking to watch it change so drastically from the beautiful place it is just for 30 days worth of traffic mitigation per year. | 32.2.9E | |
| 34784 | Glasgow, Michael | I commented yesterday, and have an additional comment. Make the road a toll road, with a substantial fee. [At least \$25 per axle) for personal vehicles, including RV's. Commercial buses of 30 passengers or more, including any owned by the resorts, and commercial delivery trucks, including trucks with any type construction materials, delivering in the canyon should be exempt from the tolls. Any tourists lodging at facilities in the canyon, should be required to pay the tolls! All buses should be required to be ADA Compliant to be allowed to waive toll fees. And bus schedules should allow for the 2 minute availability during peak times, and should be available during the hours that the proposed gondola would be operated. Impose the toll fees year round. | 32.2.4A; 32.2.9A | |
| 34058 | Glasgow, Michael | I am opposed to spending \$500 MILLION to support 2 corporations! In the winter, which is when the traffic is such a problem, more than 90% of the traffic is people going skiing at Snowbird and Alta. If the parking discussed to be used by the proposed gondola traffic were put in place at the bottom, I believe enough people would car pool or ride busses (which could be provided by the ski areas) the congestion and pollution from all the autos would not be the problem it now is. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.7A; 32.2.9E | A32.1.2B; A32.2.2K |
| 25550 | Glasgow, Sommer | Please use this money to invest in existing infrastructure like public transportation. The gondola will have massive impact on the fragile environment of LCC. Please do not build something that will further jeopardize this fragile ecosystem when we are already facing a climate disaster in this state. NO GONDOLA!!!! | 32.2.9E | |
| 26977 | Glasheen, Brett | Please reconsider the implementation of the gondola and little cottonwood. As a citizen of Salt Lake county I have many concerns relating to this option. First I (and many others) believe that this option does not truly solve any problems. Traffic will not be reduced by this option. Instead we have another bottleneck at the gondola. Second, this completely defaces a once beautiful canyon. I have driven up LCC countless times and still the beauty takes my breath away. This place should be preserved, not destroyed. Please reconsider this option. Taxpayer dollars cannot be spent to serve 2 business entities, it is completely wrong and misguided. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 30570 | Glass, Alexandra | This gondola is not the solution we want or need. As a life long resident of Utah and skier I understand that we need better transportation solutions to get up to our amazing resorts. I think using a fleet of buses that leave maybe every 15 minutes would be a much better solution. A gondola is intrusive and ugly and will ruin the pristine nature of big and little cottonwood canyon. This idea was clearly born of capitalistic and business oriented ideals which do not represent the majority of the people who utilize these canyons both in the summer and winter. It would truly be a stain on our gorgeous nature and canyon skylines. There are better solutions for the canyons traffic that do not compromise the beauty of our natural places. Please don't ruin our canyons. Thank you. | 32.2.9E; 32.2.9A | |

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| 37731 | Glasser, Chris | I am against the gondola.... | 32.2.9E | |
| 27949 | Glavas, Chelne | Please do not disrupt our beautiful canyon with a gondola that'll have 0 impact on traffic conditions. Unwanted and unnecessary!!! | 32.2.9E | |
| 29037 | Gleason, Alexander | The gondola is not a good solution. Any solution that involves destroying the rock climbing of the area is not acceptable. There are plenty of possible solutions that don't involve destroying lcc rock climbing | 32.2.9E; 32.4B | |
| 32895 | Gleason, Deb | No gondola! Please do not deface this stunningly beautiful place & disrupt the wildlife, the watershed and the rest of the non-ski recreation areas. Please, no gondola! | 32.2.9E | |
| 36146 | gleason, stuart | <p>This project is very concerning to me. I am an avid user of the canyon for not only skiing but also, biking, climbing and flying. This place is special. My primary concern is the destruction of such a beautiful place. Then to put a ridiculous price tag to this is insane. It is particularly insane when it is communicated that we cannot even staff the busses which are already stated as a viable option to help reduce the impact of the canyon.</p> <p>I use this can almost as much to climb as I do to ski. We must support all users of this magnificent place.</p> <p>If personnel vehicles are still allowed, why are people going to be incentivized to use the gondola? The anticipated price of gondola use can't even be publicized!!</p> <p>I would be open to tolling on the road similar to Millcreek</p> <p>please focus on the use of electric buses. this would also require the need for facilities at the base and top of the canyon so that people can park and then safely store their gear while enjoying the canyon.</p> <p>I am disgusted that 500million would be spent on this. My wife is a teacher in a title 1 school. We need to support the education and health systems before we focus on a small percentage of people (myself included) who mostly have the means to deal with the inconvenience of a busy canyon.</p> <p>Thank you for spending the time to review these comments and I hope to see you in the canyon soon.</p> | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.2Y; 32.2.6.3F | A32.1.2F |
| 28136 | Gleave, John | <p>I am writing this to urge you not to build a Gondola in Little Cottonwood Canyon. I'm 75 years old and my first day skiing was at Alta when I was 8 years old. I took the Deserette ski school bus up the canyon. I believe it is tragic to think of the iconic and beautiful stream bed of Little Cottonwood Canyon being bulldozed by heavy equipment in order to put up gondola towers.</p> <p>I'm a lifelong skier but I also love to fish, hike, mountain bike and enjoy nature. Little Cottonwood Creek is one of the loveliest treasures that we enjoy. The kind of encroachment and disruption to the natural environment that a gondola would create to me is almost beyond comprehension.</p> <p>The gondola itself would benefit a small percentage of Utah's population. Skiing has gotten so expensive that is out of the range for the average Utahans. Those who would benefit are wealthy out-of-state visitors the ski resorts and a small percentage of Utahns.</p> <p>To maintain a quality experience I don't believe that continuing to expand access to ski areas is beneficial. I think we have reached a carrying capacity beyond which it becomes harmful to the resource and diminishes any enjoyment because of overcrowding. At some point I believe the solution is placing a quota on the number of people that can enter the canyon.</p> <p>Please reevaluate your recommendation,</p> <p>Thank you,</p> <p>John Gleave</p> | 32.2.9E; 32.2.2K | A32.2.2K |
| 35902 | Gledhill, Tom | Definitely the tram. A wider road will only create more fuel immissions | 32.2.9D | |
| 34407 | Gleich, Caroline | I am a lifelong resident and canyon employee. We need to get the cars out of the canyon, widening the road won't help when a bus goes sideways across the road in a snowstorm. Gondola/tolls/vehicle restrictions/buses | 32.2.9D | |
| 32988 | Glende, Stephanie | I am not in favor of the gondola solution to the canyon traffic problem. Please reconsider. | 32.2.9E | |
| 28897 | Glenn, Cortney | I applaud the efforts being made to mitigate traffic and congestion. As I see that there are plans to implement reducing single vehicle traffic I don't understand why there isn't already an absolute ban on single occupant vehicles on all weekends, holidays and powder days during ski season. As I have traveled the canyons on those types of days we have noted that roughly 30% of traffic is single occupant(driver only). Traffic could be reduced with very little cost(if any) Revenue for enforcement could be covered by fines and fees collected by violators. | 32.2.2Y | |
| 33432 | gleue, janet | I am not happy about the idea of having my tax dollars going to support a recreational activity for the privileged who can afford the ski pass and the equipment to enjoy that recreation. I believe there are other options to the congestion caused in the canyon for a short portion of the year. So I am just stating my opposition to | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | putting a gandola in the canyon that will benefit, again, the already privileged few who would use it. My tax dollars should be used to support a bigger population of community. | | |
| 26028 | Gleue, Jared | This is insane. Why should I pay for the rich to go skiing? To me, this is like me paying for a stranger's airplane ticket to Los Angeles so they can go on a cruise. Please do not put us taxpayers in debt for someone else's luxury. Use electric buses. Even diesel buses would be cleaner than cars going up the canyon. Do not spend our money to ruin the canyon. Why don't we get to vote on you committing our hard-earned money? | 32.2.9A; 32.2.6.3F; 32.2.9N; 32.2.7A | A32.2.9N |
| 27613 | Gleue, Mike | I'm very disappointed to learn the gondola was chosen as the approach to take. It serves on the two ski resorts, and if funded with taxpayer dollars, amounts to a taxpayer-funded subsidy. If development of the gondola proceeds, funding for the project should be largely borne by the resorts. I'm firmly against the gondola itself and more firmly against it if I and my fellow taxpayers will be asked to subsidize Snowbird and Alta to build it. | 32.2.9E; 32.2.7A | |
| 37646 | Glew, Todd | Please no gondola!!!! | 32.2.9E | |
| 29908 | Glick, Suzanne | I do not agree with the gondola being built. I think that it will only serve a select few of the population and will be an eyesore with all the big towers going up the canyon. I think a better thing to do is something similar to Zions National Park, where you have busses going up and down. That way you can do busses year round and they can stop at different locations. You can make so that no vehicles are allowed outside of busses unless they live or work in the canyon. Perhaps a parking garage can be built at the base of the canyon. It does not make sense to build something that will only be used in the winter and only used to get people from the base to the top of the canyon. | 32.2.2B; 32.2.9E | |
| 33215 | Glines, Tanya | Don't ruin the canyon with a gondola. There are numerous options for less impact. | 32.2.9E | |
| 36401 | Glosband, Gabe | I do not think this is a good idea for may reasons as the gondola will not improve the traffic situation for residents nor the public. This is nothing more than a way to make the resorts more money and more crowded while eluding the conversation of reasonable capacity for the resorts and the canyon. The proposal ignorantly ignores the traffic issues that cause problems for residents who reside proximal to the canyons as well as the fact that it will be an eyesore to the Canyons. There are reasonable alternatives that would work and this is not a reasonable solution that addresses the issues. | 32.2.9E; 32.20C; 32.2.6.5E; 32.1.2D | A32.20C; A32.2.6.5E |
| 26183 | Gludemans, Derek | I am strongly opposed to the gondola and much prefer the bus alternative. The gondola is much more expensive, is a huge eyesore destroying a natural area, and has overwhelming (80%) public opposition. As a public agency spending taxpayer money, it is your responsibility to act in the best interests of the public, and the public has clearly voiced their opinion. If you are willing to sacrifice the quality and beauty of a natural place, to allow people to experience that place, you've created a self-defeating process. I'd also draw attention to the bus shuttle system at Zion National Park, a canyon that receives a comparable number of visitors each year and which restricts traffic on the main road to shuttles only. The shuttle system is a clearly efficient and workable solution, the gondola is an expensive, destructive, unpopular eyesore. Please act in accordance with the public will, as you derive your ability to execute law from the people themselves | 32.2.9E; 32.2.9A; 32.2.2B; 32.2.9N; 32.2.7A; 32.1.2B; 32.2.2PP | A32.2.9N; A32.1.2B |
| 26869 | Gluck, Rachael | This is a terrible idea and will be detrimental to little cottonwood canyon and Alta and snowbird. Not only will this not solve the traffic problem it it will just make the treaters more crowded it will make them more dangerous. Building the gondola will forever change lcc for the worse. | 32.2.9E | |
| 34536 | Gluckman, David | By continuing to allow private transportation up the canyon combined with long travel times, the gondola fundamentally will not change public behavior and solve the transportation problem in LCC. Considering the environmental impacts, losses of recreation areas, and damages to the raw, outdoor spaces of Little Cottonwood Canyon, the gondola initiative is an EMBARRASSING way to spend an obscene amount of tax dollars. | 32.2.9E | |
| 28896 | Gmitro, Kevin | As the co-owner of a ski shop in cottonwood heights it's hard to say but this gondola is a terrible idea. Yes it will bring more people into little cottonwood but it does little to solve the congestion in either canyon. Please reconsider the gondola | 32.2.9E; 32.20C; 32.20A; 32.1.1A; 32.7C | A32.20C; A32.20A; A32.1.1A |
| 26573 | Gmitro, Sarieh | Very upset and disappointed in the decision to put a gondola in LCC. This is not the answer and we don't want it. Please change this decision. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 36896 | Gnemi, Andrew | The proposed gondola is an irresponsible use of taxpayer money and would reduce the beauty and water quality of the canyon. | 32.2.9E | |
| 30123 | Gochmour, Nick | After reviewing the documents, I feel strongly that a gondola does little to actually alleviate the problems of traffic in the canyons. I am advocating for improved bus access year round, with stops at various trailheads. A dedicated bus lane would be ideal but just improved bus access would do much for my desire to not drive. | 32.1.2B; 32.2.6.3F; 32.2.9A; 32.2.9B; 32.7C | A32.1.2B |
| 31319 | Godbout, Christian | Hi, I really thing that UDOT needs to re evaluate the Gondola option. It is clearly not a sustainable choice. It only reduces volumes by 30%. A real solution resides in courageous decisions such as closing the canyon to all traffic except residents of the canyon. All other users would be using electric or hydrogen buses that are at adequate frequency. Multiple stops on some of the buses would allow users that are not going to the 2 resorts to gain access to their chosen area of recreation. There are plenty of solutions that don't require the widening of the road and that are common sense but that requires courageous decisions. Stop listening to the private lobbies. The private interest only seek short term gains and do not care about the community and the common good. | 32.2.9E; 32.2.4A; 32.2.6.3F | |

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| | | <p>Could we for once break the mold that everything has to be done with big construction projects. Here, it is clearly the case.</p> <p>Going ahead with a gondola is moving backwards on sustainable development.</p> | | |
| 28922 | Godbout, Christian | <p>I believe the phased approach would work only if all its components were not tied to an approval of all phases. The first steps of improved bus service, snow shed and tolling will surpass the objective to reduce traffic in the canyon. There is no need to get to the gondola for only a few days a year. The gondola will only benefit 2 private resorts and will also benefit the land owners at the mouth of the canyon. This is an unacceptable spend of taxpayer money.</p> <p>The solutions listed above will work. The gondola is not needed.</p> <p>Please be reasonable and stop listening to lobbyists. Their interest is not the common good.</p> | 32.29R; 32.2.9K; 32.2.9E; 32.2.2Y; 32.2.7A; 32.1.2B; 32.2.2PP; 32.2.9N | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B; A32.2.9N |
| 27467 | Goddard, April | I support the enhanced bus service in peak period shoulder lane. This is affordable, protects the beauty of the canyon, and recognizes that LCC is an asset for the entire community - climbers, hikers, bikers - and not just skiers. | 32.2.9B | |
| 28461 | Godfrey, Rachel | <p>I'm all for the gondola!! Anyone who has skied up Little Cottonwood or attempted to take a hike on a holiday weekend knows parking is a nightmare, even when there is plenty of space on the trails and slopes. This will help more people be able to enjoy the canyon without the fear of having to just turn around because there is no safe place to park.</p> <p>Also, weather conditions can make it extremely dangerous to drive up or down the canyon. I myself have been stuck up at Alta ski resort after-hours because the traffic was a full bumper to bumper "red snake" all the way down the canyon due to heavy snowfall and ensuing car accidents. Luckily the day grill stayed open late to keep everyone warm, but it was crowded and they ran out of food. I don't know what I would have done if the canyon had to be closed because of too much snow fall.</p> <p>The gondola is a great option to improve traffic flow in Little Cottonwood and keep our canyon open for all.</p> | 32.2.9D | |
| 33334 | Godsey, Brian | I don't support the gondola. I'm a regular LCC user. I support a solution less impactful and more widely usable and applicable to all use groups and parts of the canyon, such as increased bus service | 32.1.2D; 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 27359 | Goebel, Austin | Please build the gondola. These are the best resorts in Utah but the traffic is horrible. The experience would be far better with the gondola. | 32.2.9D | |
| 30027 | Goebel, Austin | Please build the gondola, traffic is horrible. | 32.2.9D | |
| 25304 | Goebel, Ben | The preferred alternative is an expanded bus system with individual vehicle tolls and/or reservation cap. An expanded bus system allows for satellite parking areas limiting traffic at the base of the canyon. The current proposed alternative of a gondola and 2500 car parking lot at the base of the canyon is neither feasible or desired by the public. It will be an eyesore in an otherwise beautiful natural space. It lacks the flexibility and capacity of increased buses on the existing roadway. We will not allow a gondola system to be built in LCC. | 32.2.2K; 32.2.2Y; 32.2.9A; 32.2.9E | A32.2.2K |
| 37543 | Goebel, Justine | Please don't do the gondola. It is the most drastic and expensive choice of the solutions. Do something simple and less expensive first and see how it goes. I think the best solution is a bus system only in the canyon like Zion national park. This will fix the traffic issue and be better for the environment because UTA has electric buses. The gondola only helps resorts at the end of the canyon for one season while buses can stop throughout the canyon and fluctuate through the year depending on the demand. The gondola is not a good solution at all. Do the expanded bus system. | 32.2.9E; 32.2.2B | |
| 29049 | Goeckeritz, Harald | Don't waste Taxpayer money, for things what only serve the rich. Leave it alone and let the skiers wait, the bus are empty now, because rich people want use it.80 percent can't even effort to skie. | 32.2.9G | |
| 38800 | Goeckeritz, Katie | <p>Subject : Little Cottonwood Canyon y nuestra comunidad merecen respect!</p> <p>Dear Utah Department of Transportation,</p> <p>I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons.</p> <p>The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low-income communities. They will have less access to the gondola station and less access to Little</p> | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2I; 32.10A | A32.1.2B; A32.2.6.3C; A32.2.2I |

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| | | <p>Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low-income residents live.</p> <p>Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening.</p> <p>Thank you for your consideration. Sincerely, Katie Goeckeritz [REDACTED]</p> | | |
| 38537 | Goeckeritz, Katie | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.9A'; 32.2.6.3F; 32.2.2K | A32.2.2K |
| 26511 | Goeltz, Ashley | This will not only disrupt the environment of the canyon, but also the breathtaking views. Please reconsider your choice of taking money from developers and actually listen to what the people who recreate in the canyon want. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 32228 | Goepper, Bradee | It saddens me that we are continuing to develop beautiful areas like little Cottonwood. As a climber, I value the minuscule use of tools that I use to access the outdoors, and I hate to see ecosystems destroyed when we try so hard to leave no trace. the climbing community appreciates and wants preserve the beauty of nature. A gondola is the lazy man's outdoor tour bus. Please in a world where we are destroying ecosystems faster than they can replenish them selves. Please do the right thing and stop. Your dearest dirtbag, Bradee | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 27833 | Goering, Bret | This is unacceptable. You quite clearly did not listen to the will of the people or at least your local constituency. This decision only benefits tourists and ski resorts at the expense of the Utah tax payer and our environment. This is unacceptable and I plan to vote for politicians who will stop this projects. | 32.2.9E | |
| 36619 | Goetz, Krystal | Please leave our beloved canyon as is. | 32.2.9G | |
| 29290 | Goff, Adam | No! This is a terrible solution! Why couldn't we have expanded the park and ride system? Provide more shuttles and more places throughout the valley to park? The gondola is going to ruin the views, be twice as expensive to build, and just as expensive to run. Plus it will ruin the views and harm the environment. Extremely disappointed that this is what UDOT chose to do. | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 27136 | Goins, Luke | I am a huge fan of the gondola ? I hope it gets put up | 32.2.9D | |
| 26178 | Goins, Luke | Don't put up the gondola | 32.2.9E | |
| 33635 | Gokarn, Jutika | I do not support unduly burdening or limiting access for low income families. I would like to see resident discounts, passes or other benefits that will make the gondola accessible to everyone regardless of income. People of Utah should have priority access to facilities in their home state. | 32.1.2B; 32.5A | A32.1.2B |
| 30354 | Gold, Elviera | UDOT - as a Salt Lake local and regular user of Little Cottonwood Canyon, I'd like to challenge you to consider other, less costly alternatives than the Gondola. It's crucial we think about the demographic that will be using the gondola vs the demographic that will continue to drive up the canyon. The NPS has enforced a timed entry system that has proven to be really effective in limiting traffic without compromising environmental impact or raising the socioeconomic barrier to the outdoors. Let's think about a timed entry, bus- heavy system. We need a bus terminal at the base of the canyon where people can hang out inside, get a coffee. X number of timed entry tickets are available per day, and if you didn't get one, you ride the frequent and spacious busses. As with any change, folks would have an adjustment period - this doesn't mean it's not a good chance. Let's save money and keep Little Cottonwood natural! Please reach out with any questions! | 32.2.2K; 32.2.7E | A32.2.2K; A32.2.7E |
| 28311 | Gold, Jana | No tax payer dollars should fund the Gondola. Increased winter bus service, should be paid directly by winter consumers, with no increase in summer service to resorts. | 32.2.9A; 32.2.7A | |
| 37579 | Gold, Julie | I am very opposed to building the Little Cottonwood Canyon gondola. We don't need to burden Utah citizens for this when there are more important needs in our state; such as education, water concerns, highway issues, and making our roads safer. This gondola will serve mostly people who can afford to ski. Most of us can't afford to ski. Let the retailers and other private stakeholders finance this project. | 32.2.9E; 32.1.2D | |

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| 30601 | Gold, Samantha | Please do NOT build a gondola. It doesn't solve anything. Toll the road, increase electric bus frequency, raise bus driver pay, build some sheds over the roadway in areas at risk for snow slides. A gondola has too great of an impact on the canyon for too little of an impact on transit and I'm shocked we even have to debate this. No gondola. | 32.2.9E; 32.2.9A; 32.2.9K | |
| 34111 | Goldberg, Jared | I am strongly against the gondola. Please use the alternative options like better bus system and tolling. | 32.2.2Y; 32.2.9A; 32.2.9E | |
| 36744 | Golden, Ann | As an artist it would be a shame not to be able to access trails on the way up the canyon to be able to paint our beautiful mountains. | 32.2.6.5G | |
| 33480 | Golden, Timothy | I believe a gondola is going to have a huge price tag both monetarily and aesthetically in Little Cottonwood. This is a problem of traffic on certain days during the busy ski season. There are much more economical ways to address this. Add tolls to increase car pooling. Only allow busses during the busiest hours. There are a lot of things that can be tried without building a gondola or widening the road that would cost far less. Why not try some some easier and cheaper solutions right now instead of building a \$600 million gondola? Please do not move forward with this project. | 32.1.2B; 32.2.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9E | A32.1.2B |
| 33601 | Goldman, Brian | Installing this gondola would be a horrific and environmentally damaging plan. | 32.2.9E | |
| 29320 | Goldstein, Gail | I'm in favor of the gondola | 32.2.9D | |
| 34694 | Goldsworthy, Carrie | Utah and the resort need to look for alternatives. When will it be learned that developing natural spaces to bring more people and cars is not in the best interest of the planet or the taxpayers?! DON'T BUILD A GONDOLA! | 32.2.9E | |
| 28951 | Golic, Mary | The gondola is the "preferred" choice by those who will get richer, but this isn't the choice of the general public, who will be paying for this environmentally damaging and ugly monster of a structure. The way to fix the congestion is by charging to get up the canyon. The fee should be based on how many people per car. Those with the most pay the least. Speaking of \$, do we know how much you will be charging us to use the gondola. I think people are under the mistaken impression that it will be free. I don't believe that for a moment! Why ruin BEAUTIFUL Little Cottonwood Canyon so a few people can get rich? I hate your decision. I think the public should vote on this. This is NOT for the greater good. It IS COERCION!!! | 32.2.9E; 32.2.4A; 32.2.2Y | |
| 38538 | Gomben, Pete | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 37037 | Gomez, Jordan | sustainable transportation is needed. pay for this on ticket sales to recreation areas for non locals. A tram or public transit solution is not a tourist attraction, but a smart decision. | 32.2.9D; 32.2.7A | |
| 30345 | Gomez, Steven | The Gondola option is absolutely the wrong choice. To expensive vs existing/new cleaner versions of buses. Especially for a problem that only exists several weeks out of the year. UDOT choosing the final option? Pull your headout of the wash my back, I'll wash yours political corruption sand and do what the public wants. | 32.2.9E; 32.1.2B | A32.1.2B |
| 32846 | Gomez, Susan | I'm for the Gondola choice as it will reduce traffic in the canyon. For those driving in the canyon there should be a fee to enter. | 32.2.9D; 32.2.4A | |
| 25333 | Gondola, No | WHY WOULD YOU DO THIS. WHAT THE [REDACTED] IS WRONG WITH YOU. PUTTING A BIG [REDACTED] GONDOLA IN THE MIDDLE OF A CANYON THAT WONT EVEN RUN JUST LIKE ALL THE OTHER LIFTS AT THE RESORT. DO YOU KNOW HOW [REDACTED] WINDY IT GETS? YOU [REDACTED]. | 32.1.2B; 32.2.9E; 32.2.6.5K | A32.1.2B |
| 28862 | Gondola, No | NO GONDOLA. It won't help in the summer and it ignores the public access throughout the rest of the canyon. NO GONDOLA | 32.2.9E; 32.1.2D | |
| 34961 | Gonos, Alec | Spending \$550 million on a gondola seems like an excessive misuse of public funds given the looming environmental issues currently facing Utah. As a skier and boarder who spends a good amount of time in LCC, I am happy to see UDOT attempt to solve the often times frustrating issue of canyon traffic on weekend mornings. However, a publicly funded gondola that serves two privately held resorts that pull in millions of dollars each year seems like a conflict of interest. If the state has so much money to spend, why don't we use it to save the Great Salt Lake, incentivize water saving measures, or address the often terrible air quality. I love this city, and while traffic is annoying, it doesn't threaten our very existence. Start addressing canyon traffic with more frequent bussing and a canyon toll that incentivizes car-pooling. Reward those with a full car by not tolling them as much, reward locals who paid the tax money for these projects. Charge tourists and out of town visitors and cars with single passengers. Maybe...\$25 for a 1 individual in a car, \$20 for 2, \$15 for 3, and \$10 for 4+. Cut five dollars off that price with a valid Utah license. Reward those of us who moved here or never left here due to the vast natural spaces and attractions this state offers. You would likely half canyon traffic almost immediately, or at the very least make enough money to eventually build Snowbird and Alta's pet project. | 32.1.2B; 32.2.9E; 32.2.9A; 32.2.4A | A32.1.2B |
| 36645 | Gonsalves, Cole | Please, no gondola!!! The Gondola is not the right solution. There should be some government regulation due to the negative externalities that Snowbird and Alta are causing by being incorporated with the Ikon pass, not more infrastructure, paid for by taxpayers, to facilitate this money grab. Eliminate the sale of Ikon passes for little cottonwood canyon resorts and you will see a significant decrease in canyon traffic. That would give some time for some potential better solutions to this problem. | 32.2.9E; 32.2.2K | A32.2.2K |
| 33932 | Gonsalves, Daniel | Please do not add another attraction, or gondola, to little cottonwood canyon! It is already packed with little to no parking because of the natural beauty. Leave it the way it is please! | 32.1.2B; 32.2.9G | A32.1.2B |

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| 29639 | Gonsalves, Emalee | I was born and lived in Salt Lake area over 65 years. The traffic has definitely increased everywhere but putting a Gondola will ruin the beauty of the canyon. I hope it really matters what the public comments on but I'm not sure it will. I sincerely hope this decision would be put to vote! I don't agree with the decision already made. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 36290 | Gonza, Danny | No to the gondola. The gondola is going to be an eye sore but it's literally going to serve people from the mouth of the canyon to snowbird and Alta during the winter. The build is funded by taxpayer It doesn't operate during the summer And it doesn't offer any other stops You're going to have a gondola down the middle of the canyon. It's not going to do much to alleviate the traffic in the canyon and issues with the canyon. Plus people forget bridal veil used to have a gondola and it was destroyed by an avalanche and never got rebuild. Also it's believed that some former representatives have financial interest in the gondola even though the city and county have also said no | 32.2.9E; 32.1.2D; 32.2.632.2.6.5F; 32.2.6.5G | |
| 37078 | Gonzales, Tom | This is such a waste of money that could really help all people of Utah. Not just the privileged few that can afford to go up the canyon. Why are we not trying to invest in schools, Teachers, food shortages in our communities or homelessness ? Why are we not tackling real problems in Utah instead of a recreation area 1% of Utahn's will never use or even see in person ? So wasteful and selfish shame on you. | 32.1.2D; 32.2.7A | |
| 35313 | Gonzalez, Aaron | I oppose the gondola project because (1) it costs too much and (2) will destroy the gorgeous beauty that is Little Cottonwood Canyon. I'd much prefer Mayor Jenny Wilson's electric bus transportation plan as the best eco-friendly solution for Little Cottonwood Canyon. I hope you'll reconsider the gondola plan and go with Mayor Wilson's plan instead. -Aaron | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 36229 | Gonzalez, Higinio | Please try to solve our transportation problems. We need buses, not a new toy to destroy our natural resources. Not to the gondola. | 32.2.9A; 32.1.2F; 32.2.9E | A32.1.2F |
| 26221 | Gonzalez, Julio | I love the Gondola idea. The traffic in the canyon has become terrible. The gondola will make using the a much better experience | 32.2.9D | |
| 34223 | Gooch, Judith | It is ridiculous to put a gondola up Little Cottonwood Canyon. Why not use electric buses? It does not destroy more wilderness and is much more flexible. Build a parking structure at the lot at the 7-11 and make people pay a lot to drive up the canyon. | 32.2.2Y; 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 34980 | Good, John | For the record I am 100% against the gondola option. I have worked and recreated in LCC for 27 years and do not want the canyon ruined. A first step in reducing at least winter traffic is getting Snowbird and Alta off discount ski passes like Ikon. | 32.2.9E; 3.2.2.2K | |
| 38539 | Good, Tucker | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.9A; 32.2.6.3F; 32.2.2K | A32.2.2K |
| 34268 | Good, William | Opposed to the boondoggle gondola option for all the opposition reasons that have been put out. Opposed to making Wasatch Blvd a highspeed mass of asphalt for all the reasons that have been put out. UDOT appears to be just ramming through a decision that has already made. It appears that there are players that have more influence within UDOT than others. Opposition to these projects have been significant from both private citizens as well as local governments, but UDOT keeps marching on with its agenda. Currently, money for bus drivers, busses and workable scheduling can't be found for a pathetic attempt at moving people, but close to a billion-dollar number is being tossed around. Count as fast as you can to 1 billion and see how long it takes. | 32.1.2B; 32.2.9E; 32.2.9L; 32.2.9N | A32.1.2B; A32.2.9N |
| 32126 | Goodall, Doug | Please include my comment in the decisionmaking process. I appreciate the interest in reducing traffic in Little Cottonwood Canyon. One of the best ways to reduce this traffic is to ensure that people have another way to get to the canyon without driving. Little Cottonwood Canyon is a spectacular place and it would be a shame to have such an eyesore there that would be created by the gondola. The gondola would only benefit the ski resorts and maybe some of the skiers at the expense of the taxpayers. Once the gondola is built, it's permanent. The damage to the canyon will also be permanent. There's also no way for the gondola to stop for places between the mouth of the canyon and the ski resorts. A better way to reduce traffic would be to run more buses up and down Little Cottonwood Canyon throughout the day year-round. This could be started very quickly and will do no damage to the canyon. There could be buses that would stop at various places such as trailheads and there Express buses that don't stop anywhere between the mouth of the canyon and the ski resorts. Maybe at some point in the future a bus lane could be added to the road but that would still take a lot of time to build and there may not be any need to do that right away. Also maybe at some point in the future we will have technology available to build bus lanes up the canyon without damaging the canyon. When I used to live in Sandy, I took lots of trips up the canyon but frequently I didn't go all the way to the resorts. There's plenty to do in the canyon besides ski. I would not have minded taking the bus up the canyon as opposed to driving it. It's a spectacular drive but would be an even more spectacular bus ride. | 32.1.2F; 32.2.9E; 32.2.6.5G; 32.2.6.3C; 32.2.9A | A32.1.2F; A32.2.6.3C |
| 34753 | Goodall, Terri | The gondola is not the best solution to traffic in the canyon and would be an eyesore in the canyon. It would mainly benefit a couple of private ski resorts and some of their customers. I am a skier and would prefer adding a bus lane if possible. That would be a less costly solution that would be available year-round. | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 28514 | Goodart, Kyle | I live less than [REDACTED] and just off [REDACTED] I strongly oppose the Gondola for several reasons. First and foremost, the area in which I live and purchased an expensive home will decrease in value, and or add more money to my current taxes. I already have significant traffic issues getting into and out of my neighborhood [REDACTED] due to canyon traffic or parking during the winter. The increased parking lots will negatively impact the natural beauty of the area and increase parking along my commute. Skiers and others should continue their own travel/commute up and down the canyon without negatively impacting those of us | 32.2.9E; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | who already have paid and live in this area. Please note that if this gondola proceeds, rest assured I will do everything in my power to ensure all politicians involved will not be re-elected. | | |
| 26870 | Goode, Michael | build the gondola but make sure there is a mid station! its the only option that reduces the presence of vehicles and ground footprint in the canyon. not having a mid station would make this a snowbird and alta only project though. granted the resorts may be one of the biggest pulls into the canyon... it would still be majorly short sighted to not have a mid station for people to get off mid canyon to enjoy other areas. | 32.2.6.5G | |
| 32252 | Goodfellow, Carl | What is the plan to minimize environmental impact? The gas pipeline through Davis County has left a scar on the mountain for over 20 years. I support the plan to reduce emissions only if accompanied by a natural habitat restoration is included. | 32.25B | A32.25B |
| 30106 | Goodfellow, Mike | <p>1) We're going to 'hope' that people take mass transit (buses/carpool) to the base of Little Cottonwood Canyon? The massive lines of vehicles outside the canyon are a major part of this problem. No one is being incentivized or mandated to use those forms of travel so the 2-lane Wasatch Blvd will continue to be a horrendous nightmare of cars trying to get to the proposed parking structure at the base of Little Cottonwood Canyon... just to then transfer to a gondola.</p> <p>As a lifelong Alta Skier, this plan doesn't speak to me one bit; in fact, it sounds ridiculous like nobody who would be asked to use the system was consulted in the least. I would never use this form of transportation unless it was the only option!</p> <p>2) I also have a unique perspective as one of only a handful of people who work daily in the lower portion of the canyon. I am impacted on a daily basis by the skier traffic and I've seen this traffic grow exponentially over my 29 years in this role. I've been literally able to watch from above as UDOT and UPD try to manage the hoards of determined skiers who simply want to find the easiest way to the powder. Having both of these perspectives, I can tell you that without any motivating factor toward use, all this gondola will do is become a massive waste of tax-payer dollars because no one will use it. A few, yes... as a one-time fun event, but it will add costs, delay time getting to the slopes, and be a massive headache for families transferring from bus-to-bus-to-gondola. I would never use it to go ski alone or with my family! Never, unless mandated 'by policy' for skiers (those it's being built exclusively for) to use. It must be either mandated for skiers or incentivized by the closure of parking options completely, or via a hefty parking fee. If the ski resorts want to force taxpayers to pay for a direct path to the resorts, then the skiers should be forced to use it, otherwise it becomes a massive waste to taxpayers who didn't deserve to be burdened with the astronomical cost in the first place.</p> <p>3) The only benefit derived from this project is to get more people into the canyon, more people to two private businesses. Those people ought to be paying a large percentage of the cost of this transportation service through increased ski pass fees. I'm a skier; I would pay \$10 more to ski at Snowbird/Alta if my only option was to take the bus system to the gondola. But, I would never take either the bus system or the gondola unless coerced/mandated to do so. Never.</p> | 32.2.6.5E; 32.2.4A; 32.1.2B | A32.2.6.5E; A32.1.2B |
| 36168 | Goodhue, Chris | No gondola please. I'd love to see a toll be implemented to help reduce traffic and encourage carpooling. The idea of building a gondola before any of these options seems ludicrous and it's benefiting the ski areas at the taxpayers expense. | 32.2.9E; 32.2.2Y; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 30708 | Goodman, Kendall | No one who frequents little cottonwood wants this option. It will only increase the crowding issues we already see. Literally doing nothing would be a better option. The only people who really support this are the ski areas who stand to see a massive profit from this terrible idea. Please don't go through with this. | 32.2.9E; 32.20C | A32.20C |
| 28789 | Goodman, Kendall | The gondola will only make the crowding worse. It's unnecessary and none of the canyon's most loyal users want it. | 32.2.9E; 32.20C | A32.20C |
| 32192 | Goodman, Trevor | This is not the solution. This will harm the environment. This will destroy the canyon. It will destroy the views. Locals do not want this. Stop trying to develop this gondola. It's unacceptable. Do not build the gondola. | 32.2.9E | |
| 31543 | Goodrich, Samantha | Please protect little cottonwood. A gondola would compromise so much of what makes this space beautiful! | 32.2.9E; 32.1.2F | A32.1.2F |
| 32111 | Goodsmith, Ira | Why are taxpayers paying to support private businesses to a tune of 500+ million \$ for a problem that happens infrequently? What is the capacity for visitors in LCC? How will the increased visitation numbers affect the experience for the public? How will the visual experience for visitors be with 250foot towers ruining the natural beauty of LCC? We need further reviews of this project to be done! Not enough thought has been done to consider other options. What about spending this money on electric busses specially designed with larger batteries that carry more charge or have solar batteries on top. How about spending this money to offer higher wages to drivers encourage more people to apply for these positions. Drivers don't receive a living wage and have trouble making ends meet! There are many alternatives that have not been considered. This gondola will create more problems then it solves. Who will actually benefit from this project, the developers or the user's? This will not solve any problems! | 32.20B; 32.20C; 32.17A; 32.2.6.3F; 32.2.2PP; 32.6A | A32.20C |
| 28764 | Goodsmith, Ira | I am furious with the decision that UDOT has made pertaining to putting a gondola up LLC. 70% of respondents to your initial poll were against this terrible plan for the canyon yet somehow UDOT still went ahead and approved this costly, and totally unnecessary plan. Taxpayer's should not be burdened with this plan that only benefits the developer's and the resorts. What kind of Bull is this! Who payed off who? The canyon facilities are already taxed with massive amounts of people and now you want to make it twice as crowded. LLC has a unique environment and must be cared for and protected at all costs. There are many other proposals that make more sense and won't make a mess of our beloved canyon. And what about Wasatch Blvd, 5 lanes, are you kidding me! 5 lanes down to 2? Parking for 2500 cars at a base station? Your plan is ALL wrong! | 32.2.9E; 32.20C; 32.2.9L; 32.2.9N; 32.2.7A; 32.2.2PP | A32.20C; A32.2.9N |
| 35149 | Goodwin, Fisher | Hi my name is Fisher Goodwin, I live in Midvale, Utah near the Mouth of BCC. I have been volunteering and climbing in the Cottonwoods since I moved here 3 years ago. Even in the short time I have been here the Canyon has seen a lot of work and an incredible amount of congestion with the different events and seasons. | 32.2.2K | A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | <p>After this last Ski season and the changes that Alta has made to its reservation system and how large an impact that small consideration made. It is obvious that investment into more of these conservative and common sense solutions need to be mandated and funded to make the canyons an accessible place for all that use it, not the few.</p> <p>It's a convenient time to end this comment period here in the fall and see the majesty of these places as wilderness. It may not be something we can appreciate after this season.</p> <p>I hope that this can be resolved in a way that is truly good for the people it intends to serve.</p> | | |
| 28457 | Googin, Cody | I am not happy with the decision to build the gondola. I feel that it will greatly ruin the natural features of the canyon and does not reflect the wants nor needs of the community. Please try to find another solution | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 26742 | Googin, Roxane | I am against making cash strapped Utahns who do not want a gondola up Little Cottonwood to pay for it. It serves two for profit institutions who should pay. We should see how the fees and improved bus service impact traffic before committing to corporate welfare. With no Great Salt Lake, and continued global warming, we won't have snow anyway. | 32.1.2B; 32.2.2E; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 38179 | Goott, Elizabeth | No, No, No gondola keep our canyon beautiful | 32.2.9E | |
| 33277 | Goott, Elizabeth | No, No, No gondola | 32.2.9E | |
| 33279 | Goott, Elizabeth | I am strongly against gondola | 32.2.9E | |
| 31836 | Goott, Elizabeth | I am against gondola | 32.2.9E | |
| 29999 | Goott, Elizabeth | No No No gondola | 32.2.9E | |
| 36021 | Goralski, Hana | NO GONDOLA. There are better options. | 32.2.9E | |
| 37678 | Gordoa, Maria | I do not to see a gondola in little cottonwood. I do not support the ski resorts and this solution is catering to them. There are more effective alternatives that are less expensive and more convenient. I do not want to see the big towers and cables. I want to see trees and rocks and mountains. Do not ruin that. This can't be undone. Try harder and create a better solution for all users of the canyon. | 32.2.9E; 32.1.2D | |
| 34554 | Gordon, Anita | No gondola. 80% of Utah residents oppose this option. Please listen to us. | 32.2.9E | |
| 33682 | Gordon, Anthony | I think a toll road is ridiculous. We live in this state and pay taxes for our roads. In Boulder Colorado out of area people have to pay to go up a road in the flatiron area. At least this doesn't double tax residents. In past we talked about a rail system linking the ski areas. Also traffic monitoring at base of canyon would be helpful. Many people coming from north bypass little Cottonwood north, then take a left at little Cottonwood south blocking traffic and causing gridlock. Making this a no left turn in morning would easily help traffic flow. | 32.1.2B; 32.2.4A | A32.1.2B |
| 26157 | Gordon, Colton | Please reconsider and take into account that roughly 60% of SLC citizens do not want a gondola and support an enhanced bus system. This is a great example of corporate influence overriding public decision. Hope you all understand how this makes your organization look if you pursue the gondola. | 32.2.9E; 32.2.9N; 32.2.2PP; 32.2.9A; 32.1.2B | A32.2.9N; A32.1.2B |
| 34557 | Gordon, Craig | Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses? 80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll. We have seen parking reservations work throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon. | 32.1.2B; 32.2.9E; 32.2.2K | A32.1.2B; A32.2.2K |
| 36148 | Gordon, Ian | I am 100% against a gondola as a solution to canyon traffic. The fact that the public will have to fund this rather than the resorts tells the entire story. Only the resorts will benefit so they should be the only ones to fund it. I will be moving if I see any tax money going towards this, if we have extra money then give it to the schools and if it will cause taxes to go up then its unacceptable. | 32.2.9E; 32.2.7A | |
| 25647 | Gordon, Mckay | please don't mess up LCC!! the beauty must be preserved!! shuttle buses can run without changing how the road is set now, why dig up and ruin more of the canyon when the solution is so obvious right in front of you! | 32.2.2PP; 32.2.9A | |
| 25641 | Gordon, Richard | Please please please for the love of god do not build this gondola! It serves one user group, is ugly as all hell and will destroy key elements of LCC that embody its character and beauty! NO GONDOLA | 32.1.2D; 32.2.9E | |
| 31742 | Gordon, Xander | Fully and enthusiastically support the gondola plan! Utah needs less vehicle traffic and gondola's are interesting, effective and green! | 32.2.9D | |
| 26186 | Gordon, Xander | Enthusiastic YES to a clean gondola system! | 32.2.9D | |
| 31156 | Goreham, Dennis | Thank you for one more opportunity to address the transportation issues facing Little Cottonwood Canyon and the Salt Lake Valley. The Wasatch Mountain Club has been recreating in LCC for over a century and have a special interest in the canyons of the Wasatch and preserving their beauty and recreation opportunities for future generations. The WMC agrees with UDOT's plan for a phased approach starting with buses and some of the transportation components associated with it. This phased | 32.2.9R; 32.2.2W; 32.1.2C; 32.2.6.3C; 32.2.2E; 32.12A; | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.3C; A32.12A |

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| | | <p>incremental approach makes sense in meeting the transit needs in LCC. We believe these components should be constructed in a way they become part of the long-term solution. In the FEIS, UDOT indicates that "When the gondola system becomes operational, there would no longer be a need for enhanced bus service". We absolutely disagree with this statement. The buses should continue to provide service for the ski resorts and dispersed recreation users year-round.</p> <p>Climate change will certainly affect snowpack conditions in LCC and in an appendix, UDOT offers evidence for that. UDOT indicates it does not affect their decision to build a gondola however. They were able to locate studies to back up their finding that "climate change effects should not materially affect" ski resorts and their desire to build the gondola. Studies of snowpack indicators by the EPA conclude that the snowpack has already declined by 23% on average with a loss of 18 snowpack days, with that trend continuing. Now is not the time to spend in excess of half a billion dollars to build something that will likely prove unnecessary in future decades, just to subsidize two ski resorts with dwindling snowpack and skier days.</p> <p>Gondola proponents continue to say that the gondola will be more environmentally friendly than buses. This is just wrong. The Final EIS indicates the gondola actually will pollute higher levels of greenhouse gases than buses. Local water authorities indicate construction of the gondola towers will adversely affect water quality and harm riparian areas in the canyon. Incrementally adding buses to the canyon will minimize the adverse effects of a gondola.</p> <p>The proposed gondola will have tremendous impact on climbing areas. UDOT continues to say the gondola will have minimal impact on climbing areas. They ignore the deleterious impact of gondolas to visual quality and loss of solitude to focus on the climbing experience. UDOT says none of the vertical climbing routes would be impacted. It is nonsense to believe that towers, cables and gondola cars running above or adjacent to climbs, what would have no impact?</p> <p>In the construction and phasing section, UDOT states that the gondola is not included in the WFRC Regional Transportation Plan (RTP) but it is an "alternative to a third lane in LCC". A gondola running in the winter to two destinations is certainly not remotely similar to a third lane. There are no similarities between a third lane and the gondola and it is just wrong to consider it a legitimate "alternative". Until the proposed alternative goes through the WFRC planning process, the Record of Decision should not be issued.</p> <p>The Wasatch Mountain Club believes it is important to maintain the visual quality of the viewshed contained in Little Cottonwood Canyon. Throughout this EIS process the WMC has addressed the need for, and then the deficiencies in UDOT's attempt to do visual quality analysis. In UDOT's words, visitor's views along the highway "would be dominated by gondola infrastructure, and the visitor experience would be degraded". The impact to the landscape would be, by UDOT'S own definition, high. High meaning the "landscape would be severely altered, and project elements would dominate the visual setting" changing the aesthetics and character of LCC forever.</p> <p>"Travelers along the Little Cottonwood Canyon State Scenic Byway (that is, S.R. 210), which extends along the entire length of the canyon, are considered to have a high sensitivity rating and concern for aesthetic and scenic values." The aerial gondola alternative undoubtedly has the greatest visual quality impact and detracts from the value of the Scenic Byway designation. It makes no sense that UDOT's FEIS analysis concludes the gondola alternative would have the most detrimental visual impact, then just ignores that fact by selecting it as the preferred alternative.</p> <p>The WMC supports the phased implementation approach UDOT described in the Final EIS. Using buses in both the near-term and as a long-term solution makes sense. In this document, UDOT continues to leave bus stops out of their trailhead improvement designs however. This is a feature many have advocated for during the entire EIS process. This is either an oversight or just poor planning. Buses could provide transportation to Little Cottonwood Canyon users all year around.</p> <p>Because of the deleterious impacts identified above, the Gondola B alternative should not be selected.</p> <p>Thank you, Dennis Goreham </p> | 32.17A; 32.29RR; 32.2.9I | |
| 36246 | Gorelik, Robert | When trax was first proposed 90% of the population was against it, today 90% want more of it. I support the Gondola, but also recommend we also make improvements to the ground traffic including a bus lane. Go all in!!! | 32.29R; 32.2.9D | A32.29R; A32.1.2H; A32.2.6S |
| 26047 | Gorelik, Robert | I support the Gondola. I have lived in Park City for 30 years and I am now a Salt Lake resident. I don't ski anymore, but I will likely visit the Canyon more with the Gondola... | 32.2.9D | |
| 34602 | Gorham, Anna | There are so many better options than the gondola. More busses. Make people take the bus. Try something before permanently deciding to build the gondola. Really think through the idea more. | 32.2.9A; 32.2.9E | |
| 28360 | Gorham, Robert | \$550 million is ridiculous expense for an amusement park eye sore. Any person who has used Tesla's self driving AI knows that full autonomous driving will be available to the general public within a year or two. A fleet of BEV busses would be a fraction of the cost of this fat cat pocket padding fiasco. A BEV bus fleet could | 32.1.2B; 32.2.6H; 32.2.2PP | A32.1.2B |

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| | | be easily retrofitted for autonomous driving hardware when available and could move the same number of people up the canyon. UDOT should instead allocate these 500 million dollars for reusable, sustainable, and future forward transportation solutions that can be strategically deployed state wide. | | |
| 27869 | Gorham, Tracy | Do not build a gondola. We do not want the expense or the eye sore. It only serves a few billionaires not the community. This is completely against all of the community's wishes, needs, and wants. Put this to a vote. Do the right thing. | 32.2.9E; 32.2.9N | A32.2.9N |
| 31862 | Gorham, Tracy | No gondola. Dont make this massively idiot decision. | 32.2.9E | |
| 30160 | Gorman, Victoria | I completely disagree with and DO NOT support the Gondola construction. No matter when it would be phased in, it does little to solve the traffic problem. It's a gimmicky "solution" supported by business and resort owners, not the surrounding community residents. Additionally, I would like to offer another option that could alleviate traffic conditions in LCC on powder days, especially. Use stoplights to control to canyon traffic that allow uphill traffic only for 30 mins (for example) and then downhill traffic for the next 30 mins. Alert travelers via UDOT and provide a schedule of travel times up and down hill. This solution is similar to highways and bridges that provide additional lanes during high volume commuting times. This is a simple, cheap alternative that could greatly decrease congestion and frustration and could be implemented along with other options like carpool incentives, increased bus routes and bus stop parking, tolling for NON-RESIDENTS and parking reservations at the resorts. Please listen to the residents and not the greedy resort and business owners. There are simple solutions that are inexpensive and effective and don't require tens of thousands of taxpayer dollars to solve a problem that a small percentage of residents experience. | 32.1.2B; 32.2.2D; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.9E; 32.2.9N; 32.7C | A32.1.2B; A32.2.2K; A32.2.9N |
| 34518 | Gorman, Victoria | I agree with Mayor Wilson! Enhanced electric buses with higher frequency and improved reliability, together with strategically placed mobility hubs; Tolling infrastructure; Parking management technologies and policies, such as ski parking reservations, micro-transit, and rideshare programs; Multi-passenger vehicle incentives; and Traction device requirements with expanded inspection hours and enforcement. NO GONDOLA! | 32.2.6.3F; 32.2.9A; 32.2.2I; 32.2.2K; 32.2.2M; 32.2.9E | A32.2.2I; A32.2.2K |
| 37055 | Gorr, Elliot | Defacing the scenic and valuable Little Cottonwood Canyon watershed with a gondola would be a tragedy. I am sure the reader of this comment will read more articulate and specific thoughts on solutions to the transportation challenges faced on SR 210. I will keep it big picture here. A multi-billion dollar carnival ride that stops only at the two large corporations in the canyon is not a fair or equitable solution for anyone recreating in LCC. It is simply a tourist attraction that will only bring MORE traffic to this sensitive canyon. Increase the buses, and limit passenger vehicle traffic with a reservation system (not tolling). This solution is equitable, scalable for seasons and peak travel times, and much lower impact than building the longest gondola in the word. | 32.2.9E; 32.2.6.5G; 32.1.2D; 32.1.2B; 32.2.2K; 32.2.9A | A32.1.2B; A32.2.2K |
| 27123 | Gotfredson, Troy | I love the idea of the Gondola, I have been to other cities that have gondolas. The gondolas are not only a great transportation up canyons to resorts, but are a tourist attraction on there own, creating a unique view of the beauty of the canyons they are in. I look forward to the day I can enjoy the gondola ride up the canyon to Alta for wonderful hikes, and Snowbird for its great snowboarding! | 32.2.9D | |
| 30688 | Gotleb, Kristopher | The gondola is a terrible idea. It's going to destroy the canyon. | 32.2.9E | |
| 26194 | Gotsch, David | This plan is worse than the smell of hog on a hot summer day! Don't destroy the LCC! | 32.2.9G | |
| 25358 | Gottschalk, Navar | I think it's absolutely wonderful that the Gondola was determined to be the best means of transport up the canyon. My eyes are filled with tears of joy! There was a lot of opposition to the project from residents who live near by where it will be constructed, however I don't think I considered all the positives of a gondola. This will | 32.2.9D | |

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| | | be an amazing addition to our beautiful state and my future family and families to come. I'm ecstatic and can't wait to see our beautiful new gondola in place at our beautiful resorts. Great job UDOT, congratulations!! | | |
| 25928 | Gottschall, Judd | Hey dummys, people still have to drive to the mouth of the canyon to get on this stupid thing. It's not going to stop congestion, it's just going to cause more congestion at the mouth of the canyon. I could see the line to park at the stupid"La Whatever" station getting backed up all the way to the intersection to turn into Big Cottonwood, which will cause more congestion to get into Big and Little. Maybe you should think about these types of things before you sink half a billion dollars of taxpayers money into a stupid idea like this gondola. | 32.2.6.5E; 32.7B; 32.1.2B; 32.2.2PP | A32.2.6.5E; A32.1.2B |
| 26823 | Gough, Carolyn | Thank you for your work on the canyon transportation issue. I support a gondola and the phased busing in preparation for full gondola services. After having visited the Swiss Alps, I am totally convinced that a gondola is a safer, cleaner, quieter, and more convenient and beautiful way to access our mountains. Although I infrequently travel up Little Cottonwood Canyon I would be willing to incur the costs as a tax payer to help protect our mountains. Though"some assembly is required" I believe the construction of the elements necessary for a gondola system far outweigh any other construction or development. Thank you for moving forward with the gondola plans. | 32.2.9D | |
| 32908 | Goupil, Kyle | Please do not go through with a gondola in Little Cottonwood. We do not need to be shuttling more skiers up to the resorts! They are already overcrowded. The gondola would only possibly service one user group, while detracting from the wilderness and recreational experience of all other user groups. Please reconsider other less expensive, invasive, and destructive options such as an improved and incentivized bus line. | 32.2.9A | |
| 34216 | Gourley, Dennis | NO GONDOLA UDOT!! The people desiring this are real estate moguls pushing their own agenda! | 32.2.9E | |
| 34210 | Gourley, Diane | We don't need a gondola. Add added busses! The people who want the gondola are real estate moguls pushing for it! The gondola will not serve the people who live here and want to enjoy our beautiful canyons all year long! The gondola will only serve two ski resorts for the ski season. The real estate moguls are really self serving themselves! | 32.1.2D; 32.2.9A; 32.2.9E; 32.2.9N | A32.2.9N |
| 34831 | Gourley, Steve | This transportation option is not a solution. It is a stunt for ski resort tourism. I recreate in all the canyons and this solution only supports paying ski resort customers. It does not work for me. I recreate much lower in the canyon and no option exists for us. The cost is too high both visually and fiscally. There are better options. | 32.2.9E | |
| 37070 | Gowski, Bill | I just don't understand why we haven't tried piloting a bus oriented solution. These traffic issues are problematic around 15 days a year. Why spend a fortune to benefit developers when buses sit idle each weekend. Build transit hubs and INCENTIVIZE bus travel | 32.2.9A; 32.1.2B; 32.2.2I | A32.1.2B; A32.2.2I |
| 27303 | Goyzueta, Alex | In 100% support!!! | 32.29D | |
| 34720 | graber, joshua | Hello, I am concerned that if the gondola does go in, it will not allow alcohol to be permitted for carry up canyon and that will yield low usage in favor of driving individual cars so that tailgating may take place. The gondola will not be as successful as intended. Please do not select the gondola. | 32.2.9E | |
| 26522 | Grace Stocker, Mary | Please think about other options instead of a Gondola. Other resorts do mandatory bus rides past a certain time. This way backcountry skiers can still drive up and resort skiers take the bus. Please consider other options to protect the environment and our communities. | 32.1.2B; 32.2.2L; 32.2.2PP | A32.1.2B |
| 35063 | Grace, Katherine | The gondola would make an enormous impact on the actual environment in Little Cottonwood while only serving skiers and resort visitors. If UDOT can't actually afford to build this without external funding, then this option should be taken off the table. Improved bus service to the different trailheads would make a lot more sense for people who use Little Cottonwood for activities other than skiing. I'd much rather pay a toll and/or hop on a bus than burden residents with taxes. The people who use the canyon should be the ones paying for improvements. | 32.2.9E; 32.2.9A; 32.2.6.3C; 32.2.4A | A32.2.6.3C |
| 29470 | Grace, Nikki | Hello, my name is Nikki Grace and my husband Tim and I have a property that [REDACTED] has an easement across the back of our property. So therefore we are an interested priority and I would like to set up a meeting with the engineers and some Personnel to address our property in particular in regard to your new plans. We had a meeting with you some years ago when this all started it does not appear that anything has changed in your plans. I there was discussion with your personnel about the instability of the scarp at the back of our property and possible mitigating things that the engineers could do so. It doesnt appear that anybody cares or is there regarding our first meeting with you? So we need to have another meeting and make sure that everybody is fully aware of our property and the easement. So, my phone number is [REDACTED]. Please call about when we can meet with the engineers [REDACTED]. | 32.2.6.2.2A; 32.4F | A32.2.6.2.2A |
| 33340 | Grace, Trinity | Please don't move forward with this project. The gondola isn't the answer. Monitoring traffic and requiring patrons to use busses to access ski resorts is not only more coat effective it's more environmentally conscous. The gondola will cost tax payers millions of unnecessary funds and be a scar against what is a gorgeous landscape. It will also cut off access to dozens of climbs and hikes. Please make the responsible decision and do not build the gondola. | 32.1.2B; 32.2.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 33844 | gracia, Joshua | No!!!! | 32.29D | |
| 28515 | Grady, Cathy | I am against the gondola. | 32.2.9E | |
| 29204 | Graff, Nate | In full support of a gondola as a long-term transportation solution. | 32.2.9D | |
| 37524 | Graff, Oscar | Don't put up a gondola, it represents the wishes of the rich few of those of the people. | 32.2.9E | |
| 35888 | Graff, Suzanna | Unless you close the roads completely, people will still drive up the canyon. Therefore, air quality and watershed will not be better protected. The years of construction in the canyons will make it even more congested and polluted. The Gondola will be very expensive for many locals to go into the canyon and will really only cater to the sky crowds. Going into a recession we don't need the expense for our city or state. Then private investors will want to make their money back causing it to be expensive to use. It will take away from the aesthetic beauty of our mountains in the valley. Please don't put in the Gondola. | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 36099 | Grage, Noah | This is literally destroying the canyon.... So thanks for that | 32.2.9E | |
| 25585 | Graham, Galen | I strongly suggest against the gondola for LCC. Larger parking at the base for carpooling and shuttling is essential."Low" impact to climbing boulders is not an acceptable approach. There should be NO negative impact to climbing, wildlife, and accessibility or the plan is a failure. Listen to the people of Utah. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B; 32.6D; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 25689 | Graham, Joshua | As a longtime (20+ year) voter and tax payer this decision does NOT have my support. The solution is simple and inexpensive: During the ski season simply limit access on the weekends to only allow residents of the canyon to drive up and public buses - think Zion canyon. This is a fair approach. It eliminates the traffic problem at little expense to the tax payer. The gondola is an expensive gimmick that will only add more people to an already stressed ecological community. | 32.2.2B; 32.2.9E | |
| 27642 | Graham, Katrina | I fully support the gondola. Katrina Graham SLC, UT | 32.2.9D | |
| 32601 | Graham, Shauntel | Please do this. Also, please do it soon so i can ride it! | 32.2.9D | |
| 33140 | Graham, Tracy | Please leave the canyon the way it is. Please don't build a gondola. The buses could work but DO NOT DIG, BUILD, or DISRUPT the natural beauty and peace of little cottonwood canyon. Let it be. Thank you | 32.2.9A | |
| 30889 | Graham-Muffler, Teresa | Opposed to the gondola. It will be very expensive to ride, so many residents won't be able to afford it. It intrudes on residents whose homes are right there. The buses do work, until you start reducing the service - very poor decision. It will pollute the beautiful views all residents can enjoy hiking, rock climbing or even going for a drive up the canyon. What special interests are pushing for this? Seems like if we follow the money, we'll find corruption. Residents don't want this | 32.2.9E | |
| 30853 | Grainger, David | The gondola proposal is not a solution to the problem and fails to accommodate canyon users who have alternative canyon destination plans other than the two major ski resorts. Before jumping to a solution that fails to address 1) the problem, and 2) the users' needs, I advocate for an immediate enforced canyon access approach now deploying 1) actual strict entry enforcement of carpooling, 2) steep \$ fee-for-access, and 3) real "front of the line" driving privileges for all UTA bus use in the canyon. With only 4-person and greater carpools, and UTA buses, and authorized shared-ride vans in the canyon, this would reduce auto use substantially RIGHT NOW. Fee generation would pay for the required enforcement staffing at the canyon entrance. Electronic gating/monitoring as used on many airport accesses and toll roads could eventually replace staffed entry coverage 24/7. We need transitional solutions NOW while we debate more costly permanent solutions for years downline. | 32.2.4A; 32.2.2K; 32.2.9E; 32.2.9R | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |
| 37027 | Grange, McKay | little cottonwood has some of the worlds most incredible climbing and a gondola would make much of it permanently inaccessible or altered. something else has to be done. | 32.2.9E; 32.1.2D | |
| 26937 | Grant, Julia | As a Salt Lake native who's spent every winter and summer since I could walk in little cottonwood canyon I'm am seriously saddened by the recommendation. I believe that an improved bus system is the correct solution. The gondola will only solve small problems and predict there will be many kinks in designing"the worlds longest gondola ride". There's no freaking way it's going to go smoothly because of how unpredictable the canyon and plans of this scale are. I would also like to point out that big cottonwood often had much worse traffic than lc, we need a system that would benefit the whole community (not just a tourist attraction). | 32.2.9A; 32.1.1A | A32.1.1A |
| 37006 | Grant, Philippe | As a professional in the transportation space, the gondola is the least logical recommendation and in my opinion is only begin considered due to the cost. The Rail alternative is the most future-proof option from a capacity perspective. The gondola only creates another bottle neck since there is only one access point. I studied urban planning in Canada and my professors would regularly mention how poor Salt Lake City was at planning. Implementing a gondola would only validate their claims. There is a reason why every other populated mountain town utilizes rail infrastructure, because it works. Make the logical choice Utah and move forward with the rail alternative so we can have sustainable transportation solutions for the mountain community. | 32.2.9E; 32.2.6.5E; 32.2.9F | A32.2.6.5E |
| 30940 | Grant, Stephen | I do NOT agree with the proposal of building a gondola for LCC. Another solution, such as busing is superior. | 32.2.9E; 32.2.9A | |
| 29895 | Grant, Stephen | I do not agree with the plan of installing a Gondola. There are better solutions. | 32.2.2PP; 32.2.9E | |
| 28367 | Grant, Susan | I support the gondola plan! | 32.2.9D | |
| 27870 | Grant, Vivian | Please don't do this. Save the nature. | 32.2.9E | |
| 32749 | Grapentine, Davin | I strongly oppose the construction of a gondola in Little Cottonwood Canyon for the reasons noted below. 1. I oppose the use of taxpayer dollars to fund successful private businesses. The gondola as proposed would only serve the customers of Snowbird/Alta. If the ski resorts want a tourist attraction they should pay for 100% of the construction cost. 2. The gondola as proposed would make traffic worse. Since there is not a proposal for banning/restricting private vehicles from the canyon the influx of additional vehicles going to the gondola terminal will worsen the traffic on Wasatch Blvd and near the mouths of both canyons. | 32.2.9E; 32.2.7A; 32.2.6.5E; 32.1.1A; 32.2.9A; 32.1.2C | A32.2.6.5E; A32.1.1A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>3. The gondola is not a transportation solution and would do nothing for Big Cottonwood. Many people are going to trailhead locations outside the ski resorts and during summer months. Since the gondola would only stop at Snowbird/Alta and only operate in the winter it will do nothing to help solve the year-round transportation issues in both canyons.</p> <p>4. The gondola is expensive and unnecessary. There are other solutions that would be significantly cheaper, quicker to implement, and have less environmental impact that would actually solve the transportation problems in BOTH canyons.</p> <p>I support expanded year-round bus service in both canyons originating from multiple hubs throughout the valley. This would move the traffic load away from the canyons and actually provide transportation to all canyon users. Along with bus service I support outright banning or restricting private vehicles through high-cost tolling or other methods.</p> | | |
| 37044 | Grapentine, Gina | <p>I do not believe the gondola is not a viable solution. The gondola is not a flexible solution, it is short sighted and permanent; vastly changing the canyon forever. Buses can be scaled, modified as needed and could, if implemented correctly, decrease the volume of cars in the canyon. I believe that tolling those who choose to drive up canyon could be implemented as well.</p> <p>I am against tax payer money being used to build a tourist attraction that only serves private businesses and does not alleviate summer and fall canyon traffic/congestion.</p> | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.7A | |
| 28741 | Grathwohl, Jeff | Please, no gondola. It's a taxpayer subsidy to two fat businesses. I can't even afford to ski at Alta or Snowbird these days. | 32.2.9E | |
| 36784 | Graves Henneman, Susan | <p>To Whom It May Concern,</p> <p>As a 33-year long resident in the Wasatch back and a frequent recreationalist in entire Wasatch Range, I believe a gondola in LLC is not the answer. First, not only does it negatively impact the magnificent view-shed but it will greatly impact the watershed during construction. Second, the gondola does not provide trailhead stops for non-resort enthusiasts. So basically UDOT will pay \$550 million that truly only benefits the resorts of LCC and La Caille. Third, the solution needs to occur ASAP, not by 2050. Fourth, gondolas are not a reliable mode of transportation in severe wind and weather. And finally, a gondola will not eliminate cars driving up LCC. They will still be allowed.</p> <p>I believe a better solution would be to try a mix of buses and making SR 210 a toll road. The toll would be determined by the number of people in the car. More people, low cost. One person, high cost.</p> <p>Please, no gondola in the beloved Wasatch's Little Cottonwood Canyon!</p> | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.2.6.5K; 32.2.9A; 32.2.4A | |
| 31989 | Graves, Marc | <p>The Gondola is terrible idea. It comes at a very high tax pay expense with the benefit of a few. We need to use the money to pay Canyon bus drivers a high premium, as there is reduced number of buses due to bus driver labor shortages.</p> <p>The worst traffic is one snow days, we need to figure out how to keep the road open safely during storm event. We need to build snow sheds for known avalanche paths to keep the road open and to reduce overall avalanche mitigation risks. We need more busses with dedicated bus lanes. The Gondola would only benefit tourists, the locals would not ride it.</p> <p>Furthermore, the idea of a 2500 space parking garage in what is essentially a neighborhood is an awful idea. The parking garage needs to be located closer to the interstate where the connecting and collector streets are not two lane neighborhood roads. The parking garage should be placed off of Wasatch Boulevard where the 6200 S Park N Ride is now or somewhere near the gravel pit area and not in a neighborhood.</p> <p>Why would taxpayers want to fund what doesn't make sense, the ski resorts who would mostly benefit should pay 80% more of the price tag. The burden shouldn't be on the tax payers for what would be seen mainly as tourist attraction.</p> <p>We need better enforcement of the traction rules and should have a healthy budget for law enforcement to enforce such. If you really talk to anyone, the sticker program is a joke, because mostly no one enforces it. We should have the money to see some kind of law enforcement at the mouth of each canyon on every snow day, writing expensive tickets for increased revenue to help the enforcement budget but moreover to get the word out it will not be tolerated. With the state of Utah getting rid of checking tire tread depths as part of the safety inspections, it has led to an untenable situation. Walk through a resort parking lot on a storm day and see how many magically made it up the canyon in their 4wd or AWD, but will slip off the road on the way down because the tires are bald or below an adequate tread depth. I think law enforcement should walk the parking lots and measure tread depth and write tickets, again this directly affects others through safety and traffic.</p> | 32.2.9E; 32.2.9A; 32.2.6.5E; 32.2.7A; 32.2.2M | A32.2.6.5E |
| 34314 | Graves, Quinn | <p>Hello,</p> <p>My name is Quinn Graves and I am a lifelong resident of the Wasatch. I grew up on the Wasatch Back and was introduced to the beauty of Little Cottonwood Canyon when I was going to school at the University of Utah. I am a lover of both resort and backcountry skiing, hiking, mountain biking, and trail running. I wholeheartedly believe that building a gondola up Little Cottonwood Canyon will ruin the canyon for present and future generations.</p> <p>First off, we need solutions to the transportation issue NOW, not by 2050. We need a transportation solution that is both scalable and will increase accessibility in LCC. A gondola is neither of these things. The gondola is specifically for already affluent people going to ski at Snowbird and/or Alta. It does not serve many user groups who enjoy LCC such as hikers, climbers, backcountry skiers, bikers, etc. The gondola will continue to exacerbate the already huge issue of lack of access to</p> | 32.2.9A; 32.2.9E; 32.2.2E; 32.2.6.5G; 32.17A; 32.12A; 32.2.4A; 32.2.6.5K | A32.12A |

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| | | <p>outdoor spaces by only serving one specific user group. Plus, if roadside parking is not allowed before Snowbird entrance 1, climbers and backcountry skiers will have continued restricted access to popular climbing at the base of the canyon and the White Pine Canyon trailhead.</p> <p>Another important fact to pay attention to is climate change. A review published in the journal Nature in 2021 found that, across the Western United States, snow water equivalent will probably decline by about 25% by 2050 (Siirilia-Woodburn et al. 2021). The skiing industry and the snowpack we all rely on for water in the Western United States will be severely impacted by this decline. How does it possibly make sense to implement a gondola that could be totally obsolete by the turn of the century?</p> <p>Other crucial things to asses in the environmental impact statement are protecting the viewshed and watershed in LCC. When I was in college, one of my courses had us volunteer with the Alta Environmental Center. We were told there are many restrictions that buildings and signage must comply with to protect Alta's viewshed. How does a gondola comply with these viewshed rules? A gondola will ruin LCC's stunningly unique viewshed. Who wants to look out at a gondola with towers running up the entirety of the canyon? I know I don't. I also know I don't want the water running out of the mountains into LCC creek to get contaminated by gondola construction. LCC creek provides much of the Salt Lake Valley's water. Since humans are not allowed in streams or lakes in LCC, how could it possibly be okay to have a massive construction project occurring so close to a crucial water source? This seems like an environmental disaster waiting to happen. Gondola construction is destined to pollute this crucial watershed.</p> <p>It is wild to me that UDOT is proposing a transportation "solution," that they don't even have funding to build. \$550 million is an insane amount of money to waste on a "solution," that will only take people to and from ski areas and nowhere else in the canyon. It is very obvious that the gondola "solution," is designed to line the pockets of the higher-ups at Alta, Snowbird, and La Caille because it's essentially a showy amusement park ride implemented to boost tourism from the wealthy. This "solution," doesn't do much to reduce traffic in LCC because cars will still be allowed on the roadway and all of the users who do not ski at ski areas will still have to drive up the canyon.</p> <p>Finally, building a gondola is not a reliable solution to the transportation issues that plague the Cottonwood Canyons. I work at a ski area in Utah and lifts/gondolas are unreliable. The number of times that I've witnessed lifts and gondolas delayed due to weather, wind, and mechanical issues is numerous. I have no faith that the LCC gondola will be immune to these issues.</p> <p>I think the solution to the transportation issues in LCC should use a mix of buses and make SR 210 a toll road. The toll should be based on how many people are in a vehicle; less for more people in one car and more for single-occupant vehicles. This solution is both scalable and immediate. Please, think of user groups other than those who ski at resorts. Think of an actual solution that isn't designed to make already wealthy corporations richer. No gondola in LCC!</p> | | |
| 33921 | Graves, Tamie | I completed disagree with the plan to go ahead with the gondola. It will only benefit a small amount of people going up the canyon to ski, it is too expensive and there are much better alternative solutions ie electric buses. Even residents of the canyon don't want this permanent fixture and would rather continue to deal with traffic. Just because gondolas are common in Europe doesn't mean it's the right solution to our problem in Utah. Please use common sense, long term thinking to solve this issue. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 33405 | Gravlee, Glen | The beauty of this area is best viewed from the ground. I would rather see reservations than gondolas. It would save much money and leave the area untouched by man with so much interference. Thank you | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 32213 | Gray, Shere Lynn | I am a skier. I have been an Alta pass holder for many years. I am also a tax payer. I am outraged to think my tax dollars might be used to subsidize Alta and Snowbird's profits. The climate is changing. We very likely will no longer boast of "the greatest snow on Earth" by the time this monstrosity is built. Do not use my money to build this gondola. Listen to the people who will be forced to pay for it! | 32.2.9E; 32.2.7A; 32.2.2E | |
| 31372 | Gray, Tanner | The Gondola option is the WRONG decision for many reasons. First, it's a misuse of public money in a time of a local environmental crisis. Second, it is a massive physical project that has a potential to not have the intended effect on canyon efficiency which cannot be undone. Third, it's not a versatile option that cannot be used in any other way than skiing Snowbird or Alta. | 32.2.9E | |
| 27658 | Grbic, Amar | I feel that making this gondola will ruin a lot of things. As it stand this topic has become extremely popular at school and we are even disusing [discussing] how bad this could be for us or even how good it can be. In my opinion I think there are many other options that can help with little cottonwood but I believe building the gondola will be bad for the environment. Building this will ruin many homes to animals and on top of that it will also be pollute the air with all the machines that it takes to build it. With that it will also reduce the over all amount of people driving in the canyon but that can also be done with electric buses. | 32.2.9E; 32.2.2PP | |
| 36287 | Greaves, Gary | Please do not use my tax money to gift two private businesses over half of a billion dollars(initial cost estimate). Try a progressive toll on private vehicles. The more people in the vehicle, the less you pay. A tram will not be able to send enough people up the canyon in the mornings, when people rush to the slopes, to have a significant impact on traffic. | 32.2.2Y; 32.2.27A; 32.2.9E | |
| 25731 | Greco, Jared | I am very disappointed with the decision to do the gondola. I would like to see an accurate plan depicting how the annual maintenance costs of running the gondola will be paid as it is surely going to be on the tax payers shoulders. Far more cost than running the bus system. My only hope is that the bus system is run for several years and provides the relief needed for the demand of the canyon. I trust Utah and UDOT to make the right choices but this seems to be persuaded by big money donors and politics. | 32.2.9E; 32.2.7A; 32.2.7E; 32.2.9N; 32.2.7C; 32.2.9R; 32.1.2B | A32.2.7E; A32.2.9N; A32.2.7C; A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33131 | Green, Alex | I am a utah resident and voter and do not support the gondola. It will only help a select group of people and will be expensive. I think a bus system would be better like zion national park has. This way you can add or reduce service at peak times and as electric vehicles improve it will have less affect on the environment. Please don't commit to the gondola. There are better options! Thanks Alex | 32.2.9E; 32.2.2B | |
| 26279 | Green, Benjamin | It's unreasonable to spend an ABSURD amount of taxpayer money, that doesn't exist yet, on a structure that will have a high visual impact on one of the most beautiful places in Salt Lake City. This thing will run from late November (at the earliest) to late April? That isn't even 6 months! There is zero traffic early and late in the season, people will opt to drive than to take the gondola, it's a fact. You can't grill and hang in the lot if you take a Gondola. The use case for this Gondola is Late December to Middle of March, IMO. In addition, on those days we may get 14-20 overnight powder days, in which traffic does back up because of canyon closure. We have great snow but in the past decade we really haven't been getting dumped on where we have weekly powder days. Finally - stop splitting the cost over the number of years. It needs to be split over the number of MONTHS it will be used. It's upsetting that money always wins. Get ready for lawsuits to put a long, long hold on this. | 32.1.2B; 32.2.7G; 32.2.9N; 32.2.7A | A32.1.2B; A32.2.9N |
| 29441 | Green, Donald | I would prefer no gondola. I think the gondola will ruin the canyon for its natural views, creating more traffic while building S will bring more attention to the resource which will clog up the canyon. Even more. I think we should get rid of the iKON pass, bringing in way too many people around the world more attraction I don't want to camp at tannerflats and see a giant metal box floating above me I almost ran to the campsite it doesn't give it a natural fill you're taking away the natural view and beauty of the canyon. NO GOndola | 32.2.2K; 32.2.9E | A32.2.2K |
| 35128 | Green, Gary | The trams would be fun and beautiful to ride ... but ... I believe they would attract more people to an already OVER visited sensitive area. So, in my 2nd thought opinion > I'm againt the Trams! | 32.2.9E | |
| 27297 | Green, Jed | Let's develop the canyon. Reopen white pine to Jeeps, Snowmobiles, ATV's, and SxS's. Let's Drill through the mountain to Park City. Let's add lift service from Little Cottonwood to Big. Let's add a \$500,000,000 Gondola that could be seen from every part of the canyon. Think of the money that could be generated from all of this development! The world would think how very cosmopolitan of those Mormon's. These ideas are very foolish and short sighted once the canyon is developed it's scarred forever. We are very lucky to have these wilderness gems this close to the city. They should be protected and preserved at all costs. As an avid outdoors man, I vote NO on the gondola. With concern, Jed Green | 32.29E | |
| 29057 | Green, Jess | Please do use my taxpayer dollars on the Gondola plan! It sounds like a lovely tourist attraction, but as a resident of the surrounding community I don't see the value in this option that benefits mostly private businesses (LaCaille, Alta, Snowbird), negatively impacts the environment and natural beauty of our canyon, and costs so much to only be able to access two stops in the canyon--only for those visiting the two private resorts and not for the many other canyon visitors. Anyone else would still need to drive up the canyon to access their destinations. Please look for seriously at improved bussing and incentives to ride the bus (such as a dedicated bus lane in wider sections of the canyon to bypass private transportation). Thank you. | 32.2.9E; 32.2.9A | |
| 30698 | Green, Jess | I am absolutely against your preferred alternative, which was picked in spite of the mass amounts of community input against the gondola alternative. One of my main reasons for being against this alternative is that it seems to service only the two private resorts and LaCaille. So much of the canyon traffic utilized other areas of the canyon than the private resorts. I am frustrated public funds are going toward transit to private businesses. | 32.2.9E | |
| 28502 | Green, Kent | Rebuild the road. Make it wider and more parking. You can't get up the canyon in summer. | 32.2.6.3B; 32.1.2B | A32.1.2B |
| 34776 | Green, Keslee | The gondola will not solve any issues. Not only will it be incredibly inconvenient during construction, when finished many people won't use it because it costs money so it won't be worth it. It would only service the resorts, so the people that only go up the canyon to its sites won't use it. The climbing, biking, and outdoor community will be left without the incredible natural features, and the environment would be negatively impacted. There are other options to fix the traffic issues, and this is not a good one. | 32.2.9E | |
| 34306 | Green, Mara | I am adamantly apposed to the gondola. I think that a bus system should be put in place and that the traffic to the ski resorts should be limited to employees and residents only. I think the bus system should be expanded significantly so that people can get on and off the bus at multiple stops up and down the canyon so that skiers, backcountry skiers, climbers, hikers, etc all have access to the canyon and so that the traffic is extremely limited there. A gondola will only help the ski resort traffic. It won't fix everything else. | 32.2.9E; 32.2.4A; 32.2.9A; 32.2.2I; 32.2.6.3C | A32.2.2I; A32.2.6.3C |

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| 25463 | Green, Maxfield | Hello, I'm writing in concern for the proposed gondola installation project in Little Cottonwood Canyon. This seems incredibly short sighted and a solution to a problem that effects a very limited and very privileged user group. The project is being pitched as a public transportation issue while it poses a problem to a small fraction of salt lake residents. Even within the user groups of the canyon itself, the gondola would only serve those utilizing the two ski resorts as opposed all other sections of the canyon. This seems like a corporate use of tax payer funds. | 32.1.2B; 32.2.9E; 32.2.2PP; 32.1.2D; 32.2.7A; 32.2.9N | A32.1.2B; A32.2.9N |
| 27381 | Green, Pat | We should explore the easier to implement and thus change with data collected in the year. Recommend they implement a mandatory carpooling (2+ with no exceptions, only staff exceptions during work days) from 7-10AM during ski season with increased bus service.... Tolling can be explored as alternate. The gondola is an extreme approach, with permanent impacts to the canyon year round. We can change carpooling/bussing with little impact, but a gondola will take years to implement and no incentive for people to utilize. What does the gondola provide during the non-ski season? | 32.2.2Y; 32.2.9E; 32.2.6.5G | |
| 30472 | Green, Richard | Horrible shady decision making udot. This choice only servers a single user group in that canyon effectively disenfranchising everyone else. Half a billion dollars to subsidize the ski resort industry in the face of a changing climate and dying lake meaning shorter ski seasons? Now you're reducing bus service? Really gives one pause to consider what's actually going on here. \$\$\$\$\$\$. A real transportation solution would benefit climbers, backcountry skiers, hikers, birdwatchers, everyone. It would serve all of the canyon, not just resort skiers! Who can afford that anymore anyways!!!! Expanded bus service in the canyon. No more private vehicles except for employees and residents. | 32.2.9E; 32.1.2D; 32.2.6I; 32.2.9A | |
| 30474 | Green, Richard | How do I know if my comments were received or looked at? To reiterate, no gondola. Expand bus service. No more private vehicles except employees and residents. | 32.2.9E; 32.2.9A; 32.2.2B | |
| 38051 | Green, Stephen | I am 100% against the installation of a gondola in little cottonwood canyon. It is too expensive. It will permanently harm the view shed. It will irreversibly impact many climbing areas that will never be able to be restored. It is a solution that is using a giant unnecessary tool, like a chainsaw, that could be solved much more efficiently and with more flexibility with a hand saw. The amount of users that will utilize the gondola is grossly overestimated. The amount of high traffic days in the canyon that the gondola is being touted as a solution to are not enough to justify its construction. This is a giant taxpayer giveaway to giant corporations in our state and it is wrong. | 32.2.9E; 32.1.2B | A32.1.2B |
| 31842 | Green, Thomas | WE (TAXPAYERS) DO NOT NEED OR WANT THE GONDOLA !!!! PLEASE NO GONE-DOLA !!!!!!! LET THE RESORTS PAY FOR WHAT THEY WANT !!!!!!!!!!! | 32.2.9E; 32.2.7A | |
| 28332 | Green, Todd | This proposal costs hundreds of millions of dollars and has millions of dollars of annual maintenance, yet only serves private business and only for a very short period of time out of the year. Yet it negatively impacts others who use the canyon. Furthermore aren't the ski slopes crowded as it is on peak days? How is getting more people into an overused resource a good thing? I'm strongly against this proposal in either widening the road or adding gondolas. | 32.2.9E; 32.20C; 32.1.2B; 32.1.2D; 32.4B | A32.20C; A32.1.2B |
| 30273 | Green, Tom | PLEASE NO GONDOLA WE DON'T NEED NOR WANT IT!! THE PUBLIC SHOULD NOT SUBSIDIZE 2 PRIVATE COMPANIES !! NO NO NO!!! | 32.2.9E | |
| 28659 | Green, Vasyleah | I am AGAINST the gondola | 32.2.9E | |
| 31617 | Greenberg, Jack | Starting with a taxpayer subsidized gondola with very expensive ride tickets is not the right next step for the canyon. Keep the canyon accessible and affordable by adding tolls and improving bus service. If that truly doesn't work, then explore the gondola, but don't spend hundreds of millions of dollars when we haven't yet tried this easier solution that will be cheaper for taxpayers, cheaper for outdoors enthusiasts, and is less environmentally damaging. You're just giving in to the corporations and not acting in the best interests of the local community. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 30332 | Greenberg, Kyle | What roles did Wayne Niederhauser and Chris McCandlessIt play in selecting the base area for the gondola? Was there any inside knowledge with government officials that has allowed these two individuals to monetarily benefit from the gondola base selection? It seems that Senate Bill 277, Highway General Obligation Bonds Authorization has been interpreted by the UDOT to subsidize just a handful of private businesses in Little Cottonwood Canyon and two previous government employess. How do the two preferred alternatives also provide and yield easier access to public lands along the S.R. 210 corridor and not just access to private businesses? How can the Gondola Alternative be interpreted any other way than just providing access to Snowbird, Alta, and a few other private businesses located within walking distances from the Snowbird and Alta stations? The enhanced bus service alternatives also makes no mention of adding stops and access to trailheads along S.R. 210. What is the purpose of Senate Bill 277; to deny and limit access to public lands and only service private businesses? If the sole purpose of this project is to supplement the profits of Snowbird and Alta; how long would it take for the tax revenues of these select businesses be to recuperate the year-of-expenditure costs of \$724,662,280 for the gondola alternative or \$782,446,651 for the Enhanced Bus Service in Peak,Â&Period Shoulder Lane? What is the incentive for a tax paying citizen to condone a project like this, when it appears the the preferred solutions limit access to public lands along S.R. 210 while subsidizing a few local businesses with no estimated rate of return on spent tax payer dollars, from these businesses? | 32.2.9N; 32.1.2F; 32.1.2B; 32.1.2C | A32.2.9N; A32.1.2F; A32.1.2B |
| 30088 | Greeneisen, Bob | I think the Gondola is a wrong way to go with this problem! Great permanent environmental impact for something that is an issue less than 30 days a year. Please pursue other mass transit solutions. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |

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| 26365 | Greeneisen, Robert | I am not in favor of the gondola solution. It makes little sense to me. There are many other ways to resolve this issue (that occurs for perhaps 10% of the year) without building this project. It is a mistake in so many ways. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 37282 | Greener, Robert | I'm in favor of the Gondola. | 32.2.9D | |
| 37005 | Greenland, Sydney | My concern arises around the permanent, impulsive nature of this decision. Construction of the gondola would undeniably harm the existing landscape and watershed, and only serves to benefit resort users. The gondola would be harmful to every other community-climbers, hikers, backcountry skiers, etc., not to mention the many negative impacts it would have on wildlife. It seems to be an extreme measure, one that cannot be scaled or reversed. Buses, for example, can be scaled to fit the need of the public with fewer buses running on slow weekdays and more buses running on weekends. Furthermore, the gondola will not alleviate the traffic issue-it will only perpetuate resort congestion and push traffic further down into the valley. I ask that you please consider the permanent, invasive nature of the gondola. | 32.1.2D; 32.2.9E; 32.2.9A; 32.2.6.5E | A32.2.6.5E |
| 37355 | Greenlaw, Gabriel | There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions. If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws. These actions do not irreversibly change the landscape and community forever. With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year. I would be more aggregable to the gondola if trailhead access was available during the winter and at the very least, ran year round. Little Cottonwood Canyon is a true treasure of our local environment and attracts skiers, climbers and hikers from around the world to enjoy its beauty. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of LCC would destroy the canyon's natural beauty. Again, there are other options that do not alter the landscape. | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.2K; 32.2.2M | A32.2.2K |
| 25648 | Greenman, Edie | No gondola! | 32.2.9E | |
| 33413 | Greenwald, catherine | It's a disgrace that this is being built while vital bus services that help working people (SLC-PC connect) are being cut. | 32.1.1A; 32.1.2B | A32.1.1A; A32.1.2B |
| 25745 | Greenwood, Isaac | I'm not saying no or yes to the gondola, but if you have 2,500 parking spaces and each car has 2 people in it. Which i know the 2500 parking spaces might not get filled up. But that's 5000 people. Only 35 can fit in each gondola every 2 minutes. you could be waiting in line for over 4 hours up and 4 hours back. Thats worst case scenario. But that is a long time to wait especially if you have an emergency. With how things are right now worst case scenario instead of a 30 min drive up the canyon its 1.5 hrs up and less coming down, which really isnt that bad. You have probably already thought about this though. | 32.6.2.1C; 32.2.6.5C | |
| 33618 | Greenwood, Jason | Please do not put in the Gondola! We all know the actual price will be more than double, and that the Gondola will only be of significant use a dozen days a year. Finally we are not fixing any of the real problems, the crowded streets on busy days would be pushed into the nearby neighborhoods rather than up the canyon and we would create a new line to wait in for the Gondola as everyone shows up at the same time just like they do now. | 32.1.2B; 32.2.9E; 32.7B; 32.7C | A32.1.2B |
| 27615 | Greenwood, Mark | Great work. I'm all in favor of the Gondola! Don't let the narrow minded "haters" convince you to change your mind. | 32.2.9D | |
| 27492 | Greenwood, Tim | I'm writing to you about UDOT's proposed transportation alternatives in Little Cottonwood Canyon and the risk they pose to non-resort users, such as climbers. UDOT has identified two preferred transportation alternatives to mitigate winter-time traffic issues: a gondola or widening the road for additional bus-only lanes. I am advocating for a less impactful alternative: expanded bus service that is fiscally responsible and would serve all canyon users year-round, coupled with other traffic mitigation measures such as tolling. UDOT's transportation proposals are only a partial solution, serving only resort users in the canyon. Little Cottonwood Canyon is popular with many user groups, including hikers, runners, mountain bikers, and climbers. UDOT's proposals are short-sighted and do not stop at trailheads or other parking areas, ignoring these groups. Both of UDOT's proposals come with initial construction cost estimates of over \$500 million. There are more fiscally responsible options. Not only would an expanded bus service be less impactful to the landscape, it would use existing infrastructure and would cost less to implement. UDOT's proposals are aimed only at mitigating wintertime traffic in Little Cottonwood Canyon, even though the canyon is popular in all seasons. A year-round expanded bus service would address traffic problems throughout the year. UDOT's transportation proposals serve only those traveling to resorts, leaving | 32.2.9A; 32.2.6.3C; 32.1.2B | A32.2.6.3C; A32.1.2B |

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| | | all other canyon users behind. In addition, the proposals threaten world-class climbing resources. The road widening alternative would eliminate a large number of boulders that are used for climbing and the gondola alternative would ruin the climbing experience for everyone. Rock climbing has occurred in Little Cottonwood Canyon since the 1960s and its development has played a major role in the global climbing community. It is unacceptable to remove a single recreation group's access at the benefit of private industry on public land. Less impactful options exist and should be implemented before making permanent changes to the canyon. | | |
| 25322 | Greer, Erin | Please do NOT build the gondola. Utah won't have any snow in 10 years to even enjoy this greedy device. Why waste tax dollars, time and resources on something that no actual CITIZENS want! The only people who want this are greedy politicians and people of the sort. We don't need a gondola for tourism. PLEASE use those tax dollars to create more public transportation, parking and better access instead of this ridiculous spectacle. I hope you truly listen to what the people want. This is not what they want | 32.1.2B; 32.2.9E; 32.2.2E; 32.2.9N | A32.1.2B; A32.2.9N |
| 37103 | Greer, Josh | This gondola is not a good use of taxpayer money. Only alta and snowbird ski areas have fiscal benefit. They are already too crowded. We do not to make access even easier to get there! Protect our canyons! Please listen to the public. This is not a popular decision. Expand bus access. Think about making buses mandatory like Zion canyon. Us skiers are down for that! | 32.2.9E; 32.1.2D; 32.20C; 32.1.2B; 32.2.9A; 32.2.2B | A32.20C; A32.1.2B |
| 27979 | Greer, Josh | The gondola only benefits the skiing industry at taxpayer expense. The gondola will ruin the beautiful canyon. It is simply not fair for the taxpayer to fund this project. I myself am an avid skier and love skiing up there and hate waiting in traffic. However, this is not the solution. | 32.2.9E | |
| 34171 | Gregersen, Colin | <p>I do not support UDOT's decision of Gondola Option B as the preferred alternative for the following reasons:</p> <ol style="list-style-type: none"> 1. EIS scope is too narrow, excluding transportation solutions for Big Cottonwood Canyon, and therefore doesn't capture the entirety of environmental impacts and costs of transportation solutions in the Central Wasatch. A transportation solution for BCC is needed. The EIS must consider both canyons to be complete. When ignoring transportation issues in BCC, the EIS sets up a piecemeal approach. A piecemeal approach is not consistent with NEPA as I understand it. If Big Cottonwood were included in the EIS, then the taxpayer would see the true costs and environmental impacts of transportation solutions in the Cottonwood Canyons. An example of serious importance is how a gondola up LCC would impact a traffic solution for BCC. A likely and cost-effective solution would be a gondola from upper LCC to upper BCC, over the ridgeline. The public must be made aware that a decision for transportation solutions in LCC will have significant impacts on the future of BCC transportation. 2. Infrastructure impacts these transportation solutions will have on the canyon need to be considered. The bottom line is this: Will increasing the number of people drive further development in the canyon which would irreversibly and negatively impact the reason it is so popular in the first place? This is a fundamental question. Transportation solutions focused on delivering more people to upper LCC cannot be provided without a thorough understanding of the impacts more people will have on the future of the canyon. Basic questions that have not been addressed are as follows: <ol style="list-style-type: none"> a. Are there enough buildings, power, water, and waste management to handle the increase in users these transportation solutions would create? b. Are there enough bathrooms? c. Will the ski resorts need to expand their resort boundaries to meet the new volumes of users to preserve user experience that was degraded by delivering more people to them? d. Is there enough food and shelter in upper LCC to protect its visitors in predictable weather-related situations that would shut down the gondola? e. Can the town of Alta or Unified Police protect and serve the increases of people who are now enabled to travel there? 3. Overcrowding and it's environmental and experiential impacts in upper Little Cottonwood Canyon has not been adequately addressed. I was unable to identify an analysis of the impacts that would result from dramatically increasing the number of people in Little Cottonwood Canyon. Just like the roadway, there is limited space for people in upper Little Cottonwood Canyon. Common sense would dictate there is a limit to the number of people the canyon can support without impacting the environment and the user experience. 4. There is no data to support the EIS conclusion that vehicular traffic will be reduced with any of the alternatives; hence the options evaluated in this EIS are incomplete. I do not agree with the conclusion that people will choose to take the gondola over their car. The gondola transportation option is far less convenient than driving in my opinion. As a pragmatic and enthusiastic skier, I can assure you I will not take the gondola if the road is available to me and UDOT's vehicular traffic numbers are to be believed! I don't think I'm alone in this decision making. Common sense indicates that more dramatic action must be taken to reduce vehicular traffic. 5. I do not support using \$550M of taxpayer money for a gondola. Less expensive alternatives exist that have been identified in the EIS. 6. I do not support a government subsidy for two private businesses. As a taxpayer, I do not want my taxes to be spent on an expensive gondola and its annual operating expenses to subsidize the two private businesses it serves (Alta and Snowbird). If Alta and Snowbird believe the gondola is needed, then they should pay for it. If the Utah tourism industry believes the gondola is needed then they should pay for it. 7. Commute times and noise levels are insufficient metrics to inform the public. The maximum number of people capable of being delivered to Alta and Snowbird should be provided clearly and unambiguously for each transportation solution. The skier visitation numbers to be delivered to Alta and Snowbird should be provided so the public can make an informed decision. Gondola capacity appears underestimated and difficult to understand. <p>Thank you, Colin Gregersen Salt Lake City, UT</p> | 32.1.1A; 32.2.2Q; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N; 32.7C; 32.20B; 32.20C; 32.2.4A | A32.1.1A; A32.2.9N; A32.20C |

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| 37350 | gregersen, richard | so much to be done before a Gondola is built in LLC. 1) do nothing (if people dont like it, they dont have to wait in traffic 2) enhanced buses, 3) toll/carpooling(based on how many people are in a car (sliding scale), 4) Reservations (only so many parking spaces), 5) resorts build parking garages to allow more people at their resorts 6) enforce traction law. 7) public funds should not be used to build gondola anyway 8) Gondola does not serve other peoples use of the canyon. DO NOT DESTROY LITTLE COTTONWOOD CANYON - lets preserve it for the future. GONDOLA does not solve ANYTHING! | 32.2.9A; 32.2.4A; 32.2.2K; 32.2.2M; 32.2.7A; 32.1.2D | A32.2.2K |
| 27072 | Gregg, Cady | The ski industry is not the only aspect of our canyons that make them awesome and something ppl travel to see. It is NOT worth spoiling our canyons in the name of one industry. Ultimately this decision will negatively impact exactly what a team would try to boost, tourism. This is because tourists come to our canyons for there beauty, and a tram takes away from that. There is a ski bus for a reason, use it. | 32.1.2B; 32.1.2D; 32.2.5.4, 32.2.9E | A32.1.2B |
| 37252 | Gregg, Charles | You are building this expensive monstrosity to address traffic problems that occur maybe 15-20 days a year. You will have hundreds of days with little or no riders. The time to get to the resorts will be much longer. Dedicated bus lanes with electric buses will far better serve the public and have the ability to increase and decrease as demand dictates. | 32.2.9E; 32.1.2B; 32.2.9B; 32.2.6.3F | A32.1.2B |
| 37228 | Gregg, Charles | Incredible waste of public funds to support two private businesses. This is so rife with corruption and graft and the enrichment of a former Speaker of the House and a local council member. It is not in the best interest of the citizens of Utah. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 37236 | Gregg, Charles | Environmentally disastrous. The ruination of a scenic canyon with towers, service roads, and gondola cars. A very expensive eyesore in an ever shortening winter ski season. | 32.2.9E; 32.2.2E | |
| 31320 | Gregory, Elijah | Say no to the gondola!! Just go up to any of the ski resorts in the summer time to get a good look at the effect installing that kind of infrastructure has on the immediate environment. Look at Millcreek, for example, on the west side of the ridge compared to the east side where Canyons Resort is. Where they built resort infrastructure the entire area has died off, leaving nothing but dirt. I guess having loads of heavy machinery milling around the area during construction is pretty impactful. | 32.2.9E | |
| 34868 | Gregory, Ella | I am against the gondola solution for Little Cottonwood Canyon. In favor of other less invasive, cost efficient, and environmentally friendly solutions such as tolls, ride sharing, etc. | 32.2.9E; 32.2.2Y | |
| 27490 | Gregory, Joan | I support the common sense solutions approach proposed by Mayor Jenny Wilson and described here: https://mcusercontent.com/cd45be9655184a589ee4d23f0/files/730ac101-68cb-bed9-2b47-d07e86309227/LCC_EIS_Common_Sense_Solutions_Handout_v3_kf.pdf The Common-Sense Solutions Approach offers a more fiscally conservative AND sustainable option. Fiscal conservatives and environmentalists agree that a \$500 million-plus, environmentally harmful infrastructure project that benefits an extremely narrow population of people is a BAD idea. | 32.2.9E; 32.2.2I; 32.2.29R | A32.2.2I; A32.2.9R; A32.1.2H; A32.2.6S |
| 32616 | Grenard, Mark | Don't allow building in this Natural area, keep it pristine without human interference. | 32.2.9E | |
| 26310 | Grenke, James | I disagree with the proposed plan. The visual impact will negatively affect the experience of climbers and hikers in the canyon. | 32.4B; 32.2.9D | |
| 37434 | Grenlie, Molly | I do not support the gondola. This is not a good solution for canyon traffic. I believe increased bus services & tolling to better options. | 32.2.9E; 32.2.9A; 32.2.2Y | |
| 26845 | Gretchen, Dennison | No to the gondola. Self-serving and shortsighted. It will disrupt our canyon and the people in it and those that use it for hiking and biking. Charge every car that goes up instead widen the road get buses that can be repurposed in the valley make them electric make a bus only lane so there are two lanes that go up in the morning and then it alternates to two lanes that go down in the evening the number of days that there is a disruption is minimal. Impact of a gondola is out of control. Make it so that you have to have an easy pass that certifies your car has four-wheel-drive and snow tires not all-wheel-drive tires no rental cars allowed up in the canyon and charge a season pass of \$1000 to drive your car up and down the canyon. Then repurposes buses for other things or let them rest when they are not in need when numbers die down. Widen the roads and put snow sheds and you're going to do it anyways a gondola is only for the purpose of the elite rich and only serves Snowbird and Alta furthermore the journey to get up there is ridiculous. Eminent domain the gravel pit in Wastasch and turn that into a mass parking area where buses can run out of and also serve big Cottonwood Canyon because there's a problem there too just like Utah in good fashion you're very shortsighted in how to fix problems. By taking over the gravel pit and making it a giant park-and-ride cars will be able to exit the highway come from all different directions park their vehicles and a multi-tiered structure keep their cars out of the snow grab buses and go up either big or little Cottonwood Canyon make it so that there is a bus lane all the way Wastasch Boulevard going up little Cottonwood Canyon that does not have to stop it picks up at the gravel pit and goes all the way up to Snowbird and have one that goes all the way up to Alta to shut up people up there. Furthermore we really don't need more skiers in the canyon the ski resorts are crowded plenty. The road is crowd control. And let's start talking about big Cottonwood Canyon what is wrong with you people you're taking all that money for one little canyon when there is just as much of a problem or a bigger problem in big Cottonwood Canyon this is absurd And charge to go up both canyons and limit the vehicles and have more cops and therefore by charging there will Be funds to pay for everything no no gondola no!!!! | 32.2.9E; 32.2.2III; 32.2.9B; 32.2.0C; 32.1.1A; 32.2.4A | A32.2.0C; A32.1.1A |
| 38106 | Grieb, Christoper | Please put a stop to this destructive, expensive waste of tax payer dollars and environmental resources. The gondola must not be built. | 32.2.9E | |
| 38044 | Grieb, Kara | Building a gondola in LCC will forever change the views and climbing in the canyon. There are many historic climbing areas that are world famous that will be impacted or damaged due to the gondola. Please look at more sustainable options like running more electric buses, incentives for carpooling and tolls on really busy days. Please preserve the landscape and climbs in LCC for the future generations. | 32.2.9E; 32.1.2D; 32.2.6.3F; 32.2.4A | |

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| 26103 | Grieco, Justin | <p>None of the partners in this endeavor have convinced me that the permanent damage gondola construction would cause... is less than the damage of attempting increased busing and traffic control or fees.</p> <p>Sure, those alternatives may not work either, but they are not permanent and destructive if they don't.</p> <p>The gondola reeks of a money grab for the benefit of two corporations, at the expense of the environment, non-ski-resort recreation, and neighbors.</p> | 32.19A; 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9N; 32.29R | A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 29977 | Grieco, Justin | <p>Have you guys considered that LCC is no longer the traffic problem in winter that it was at the beginning of the EIS?</p> <p>The resorts implementing paid parking reservation systems essentially solved the problem. Now, BCC is a bigger problem.</p> <p>Tolls and reservations are clearly the answer, and are not a permanent and destructive and UNWANTED construction project.</p> | 32.1.1A; 32.1.2B; 32.2.2K; 32.2.4A; 32.2.9E | A32.1.1A; A32.1.2B; A32.2.2K |
| 36570 | Griffall, Tracy | <p>To Whom It May Concern:</p> <p>WE (the taxpayers, our elected leaders, and UDOT) are admittedly faced with a challenging issue to try to design safe, reasonable, and functional methods to reduce traffic and congestion to, and within, Little Cottonwood Canyon. That said, I am absolutely, unequivocally opposed to both UDOT's Gondola B plan as well as the widening of Wasatch Blvd.</p> <p>As a born-and-raised Salt Lake resident of 60 years, I have watched the Salt Lake and surrounding areas go through many growth spurts and consequent growing pains. These growing pains required widening of many roadways; installation of new interstates and highways; development of/ disappearance of farmlands and open spaces; etc. The one thing that has always been a constant priority through it all has been the preservation of our beautiful canyons and watershed areas. I am heartbroken that UDOT continues to pursue the gondola which they state "has the highest visual impacts" but can't claim it has the lowest impact to watershed and other areas.</p> <p>As a healthcare professional, we are taught that you should always consider the WHOLE patient before starting treatment and then start with the least invasive option. Little Cottonwood Canyon, Wasatch Blvd, the residential areas near the canyon(s), citizens of Salt Lake who utilize the canyon, and tourism, ALL need to be considered when designing a solution. Many alternate recommendations have been made and seem to fall on UDOT's deaf ears.</p> <p>There are SO MANY less invasive options that could and should be implemented, in a staged manner, before EVER considering the gondola. Some options could include in part or in whole:</p> <p>BUSES AND PARK-N-RIDE SITES:</p> <ul style="list-style-type: none"> - A fleet of electric buses with designated routes: <ul style="list-style-type: none"> > to ski areas during the winter > in the summer and fall, have stops at major trailheads, rock-climb sites, and resorts > in the fall, have designated sight-seeing buses for fall color observation. - Increase park-and-ride sites. Existing park-and-ride sites are inadequate as I can attest from personal experience. Additional sites away from the canyon-mouths could be strategically placed. <p>WASATCH BLVD:</p> <p>Traffic bottlenecks at Ft. Union Blvd. and Wasatch Blvd. during peak ski season.</p> <ul style="list-style-type: none"> - We must reduce the desirability of driving your own vehicle, often by one person, up the canyon to park. <ul style="list-style-type: none"> > Place toll booths at the mouth of the canyon. > Add a bypass lane for buses and HOV (high occupancy vehicles) so only single-passenger vehicles are tolled. <p>RESORTS TAKE RESPONSIBILITY: Resorts should carry some burden of solution since they benefit most.</p> <ul style="list-style-type: none"> - Resorts have a finite number of parking spaces. <ul style="list-style-type: none"> > Especially in ski season, require resorts to manage their own parking by utilizing an online reservation system for daily/weekly/monthly parking permits. > Resort parking lots should have their own parking staff. Implement the following individually or combined <ul style="list-style-type: none"> > Gated entry to validate vehicle has proper parking permit. Electronic access such as gated housing communities use or an attendant at the gate(s) such as national parks. > Valet parking to expedite traffic flow during peak hours of day > Of course, have a bus-bypass lane at entry to parking lot to bypass the above measures. <p>I strongly urge UDOT and those on the planning committee to cease pursual of the current plan that includes gondola installation, widening of Wasatch and mega-parking lot at LaCaille. I encourage you to pursue some of the less-invasive, less-costly alternatives that have been presented over the course of months but unilaterally and collectively dismissed. The existing plan is detrimental to our pristine canyon; negatively impacts surrounding neighborhoods on a daily basis; is cost prohibitive to local users; is a ridiculous burden on taxpayers; and may backfire and negatively impact tourism in LCC since the gondola detracts from the small, local resort feel many tourists seek.</p> <p>I am begging you to eliminate Gondola B and widening Wasatch Blvd from the Final plan. Please start with smaller, less-invasive measures, implemented in stages over time.</p> <p>Thank you for your consideration,</p> | 32.2.9E; 32.2.9L; 32.2.6.3F; 32.2.2K; 32.2.9A | A32.2.2K |

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| | | Tracy Griffall | | |
| 29265 | Griffen, Pete | Unfortunately, due to population growth, both canyons on the Wasatch front arguing to have to come up with solutions to deal with increased traffic. The goal should not be to increase the uphill capacity of our transportation systems, but to create more efficient ones. A gondola nor is widening the road a more efficient mode of transportation. start with regulating parking, A reservation system , incentivizing customers to carpool, and a more efficient public transportation system via electric buses. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.6.3F; 32.2.9A | A32.1.2B; A32.2.2K |
| 36871 | Griffin, Hailey | <p>Hello, and thank you for your time. I'm sure you're eyes are tired and cheeks sore from the smile you have to constantly place on your face while talking to the public.</p> <p>My name is Hailey. I moved to Alta, Utah in January of 2009, lived there for 7 years, 8 ski seasons, before buying my home in Cottonwood Heights. I continue to work a full time, year round job up there. This commentary is strictly my own.</p> <p>I remember traffic on SR210 from my first season and am at awe at how big of a deal it has become in recent years. I worry we have grown impatient as a society and this is a problem we are building up bigger than it is. Yes, action is needed for safety, but is a Gondola the right course?</p> <p>I strongly feel the money being raised for the Gondola project would be much better served being spent on improving transit in the Salt Lake Valley. From my home, I have to drive a considerable distance to take public transport to Salt Lake City, the Airport, the west side of the Valley. I can walk to the ski bus, but more often than not it's full and I end up hitchhiking. There is a major lack of convenience, therefore lack of incentive, to take public transit as it stands.</p> <p>Can we help UTA hire more drivers? Without improving public transportation to the Gondola base, will we even see a benefit in traffic reduction? Or will it simply be placing the traffic into the surrounding neighborhoods? Widening Wasatch, to access a Gondola that may only run 5 months a year, with a limited parking base area, and not improving Valley transit. Ugh. How will this work in the fastest growing state? Will we not just be reevaluating again in 10-15 years?</p> <p>Some thoughts and ideas (disclaimer: I know little, but have experience a lot).</p> <ol style="list-style-type: none"> 1. I love the idea of avalanche sheds. 2. I also believe reflective paint would go a long way in seeing "the edge of the road" to those not so regular canyon drivers. 3. Can we straighten the road in some of those "scary" areas? Especially below Snowbird 1 where we see so many slide offs. 4. How about a UDOT shed in each canyon? Can pop out when those "unexpected" storms roll through, as they always suddenly seem to appear at 2:30/3pm. No more relying on the Snowbird plow that way... Also, creates local jobs. (Hopefully people want them again soon, the jobs I mean) 5. Work with the resorts for carpool incentives... heaven forbid they own any of the traffic issues. 6. Limit parking on the highways. 7. Increase bus service in the valley and have DIRECT routes to the resorts. Less time on the bus, more incentive to ride it. 8. Improve and expand Trax to travel along the Wasatch bench and add some East/West lines in Sandy and/or Cottonwood Heights. Maybe even Holladay to the 6200s park and ride. <p>I know that the LCC Red Snake is a loud talking point of "surprised" canyon drivers. People like to complain and social media is giving them a platform to do it loudly. The reality is that LCC grid lock is about an average 10 days per year and heavy traffic is usually on Fridays, Saturdays, and Sunday mornings from Christmas to end of March. I worry that the Gondola is a poor reaction to a problem that only truly plagues a small group of users. Instead, that money should be used to benefit the many. Improving our public transit system and expanding throughout the valley would better serve the whole.</p> <p>Thank you. I really do appreciate your time in reading this.</p> | 32.2.9A; 32.2.2I; 32.2.6.5F | A32.2.2I |
| 35049 | Griffin, Kalen | <p>I oppose a \$550 million gondola up Little Cottonwood Canyon. I believe a gondola would be taking away from the beauty and access that LCC has to offer. I do not think that it would solve our parking/traffic issues because more people would be waiting on either end of the gondola. This would only make LCC more exclusive and I truly believe it should be open to all especially since it's public land that's leased privately. The gondola benefits two private corporations that do business on this land but eliminates the access to backcountry skiing trailheads and winter adventuring access. Part of the draw for me to move to SLC was the access to the backcountry in LCC from the road.</p> <p>Implementing more money into a bus lane with more busses running constantly would be a better use of money and resources and continue to maintain the provided public access, while a gondola would eliminate that. Please go back to the drawing board. Please let's think about this further. No gondola.</p> | 32.2.9E; 32.2.9B | |
| 30582 | Griffin, Stephanie | As a resident I am not in support of the gondola plan and how it will impact the canyons we like to hike, and climb in. DO not support or move forward | 32.2.9E | |
| 30686 | Griffith, Bryan | I am not opposed to the gondola. I am opposed to public funds for a gondola that only services two private businesses. If it serviced the trailheads and ran all year then I would be more inclined to support it. | 32.2.9E; 32.2.6.5G | |
| 27348 | Griffith, Carly | Please don't build the gondola. It is such an irresponsible use of taxpayer money and there are so many better uses for the money. I do not support the gondola - this is our beautiful canyon. The construction of a gondola will undoubtedly cause damage and likely contaminate the watershed. Not to mention the eye sore of the | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |

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| | | cables and towers. Please choose a different option. There are better, more financially and environmentally responsible options. The gondola is a bad idea on many levels. | | |
| 26651 | Griffith, Carly | NO gondola. We need taxpayer friendly solutions that also protect our canyons and air. | 32.2.9E | |
| 26423 | Griffith, Jane | I do NOT support UDOT's support of the gondola! | 32.2.9E | |
| 33178 | Griffith, Kelly | I am against the gondola project. I personally visit the cottonwood canyon to hike and climb, but have never visited the ski resorts. I don't believe tax payer dollars should be funded towards a project that only serves a minority of the users of the canyon. If you are going to put a gondola in, the ski resorts should foot the bill. I would much prefer a shuttle system similar to the one in Zions. | 32.2.9E; 32.2.7A | |
| 36649 | Griffith, Maria | We are really against the gondola for all of the stated reasons. | 32.2.9E | |
| 34340 | Griffitha, Kelly | Putting a gondola in this canyon does not serve the needs of those who use it most. It is sad to see the obvious misuse of power of a small group who will profit financially totally ignore the public input on this decision. This is truly an example of government at its worst. What a waste of money when simply running more busses solves the problem completely. | 32.2.9E | |
| 29878 | Griffiths, Cameron | The tax paying utah residents do not want a gondola !!!! The fact it would not service any other part of the canyon other than snowbird and Alta is pathetic! What about red and white pine ? Arguably the busiest place with the most cars in the summer ! All so the resorts and developers can can make money ! I don't even ski at snowbird or Alta ! I snowboard and can't even go to Alta and you want me to pay for a gondola? No thank you !!!!! Your going to ruin the beauty of the canyon forever there is no going back . The resorts need to limit the amount of people in the ski season , period . There are too many people to facilitate all of them . However that looks , let some people ski on even days and some ski on odd days . Or how about you have to pre register your days you want to ski . Can you imagine trying to park in a parking garage with all your ski gear with a ton of other people doing the exact same thing ? That will be complete chaos ! Sounds like a nightmare to me ! Ohh ya you don't care because it's all about money ! No gondola !!!! | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.6.5G; 32.2.9E; 32.6A | A32.1.2B; A32.2.2K |
| 29266 | Griffiths, Cameron | The local Utah residents who frequent the canyon in the summer and winter do no want this piece of [REDACTED] ! It will serve absolutely no purpose in the summer but to only profit snowbird. Make those [REDACTED] pay for it if your going to go through with this since the local opinions have fallen on deaf ears ! | 32.1.2B; 32.1.2D; 32.2.6.5F; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 29873 | Griffiths, Cameron | The local residents of Utah do not want a gondola going up little cottonwood canyon!!!! NO !!!! | 32.2.9E | |
| 25634 | Griffiths, Cameron | No gondola!!!! We don't want it !!! | 32.2.9E | |
| 29267 | Griffiths, Cameron | [REDACTED] the gondola ! | 32.2.9E | |
| 29875 | Griffiths, Cameron | No Gondola!!!!!!!! | 32.2.9E | |
| 29874 | Griffiths, Cameron | No gondola!!!! | 32.2.9E | |
| 26361 | Griffiths, Dave | How on earth is a gondola up the canyon, the best option for public transportation when it doesn't serve hikers, climbers, backcountry skiers, bikers, or any user group other than those buying ski tickets at the ski resorts? Will the canyon and parking be only made available to all other user groups with the gondola being the only option for skiers using the resorts? If it's solely for the resorts, then the resorts should be paying for it, if it's being paid by taxpayer dollars, then all tax payers, regardless of the intended use, should have access to it and it should be extremely affordable or free to ride. | 32.1.2B; 32.1.2D; 32.2.4A; 32.2.7A; 32.2.9E | A32.1.2B |
| 26446 | Griffiths, Justin | I am a resident of Riverton and a frequent Alta skier. I oppose the gondola proposition until other, cheaper, less environmentally impactful approaches be tried first. Things like tolls, parking reservations, increased bus service, etc. Just last year, with the introduction of parking reservations for Alta, I experienced a dramatic decrease in my commute times up the canyon. There are more simple and possible solutions that require far less of an entry fee to try first. | 32.1.2B; 32.2.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9E | A32.1.2B; A32.2.2K |
| 26915 | Griffiths, Lexi | I don't know what I could possibly say that hasn't been said 1000 times already, but I so strongly disagree with the gondola. It will have such a huge negative impact on LCCs world class climbing/bouldering areas, cost millions of dollars that could be allocated to countless other areas (how about that water shortage, amirite), not to mention it only serves to benefit 2 private companies, one of which boasts accessibility for everyone yet doesn't even allow snowboarding at their resort! It would be slightly easier to swallow if those private companies footed the bill but they're not even offering that. Not to mention it does nothing to address the issue of cars all along wasatch blvd between BCC & LCC, I would argue probably make it even worse. Then there's the whole capacity issue as well; currently resort capacity is regulated by parking availability, the gondola will ruin that as well. People will wait in line to park, wait in line to ride the Gondola, wait in line to buy a ticket and wait in line to ride the lifts hoping to get a few runs in before 4:00 closing...? What about the climbers, bikers, backcountry skiers, hikers? Will the gondola make anything more accessible for them? No. Bottom line is the gondola serves to benefit 2 private companies, one season of the year. On the taxpayers dime. WE. DO. NOT. WANT. IT. | 32.1.2B; 32.1.2D; 32.2.9E; 32.4B; 32.7B; 32.7C | A32.1.2B |
| 34801 | Griffiths, Lexi | I am STRONGLY OPPOSED to the gondola in little cottonwood canyon. There are so many more activities the canyon offers besides skiing. Incredible hiking, world class bouldering and climbing, backcountry skiing and ice climbing, mountain biking... and the gondola does nothin but negatively impact every single one of them. Not to mention the watershed. | 32.2.9E; 32.1.2B; 32.2.9G | A32.1.2B |

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| | | A gondola will take away from the natural beauty of the canyon and restrict access for so many. All to fill the pockets of 2 private resorts, one of which doesn't even allow snowboarding. It will create a much larger traffic problem all along wasatch blvd between BCC & LCC with cars lined up to park in yet another awful structure. If we as taxpayers are expected to pay over \$500 million I would really like to see that money going towards something of much greater importance, like the great salt lake. If that lake dries up our mountains will lose all the lake-effect snow that makes utah skiing so incredible with the "greatest snow on earth,". I don't see why we can't ever just leave nature alone, undeveloped and undisturbed. Please please PLEASE do not ruin the space that we go to for peace and solace with a tourist attraction that will forever ruin the natural beauty of little cottonwood canyon. | | |
| 31341 | Griffiths, Missy | Please do not vote for a gondola it would not only be an eye sore to our community but it's would destroy our canyon! Protect our trees and wild life! Utah has see so much change but our mountains keep us grounded! Please say no to the gondola!!! | 32.2.9E; 32.1.5C; 32.1.2F | A32.1.5C; A32.1.2F |
| 34337 | Griffiths, Shirley | Please do not build a gondola and please do not build a cog rail up Little Cottonwood Canyon. | 32.2.9E; 32.2.9M | |
| 36365 | Grim, Bridget | Tax payers should not be paying for a gondola that only stops at the ski resorts. | 32.2.7A | |
| 30476 | Grimes, Andrew | What kind of state would we live in if we spent \$550 Million + \$4 million of taxpayers money on problems that affect only a small, already-privileged portion of the population for very few days each ski season? The impact is huge and for what result, saving someone a couple hours on some snowy weekends? | 32.2.9E; 32.1.2B | A32.1.2B |
| 31468 | Grimes, Crystal | The idea of a gondola going up little cottonwood canyon is preposterous! What is the end goal here? To save our canyons? This won't do it. Only decreasing traffic by 30 percent, the impact on the watershed, the increase in tourism, two giant tower eye sores?! And let's not forget about the cost! There are better ways! Please don't let this happen! | 32.2.9E | |
| 27668 | Grimmer, Willa | The Gondola being added to Little cotton wood canyon is the wrong alternative choice. Though it would solve the problem of congestion and pollution due to cars, it has so many other environmental impacts that aren't all that great. By putting in 22 huge towers little cotton wood canyon would lose some of its natural beauty, and it would destroy natural habitats and trails used by the public. The gondola would also effect the fresh water source that is provided by the canyon. I think the best alternative would be to use electric buses for transportation. It would solve congestion, stop pollution, and not obstruct the natural beauty of little cotton wood. | 32.2.9E | |
| 35835 | Grimmett, Rollin | I oppose the gondola alternative plan. This proposed plan only serves one user base of the canyon, at the detriment of all other users. Less impactful options ought to be considered and implemented before a gondola is built, permanently altering the experience in the canyon. Specifically for climbers, this proposed plan will negatively affect the world class bouldering, while adding an eyesore for all other roped climbers on the canyon walls. | 32.2.9R; 32.1.2D; 32.1.2F | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2F |
| 31134 | Grimshaw, Adam | Here's an idea: Get rid of the parking lots at Alta and Snowbird. Have them put their parking lots near the mouth of the canyon, and then THEY provide shuttles for THEIR customers to bring them to the resorts. Problem solved. This might sound like a joke, but if we're actually considering spending a HALF BILLION dollars on a gondola, why not consider this idea? It drastically reduces traffic, and would not put the cost burden on the tax payer. Why should we be spending our money so that ski resorts can reap profits? | 32.2.2B | |
| 30205 | Gritton, Jenny | As a former employee of CDOT, your Rocky Mountain neighbor, I don't understand how Gondola B was chosen as your preferred alternative. Seems heavily influenced by the ski resorts to me. Please recognize that the canyon has many uses, and don't let capitalism win you over. People rely on transit, and like it or not some people rely on cars (I have been involved in I-70 congestion projects, I understand the pain). You're better than this UDOT! | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28570 | Groebes, Kerry | So as I see it with this plan and the phased construction the only thing different than the other alternatives is the addition of the gondola. Interesting. I'm the original eis the alternatives were very different. The gondola option did not include enhanced bus service and snow sheds. Now it does with the phased approach. Sounds like a bunch of bureaucratic talk to me. We dont need a gondola if there will be enhanced bus service, snow sheds and transportation hubs with other enhancements to wasatch Blvd as well. The cost is exorbitant. Choose one or the other not a combination of both. This was not in the original eis. The only thing that is not being done as I read it is widening sr210 all the way up the canyon as was proposed with other option with enhanced bus service and snow sheds. This option you have decided on is not the best option. Should have been alternative of enhanced bus service, a ow sheds and widening road. This would also accommodate climbersand hikers better, not just ski resorts. What a mess! And we the tax payer will be stuck paying for it as well as maintenance and crazy expensive operating costs. Plus I'm sure there will have to be a serious fee to use the gondola. Come on let's be reasonable. | 32.2.9B; 32.2.4A; 32.2.6.3C; 32.2.9N; 32.2.9K; 32.1.2D; 32.2.2PP | A32.2.6.3C; A32.2.9N |
| 35069 | Groethe, Kamee | STRONGLY OPPOSED - not interested in having this come into the canyon. There are other options to reduce traffic. Those afraid of heights will never get on one. Prices will be to high. | 32.2.9E | |
| 36315 | Grolley, Dan | As a salt lake county taxpayer I am writing in opposition to the planned gondola in LCC. I oppose the gondola because I do not think Utah taxpayers should be paying for a project that benefits private ski resorts the most, while there are other transportation solutions. Why aren't the private ski resorts paying for the project if they benefit the most from it with increased visitation? The traffic solution to benefit the taxpayer would only be applicable on a very small percentage of days during the calendar year. The gondola would have significant negative impact on the the canyons aesthetics, it would push traffic problems further down into the valley and for the vast majority of days, would not be more convenient transportation to the resorts. The gondola does not support the many trailheads in the canyon and would be a massive undertaking a visual eyesore forever. After polling, the vast majority(80%) of Utahns oppose the gondola. | 32.2.9E; 32.2.7A; 32.1.2B; 32.1.2F; 32.2.6.5E | A32.1.2B; A32.1.2F; A32.2.6.5E |

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| | | <p>Why is public sentiment being ignored if we the public are funding the project?</p> <p>In general I would like to see a more simple transportation solution implemented to address the traffic situation in Little and Big Cottonwood Canyons.</p> <p>Thank you for the opportunity submit my comments. I hope an alternative to gondola will be considered moving forward.</p> <p>Dan</p> | | |
| 33577 | Groom, Carmen | <p>I do not support the gondola. UDOT should increase bus service, instead of permanently destroying the canyon. The gondola will not solve the problems UDOT/the public is wanting to solve. The gondola will increase traffic on Wasatch Blvd and will permanently negatively alter the landscape. It will destroy world-class climbing (which can be climbed year-round) in order to benefit the small number of wealthy people who can afford ski passes and gondola rides to the ski resorts for a few months out of the year. The gondola is designed to serve only ski resort users, ignoring dispersed use recreators and other year-round canyon users. The gondola is fiscally irresponsible, with half a \$ billion in initial construction costs, alone. Ultimately the gondola is not an equitable solution and perpetuates environmental marginalization and injustice in the Wasatch Front.</p> <p>Please do not move forward with the gondola. Additional impact analyses and alternative solutions such as increased bus service and tolling should be implemented instead.</p> | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.4B; 32.5A; 32.7C | A32.1.2B |
| 25419 | Grosh, Chris | This seems short sighted given the dramatic rise in temperature and decline in wasatch snowpack. The gondola will serve an ever dwindling audience. Please no gondola. | 32.2.9E; 32.2.2E; 32.2.2PP | |
| 25405 | Gross, Jack | As a long time skier in the SLC area I think the gondola is an atrocious proposal that will not fix any concerns over a backed up canyon, will cost the residents thousands in tax money and partially destroy an incredible canyon. I will never go back to Snowbird/ALTA due to the behavior of their staff and all of the propaganda for a gondola that has cost them millions. Sad day for the state of Utah. | 32.2.9E; 32.7C; 32.2.7A; 32.2.9N | A32.2.9N |
| 30824 | Gross, James | Is it correct that the land for the base of the proposed Gondola is ultimately owned by Snowbird? When did they purchase this land? It seems the Gondola has been either a foregone conclusion, with these exercises of thought and public comment being "theatre" or prophetic to put it mildly. Do you realize that a very large portion of the "community" concerned about the LLC and the best way to solve congestion is not at all with you on this? Jim | 32.2.9N | A32.2.9N |
| 30200 | Gross, Kevin | <p>Dear UDOT,</p> <p>The proposed gondola threatens to destroy important habitat and prevent recreation in Little Cottonwood Canyon.</p> <p>Almost everyone below the age of 40 I know in Salt Lake has a passion for rock climbing, particularly in LCC. According to the SLCA, 98% of surveyed climbers say that climbing access is important in their decision to live in Utah. If climbing access were restricted due to construction in LCC, I would move out of state along with many of my friends.</p> <p>There are alternatives to the proposed plan that may come closer to achieving the project goals, such as expanding the shuttle bus fleet, further subsidizing bus travel, and disincentivizing private auto travel.</p> <p>Please consider all canyon users in your decision, including bicyclists, hikers, runners, mountaineers, backcountry skiers, nordic skiers, ice climbers, rock climbers, boulderers, and everyone else who wants to enjoy the canyon's clean air, natural beauty, and wildlife habitat but doesn't have an Alta/Snowbird ski pass.</p> <p>Thank you for the work that you do to keep our amazing canyons open to visitors!</p> <p>Kevin</p> | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |

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| | | Salt Lake citizen | | |
| 37263 | Grossen, Richard | <p>1- Why should this amount of money be spent to primarily benefit two private businesses?</p> <p>2- Why should this kind of funding be provided, when for the 2022/2023 ski season UTA has already announced they won't have enough bus service to handle the load? Wait, there isn't enough budget are resource for buses, but there would be for a gondola?</p> <p>3- Snowbird has challenges with the tram on stormy days, especially with wind and frost. The gondola would be far more cable than the tram, have those issues been addressed? The Peruvian tunnel was built to avert delays and weather delays to the tram. Has a tunnel option been given serious consideration as an option?</p> <p>4- Winds are predominantly from the west, and the can be significant. How is that being addressed?</p> <p>5- What about the conflict of interest of land ownership, currently and in the past, being addressed?</p> <p>6- Has the public been fully informed of the potential business/hotel/public impact at the mouth of the canyon?</p> <p>7- The resorts can't handle the current traffic they get, in terms of people on the mountain. Why create a system that enables the resorts to be even more crowded?</p> <p>8- I have yet to see any type of environmental impact study</p> <p>9- Doing some simple math, using a search on Salt Lake County: 835,644 adults - 124,572 seniors = 711,072. Using the budget number, which certainly will go up after construction begins and unforeseen costs and inflation hit: \$500,000,00 / 711,072 = \$703/adult for the tram. Seriously, how many of those people don't even ski?</p> | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.6.5K; 32.20C | A32.20C |
| 28668 | Grossman, Sydney | <p>As a local Salt Laker, and frequent skier & hiker in LCC, I do not believe a gondola is the best solution for the LCC traffic issues. To put up tens of millions of tax payer dollars to fund an already cost prohibitive sport doesn't make sense. The gondola only supports private businesses, and the population that can afford to ski. There are thousands of local Salt Lake residents that don't have access to public transit routes, and do not use the ski resorts, yet their tax dollars are going to fund a problem they don't encounter. I don't think we should be funneling tax dollars to aid private companies (Alta & Snowbird), while we have a host of problems to solve in the valley (housing crisis, air quality, drought). To solve the LCC traffic problems I propose instilling a toll for drivers and running more ski busses on powder weekends. I do not support the extreme measure of building a gondola that will only aid skiers while disrupting the natural environment.</p> <p>Why do we need to jump to building a gondola, can we instill a toll & add more bus routes to gather data on that solution? I believe we should exhaust all cheaper options before the gondola.</p> | 32.2.9E; 32.2.9A; 32.2.9R; 32.2.7A; 32.1.2B; 32.2.2Y; 32.1.2D; 32.2.2PP | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |
| 35848 | Grosso, Erin | I am STRONGLY against the gondola being built. This will have such a negative impact on the watersheds which is critical to our water supply. To build this gondola and further risk our already critically low water supply is insane. There are better sustainable and eco friendly solutions. | 32.2.9E; 32.1.2B | A32.1.2B |
| 30297 | Grote, Rachel | The plan to build a gondola in BCC is a huge mistake that will destroy our canyon and benefit a rich corporation over the residents of this city. It serves only the ski resorts and not the myriad of people who still want to access and use the canyon year round. The majority of the public does not want this gondola. Why is UDOT planning to move forward with this? And suspending some of the ski bus transport this winter? Is it to make traffic in the canyon worse this ski season and make this seem more like a legitimate option? This plan is insane. It will be a blight on our beautiful environment here and will have detrimental impacts for decades to come. | 32.2.9E | |
| 29478 | Groth, Mike | The gondola option is a bad idea and an eye sore. A combination of other options is a better idea. A lot of us in Sandy moved here to be close to the resorts and go to them anytime. The traffic congestion only happens a few times a year, the gondola is an over reaction. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 28016 | Groux, Scott | Please, do not build this gondola. It is not worth the harm to the local environment. It has nowhere near the capacity to greatly alleviate congestion. There has been no determination on how to pay for it. This will be an expensive waste of time that will cater only to skiing in a multi use natural wonder. | 32.2.9E | |
| 35274 | Grover, Kent | Why not restrict traffic on high traffic days to 4 people per vehicle, unless you live in the canyon. Let the resorts be responsible for bus service. Use existing highway. Let those making the money be responsible for the transportation. | 32.2.2K; 32.7A | A32.2.2K |
| 36138 | Grover, Nathan | I am not in favor of the gondola for the reason that it seems like an expensive bandaid to a larger transportation problem within the canyons, and along the Wasatch Front. The Governor, the Legislature, UDOT, the UTA, and the coalition of stake holders of the canyons need to do the hard work of coming together to bring to the table a more comprehensive plan for addressing traffic of all people up the canyon, not just the skiers and snowboarders for 4 months out of the year. I am in favor of a train solution that goes up one canyon, and down the other, and then can also go over Guardsmans Pass to Park City. This will also help with the potential Olympic games. A train system could also run out to the airport and up to Park City allowing tourists, and others to travel to and from the mountains without touching the roads. Again, this is hard work but a much better, more sustainable, and scalable solution to the traffic issues that are here and are sure to come with Utah's expected populations growth. | 32.2.9E; 32.1.2D; 32.2.9D | |
| 27628 | Groves, Leslianne | I love it! And think it's a great idea to ease traffic. Do it! | 32.2.9D | |
| 37528 | Grow, Alyssa | Stop the political hoax. No gondola. Public opinion polls and comments that have been received earlier on this proposal have made it clear that Utah residents do not support the construction of a gondola. The gondola will be an abomination on the landscape. The traffic problem up Little Cottonwood Canyon is a problem only a few days a year. A gondola will be there forever doing nothing and no good for 360 days a year. There are so many other solutions to the few days that are a problem. The only people who will benefit from the construction of a gondola will be private investors and ski resorts. Spending money to construct the gondola is not only wasteful, but irresponsible and corrupt. No gondola. | 32.2.9E; 32.1.2B | A32.1.2B |
| 38369 | Grow, Alyssa | Stop the political hoax. A gondola will not serve the people of Utah. Public opinion polls and comments that have been received earlier on this proposal have shown that Utah residents are not in favor of moving forward with a gondola. It will be an abomination on the landscape. It will benefit the political actors and private companies involved. There is a traffic problem in Little Cottonwood Canyon a few days a year. If the gondola is constructed it will be there forever and serving no | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | one and doing no good 360 days of the year. There are so many other ways to solve the few days that are a problem. Spending money on this is not not only wasteful, it is irresponsible and corrupt. No gondola! | | |
| 37066 | Grow, Caleb | I am a resident of Sandy and have grown up hiking, biking, and skiing in Little Cottonwood Canyon. I am opposed to the gondola because it puts the interests of the two ski resorts over everything else in the canyon, including all other recreation. The gondola would also fundamentally change the world-class aesthetics of the canyon. The citizens of Utah recognize this. Public opinion polls have shown great opposition to the gondola. In addition, the gondola option would require a huge expense (likely much more than the current estimates given inflation, legal challenges, etc.). We should not do this just to solve the ski traffic on the few days that it is truly bad every year in the canyon. There are other innovative approaches that could be taken to solve the problem on those days. I urge state leaders to do the responsible thing and to not select the gondola. | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |
| 37985 | Grow, Elsie | There is simply no reason to invest so much money into a permanent project that will be an eyesore in Little Cottonwood Canyon. No need to pour so many resources into a gondola that won't even solve the traffic problem and largely benefits rich owners of ski resorts. | 32.2.9E; 32.1.2D | |
| 26780 | Grow, Keegan | This is a disgusting cash grab. Choose busses I beg of you. If the gondola does go through and gets funding, all hell breaks loose. | 32.2.9A; 32.2.7A | |
| 26181 | Grubaugh, Pamela | Please reconsider the gondola recommendation for Little Cottonwood Canyon. Please consider busing alternatives instead. The gondola use is NOT for the general public as purported.... gondola use is for the RICH!!! Taxpayer funds to support recreating for the RICH!! NO to the Gondola! Please NO to the Gondola! | 32.2.9E; 32.2.9A | |
| 31645 | Grubaugh-Littig, Pamela | I do not support the Gondola alternative. Once the environment is changed by the construction of the gondola (which is a public funded project for the rich), then the natural beauty is changed forever. There are bus alternatives, even hybrid buses to handle many skiers Is the ski economy the sole interest of this area? Please do not select the gondola alternative! | 32.2.9E; 32.2.9A | |
| 34675 | Gruber, Erin | No to the gondola! I am a Cottonwood Heights resident and we do not need a gondola. Everyone knows that this will not solve the (supposed) traffic issue and only stands to enrich the owners of private companies but will be paid by public funds. There are other, more viable, more common sense options. NO TO THE GONDOLA! Of course, it won't matter what we the people want, because UDOT doesn't care about those things, and are too busy helping out their little buddies who stand to make money off of this gondola at the expense of everyone else. NO TO THE GONDOLA!! | 32.2.9E | |
| 36970 | Grupper, Jessd | As someone who recently moved to Utah for climbing, I strongly disapprove of building this Gondola. It would greatly detract from the beauty of Little Cottonwood. Please don't go through with this action plan. | 32.2.9E | |
| 30524 | Grupper, Maddy | Please do not ruin the access to climbing and wilderness feel of cottonwood canyon by building a gondala right through it. | 32.2.9E; 32.4B | |
| 35097 | Gruter, Evelyn | My household don't want to see a gondola going up our beautiful canyon. And we don't want our taxes used to build something that will destroy the trees that now exit and could possibly hurt our drinking water. The gondola will only benefit a few. We're also concerned about the cost, which will make it more and more expensive to ski. | 32.2.9E; 32.2.4A | |
| 28964 | Gruter, Fred | The \$550 million figure is totally outdated and I suspect current figures would be double or triple that. On top of that will be extra unforeseen costs incurred during construction which every large construction project has. This is a total give-away of taxpayer funds to enrich private industry. It will also put many more people on the ski hill, causing long lift lines and diminished skier experience. The Snowbird tram is shut down often because of weather which will probably be true for this gondola also. | 32.2.7F; 32.20C; 32.2.6.5K | A32.2.7F; A32.2.7C; A32.20C |
| 31260 | Grutter, Olive | Please look towards other options to help negate traffic besides a gondola. more frequent busses from the base of the canyon would be great, or even more busses from around the valley would help a lot. | 32.2.9E; 32.2.9A | |
| 36101 | Grygar, George | There are more environmentally sustainable alternatives to the gondola; there are more economically beneficial alternatives to the gondola; there are more access-oriented alternatives to the gondola that serve more than two for profit destinations. Please consider any of the other alternatives available. | 32.2.9E; 32.1.2D | |
| 32331 | Grzybowski, Margaret | Please, please do not spend public funds on a gondola. Please recognize that other options work very well!! (This last winter was great, thanks to Alta's reservation system!) We do not need more people up these canyons! Building a parking lot will bring more traffic to the foothills. I am very much opposed to the gondola! | 32.2.9E | |
| 28224 | Grzymkowski, Laura | The gondola is a long way away. In the meantime, how about this? Perform metered access into the canyon via a station at the bottom of the road. When the canyon is full, divert people to a bus lot. Latecomers will soon understand that their chances of driving up the canyon is slim and they will just stop at the bus lot. The building of an improved parking lot is already in the plans, so do that first. It is also imperative to improve the bus schedule, especially in the afternoon. No one should have to wait over an hour for a downhill bus, but that currently occurs in the afternoon. Let's try this first. It's fiscally sound, environmentally friendly and won't attack the dedicated skiers of Utah with an outrageous cost to simply get to the resorts. | 32.29R; 32.2.2K; 32.2.9A | A32.29R; A32.1.2H; A32.2.6S; A32.2.2K |
| 35988 | Guambri, Chris | This is a terrible idea and will destroy historic climbing and hiking in little cottonwood. The canyon is know for its authentic utah experience and this will inhibit that by diluting the experience with tourism while destroying history. | 32.2.9E | |
| 34680 | Guarascio, Marie | Not a fan of proposal | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29103 | Guarnieri, Maria | Agree!!! | 32.2.9D | |
| 28289 | Gubler, Jon | Big supporter of this initiative, but parking at the mountain needs to be priced to get as much use out of the system as possible. | 32.2.9D; 32.2.4A | |
| 35103 | Gubler, Kody | There has not been enough non invasive effort done to try and remedy the traffic situation for us to permanently alter the landscape of Little Cottonwood Canyon with a gondola. This is a rushed decision without taking the necessary steps to try to fix the issue in a way that isn't so invasive. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 32764 | Gudmundson, Steven | Do not use public funds/taxpayer funds for this project. I am not against it on principle if the resorts and guests who benefit from it, pay for it. To use taxpayer funds to assist resorts that only serve a small percentage of local population as well as don't assist the many other resorts isn't an ethical use of taxpayer funds | 32.2.7A; 32.1.2B | A32.1.2B |
| 32632 | Guericke, Kelli | I would prefer more buses (full capacity of travelers) and an access fee for individual cars. The canyon winds can be rather intense, and I'm betting that there will be times that the gondola will be shut down. Please don't ruin the scenery. | 32.2.9A | |
| 33749 | Guerrero, Lucy | I don't want my taxes paid for things we don't need please listen we do not want that God Bless you | 32.2.7A | |
| 28947 | Guidera, Ronna | I oppose the gondola. This seems like a poor use of our hard earned money from tax payers. Also will be a negative impact for wildlife and ruin the beautiful views. This is only good for those few who ski. Senior transportation options would be a better way to spend our money | 32.2.9E; 32.13A; 32.1.2B | A32.13A; A32.1.2B |
| 30882 | Guido, Katie | The gondola is too expensive, it makes more sense to commit to more buses instead. | 32.2.9A | |
| 26085 | Guido, Leslie | I see how this plan benefits the ski resorts but how does it benefit wild life and residents? Why is a toll being imposed? I am not sure why utah residents have to be impacted by tolls, more traffic due to construction, and a direct impact on wild life and the environment? | 32.2.4A; 32.29G; 32.6A; 32.1.2B; 32.13A | A32.1.2B; A32.13A |
| 32467 | Guidry, David | Please no Gondola. Bad for the environment and views. Only benefits the resorts and alienates all the rest of the recreation | 32.2.9E | |
| 25905 | Guinn, Ben | I have been coming to this canyon for over 20 yrs and have many memories in these boulder fields. Every fall I come to climb and watch the leaves change in color. With this gondola most of the areas I hold dear to my heart will be destroyed. Please we do not need this. | 32.2.9E; 32.1.2B; 32.4B; 32.2.9N | A32.1.2B; A32.2.9N |
| 34154 | Guinn, Patrick | <p>As a lifetime local and frequent user of Little Cottonwood Canyon I strongly feel that not only should we not be using over half a billion dollars in tax money to build a gondola that would only benefit two private ski resorts, we also should not be destroying the natural beauty of Little Cottonwood Canyon.</p> <p>On the contrary, we should be doing all that we can to preserve the canyon and make the existing infrastructure as efficient as possible. I understand that additional development will be necessary in one way or another, but as stewards of this canyon I think it is irresponsible to build something as intrusive as a gondola that will require construction well outside of the existing footprint of the road and cause the destruction of existing recreation areas, most notably the world class rock climbing in LCC that people travel from all around the world to participate in.</p> <p>We need to invest in flexible means of increasing volume in the canyon. There are only 5-10 days in the winter where traffic is borderline unbearable (and this is coming from someone who skis LCC 50+ days a season, almost exclusively on the weekends when the traffic is at its peak), otherwise the flow of traffic in the canyon is reasonable for the majority of the season. The gondola only has the capability to help alleviate that traffic on a handful of days a year, pretty much entirely in the winter, yet would be a permanent eyesore year round. Since it only has two stops at Alta and Snowbird it would not help other users of the canyon get to trailheads or climbing areas lower in the canyon, which are used both in the summer as well as the winter for ice climbing and backcountry skiing, and would be more of a novelty outside of the winter months. It hasn't convincingly shown that it will have a significant impact on traffic in the winter months with the volume of people it can move and in most cases it would take significantly longer to ride the gondola than it would to drive. It would take some cars off the road in the winter, but it won't change the existing bottleneck at the base of the canyon, if anything it will just shift it more towards the north fork of the canyon road (Wasatch boulevard). The biggest issue with traffic is getting to the mouth of LCC. Once you are past the merge and in the canyon traffic flows smoothly. The gondola won't do anything to help solve the traffic issues caused by the existing travel routes to the mouth of the canyon.</p> <p>Expanded bus service including electric busses that have less of an environmental impact are going to be key for enhancing volume on the existing roads, incentivizing carpooling to keep single passenger vehicles to a minimum, and a toll during the peak use days in the winter season are all flexible solutions that will go a long way toward alleviating the worst traffic issues and days where the pain is most acutely felt. Additionally, there needs to be a better effort to keep vehicles without proper tires off the road on the winter, many of the traffic issues result from crashes and slide offs, which are often caused because cars that are unfit for driving in the snow are allowed on the road on storm days. There also needs to be a stiffer penalty for cars unfit for the road causing traffic issues; if you slide off because your tires aren't fit for the road or you don't have 4 wheel drive/all wheel drive you should face a stiff fine/traffic citation. There needs to be someone checking tires at the mouth of the canyon any day that there is snow on the road. The beautiful part about these solutions is that they minimize permanent damage to a gorgeous and historic canyon here in the Wasatch.</p> <p>Lastly, I don't think there has been enough thought about the fact that our winters have gotten shorter and shorter as an effect of climate change, so it doesn't make sense to build a permanent structure like a gondola that will have diminishing returns in the future as our winters are continually shortened by climate change. The decline of the great salt lake will also play a large role as we will see less and less lake effect snow which will compound the effects of climate change. This gondola is a short-sighted option that will be an irresponsible use of tax payer money as it won't move the needle enough to justify it's enormous cost, both monetarily and environmentally.</p> | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.2M; 32.2.2Y; 32.2.5.5C; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E; 32.4B; 32.6A; 32.7B; 32.7C | A32.1.2B |

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| 33638 | Guinn, Peter | As a 47 year old lifelong Wasatch skier, climber and AltaBird season pass holder with two young kids, I can tell you I would NEVER use the gondola because the experience will be TERRIBLE. It will require too many vehicle-to-vehicle gear transfers and take way too much time to get up the canyon. Alta's paid parking reservation system solved the parking problem for me last year every day except two (big powder overnight; those days will always be a frenzy). And the canyon destruction is completely unacceptable. Tolls, paid parking and better bus service are much better solutions from both an experience and cost perspective. NO GONDOLA! | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 25325 | Guinta, Nicholas | IMO. Gondola should not be a 35 person model. Should we ever end up in a covid/ passenger limiting loading situation in the future. Smaller more frequent cars that hold no more that 10 people will be more suitable. Also, I believe that the Wasatch boulevard temps are "very warm" for people in their high altitude snow gear, thus any prolonged wait or large crowded gondola cabins become an unpleasant sweatbox. Me= educated, 30 years as a trauma neurosurgery ICU RN. 46yrs of skiing and 30yrs of snowboarding. Have been to Utah skiing/boarding many, many times since 1985. IKON and INDY pass holder | 32.2.2JJ | A32.2.2JJ; A32.2.2F |
| 27472 | Gulick, Pascale | Thank you for letting the public comment, but this is an awful idea for solving lcc congestion. It will only create more bottlenecks and traffic at both ends of the canyon. We understand that finding a perfect solution is difficult but installing a gondola is the exact opposite direction we need to be going in. | 32.2.9E | |
| 33491 | Gulledge, Alexander | Don't widen Wasatch. Walking paths both sides, protected bike lanes, pedestrian crossings, slow down the traffic with redesign. No LCC gondola. | 32.2.9E; 32.2.9L | |
| 29257 | Gulledge, Alexander | No gondola! All it does is shift the traffic problem to our neighborhoods as everyone drives to the gondola lots, in our neighborhoods! | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 34381 | Gulley, Arielle | I oppose UDOT's preferred alternative: Gondola B (From La Caille). As evidenced by the original public comments for S.R. 210 Draft EIS, I, and most the public, strongly oppose building a Gondola in Little Cottonwood Canyon, and support an enhanced bus service, tolling, and other restrictions be implemented before any new construction is considered. In UDOT's executive summary for the Final EIS, UDOT claims there is "support for gondola and bus alternatives.," While this is true, it misconstrues the overarching message from the 13,443 public comments UDOT received. While UDOT's 258-page public comment response is quite comprehensive, it failed to statistically summarize major themes of the public's wishes. Because UDOT's 258-page public comment response sufficiently documents all the reasons the gondola is a bad idea, there is no reason to expand on that here. Rather, I call on UDOT to present a statistical summary of the major themes from the original public comments and act in accordance with the majority themes, that is: enhanced bus service, restrictions to single occupancy traffic, and no gondola in Little Cottonwood Canyon. Thank you for your careful consideration! | 32.2.9E; 32.2.9A; 32.2.9R; 32.2.9N | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N |
| 28982 | Gulley, Arielle | A gondola is the last thing that many people desire for the canyon. It would actually lead to many people forgoing little Cottonwood canyon and instead spending recreational time in other canyons. Better options would be bettering the bussing system, larger roads, parking fines being imposed, etc. a gondola would hurt more than it helps if brought to the canyon, and it's too expensive to be warranted. | 32.2.9E; 32.2.0D | |
| 33639 | Gullion, Margaret | Please do not build this gondola. It will only serve a very small user group and will ruin the canyon for the many other users. It would be a very bad idea to build this. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.2B |
| 30881 | Gumbleton, Matt | It is unclear to me why a gondola is considered the "preferred alternative". A gondola is extremely expensive to create, and not able to be redeployed if traffic patterns change in the future. There are plenty of unused seats in vehicles. Encouraging carpooling by charging a per vehicle toll to enter the canyon (as is done in Mill Creek) will easily help fill these empty seats by encouraging carpooling and will reduce vehicle congestion. Decreasing vehicle congestion through any method will result in increased congestion on the mountain. The resorts have already responded to the increased number of skiers by rapidly increasing prices for all tickets, and now introducing fees for "Fast Pass". Tolling is easy to implement, will solve the problem of vehicle congestion, and the revenue can be used to help Salt Lake City. A gondola is expensive, inflexible, may reduce vehicle congestion, but any benefit of reduced congestion will simply be rapidly captured by owners of Alta and Snowbird through higher ticket prices and ancillary charges such as Fast Pass. | 32.2.9E; 32.2.4A | |
| 30217 | Gumula, Laura | Gondola | 32.2.9N | A32.2.9N |
| 33498 | Gunderson, Jansen | Please eliminate the gondola option. The gondola alternative will have a permanent negative impact on the canyon's view shed throughout the year while only attempting to solve a problem that occurs to a single user group for a handful of days in the winter. The burden of solving winter road crowding on S.R. 210 should be placed on the privately-owned ski areas (one of which is located on public land). Furthermore, the proposed phasing should inform the impacts of the other mitigation efforts of increased bussing, tolling, transit parking, and snowsheds prior to spending tax-payer dollars to build a gondola system. | 32.1.2B; 32.1.2D; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9K; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 32272 | Gundrum, Danielle | STRONGLY oppose using such significant state tax payer funds to support private businesses and local real estate moguls. Please reconsider enhanced bus options. The canyon should function like Zion canyon and be shuttle access only during those few, peak days each year (snow, holidays) and tax payer money and resources should be utilized elsewhere. | 32.2.9E; 32.2.7A; 32.2.2B | |

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| 36149 | Gundry, Brent | Yes, to UTA for more buses | 32.2.9A | |
| 27301 | Gunn, John | I'm all in on this one. I just makes sense... | 32.2.9D | |
| 28936 | Gunter, Randy | <p>The gondola and it's outrageous price tag is the most insane idea being pushed on us taxpayers. This entire idea is to do nothing more than make Snowbird, Alta and the developers around LaCaille rich all while being funded by our tax dollars.</p> <p>It is also astounding to me that your're willing to spend \$500 million plus dollars for a need that only occurs a few days out of the year when skiers flood the canyon on snow days. The benefit to the overall public of Utah be damned when the needs to the elite have to get to Snowbird and not have to wait in snarled traffic.</p> <p>This decision makes it clear that UDOT's focus is to do whatever it takes to make a very few people rich and happy and literally screw the rest of Utah in doing so. I hope that the legislature can see this for what it really is and never provide any funding for this "bridge to nowhere".</p> | 32.2.9E | |
| 25565 | Gurchiek, Austin | Please try the phased approach first and see the results before committing to the gondola. We do not want a gondola and want to see more common sense solutions. | 32.2.29R; 32.2.9E; 32.2.2PP | A32.2.29R; A32.1.2H; A32.2.6S |
| 32980 | Gurr, John | <p>As a lifetime SLC resident and Little Cottonwood skier for over 50 years, I have seen the congestion getting worse to the point that many days it's at a standstill. Mayor Wilson's objections and reasoning, in my opinion, are misplaced:</p> <ul style="list-style-type: none"> • cost is high, but bus system (which does not resolve many of the problems) is less than 10% lower; • yes, stops are at Snowbird and Alta where the majority of people are going and is what the bus system does now. If buses stop more frequently, there will be fewer riders; • she says only 30% fewer cars (estimated around 1,050 people) but doesn't mention how many people will take the bus ... I would venture to say not nearly as many; • operates in winter JUST LIKE THE BUS SYSTEM ... could easily be adjusted to run during the summer • Yes, there will be towers, but that is a big improvement over the exhaust fumes, extra lanes and pollution created by more buses and electric? There goes the cost advantage. • on the winter subject: with the bus system, there will still be closures due to avalanches and crashes (which are increasing each year). <p>And yeah, taxpayers may pay just like they do for the roads to your homes. This is really no big benefit for the ski areas, it is to help us - the visitors to the area! We are the ones that will no longer have to endure traffic congestion, pollution and higher gas costs due to the slow pace.</p> <p>The gondola system is the best alternative to solve a growing problem.</p> | 32.2.9D | |
| 29211 | Gurss, Robert | I am Utah resident who loves skiing at Alta & Snowbird, but I oppose the gondola option as an inappropriate use of taxpayer dollars. A better approach is expanded bus service with avalanche sheds and significantly more parking at the canyon mouth. This would provide improved year-round access to the entire canyon, not just the resorts. Parking at the resorts should be fee based, with some of the revenue used to pay for the enhanced bus service (which should be either free or priced well below the cost of parking at the resorts) | 32.2.9A; 32.2.2K; 32.2.6.3C | A32.2.2K; A32.2.6.3C |
| 33583 | Gust, Austin | <p>Please do not move forward with the Gondola. I can't think of any good reasons for it. It will hurt our local climbing and backcountry skiing and snowboarding. Why develop our beautiful canyons anymore? That's where we retreat to so we can get away from the city and be one with nature. It only serves Alta and snowbird so why is it coming out of our taxes? At ski resorts the tram and lifts shutdown for wind, lightning snow etc won't the same happen with the gondola?</p> <p>I am in favor of increased bussing service and potentially widening the road. But totally against this gondola idea.</p> | 32.1.2B; 32.2.6.5K; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9Q; 32.4B | A32.1.2B |
| 37114 | Gustafson, Eric | <p>I agree with all points from this well researched comment from WBA. Please consider this decision carefully as it is a big mistake to put a Gondola up this beautiful Canyon. Thank you Eric Gustafson. Utah Mountain Adventures</p> <p>WBA agrees with UDOT that a preferred solution will represent a summary of key concerns expressed within the public comments that were received and processed: EQUITABLE PUBLIC ACCESS to dispersed recreation, OVERCROWDING, VISUAL IMPACTS, WATER QUALITY IMPACTS, AND YEAR-ROUND ACCESS for a majority of visitors. The proposed solution does not address these aspects - below is a list of issues that we see with UDOT choosing Gondola Alternative B as its preferred alternative:</p> <p>Dispersed Use - UDOT claims to have "Consideration of all canyon users, not just resort visitors" but by only having resort terminals and not operating year-round it's clear that this is disingenuous at best. It is well known that the White Pine trailhead is wildly popular year-round, with cars parking up and down the highway for up to a mile in either direction at all times of the year. This not only forces people to be far from their intended destination, it also creates a significant safety hazard along the state highway. The argument that UDOT uses for not stopping at White Pine is that there will be less traffic on the highway due to the gondola, thereby enabling White Pine users to drive to the lot is a red herring. WBA does not think that vehicle traffic will be abated enough (if at all) by the gondola to justify this conclusion. Backcountry users - like resort patrons - want to be able to use public transit in lieu of their own vehicles to access the canyon, but that is not possible under the current proposal.</p> <p>Economic Benefit - The EIS states: "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." WBA does not feel that enriching two private entities is UDOT's mission or responsibility and that applying taxpayer dollars to that end is a reckless use of public funds.</p> | 32.2.9E; 32.2.6.5G; 32.2.6.2.4A; 32.1.4I; 32.2.7F; 32.2.4A; 32.2.9A; 32.2.9R; 32.2.6.5N; 32.2.9N; 32.2.2K; 32.1.1A; 32.2.6.5H; 32.4B | A32.2.7F; A32.2.7C; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N; A32.2.2K; A32.1.1A |

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| | | <p>Meanwhile, it should be noted that the latest Snowsports Industries of America participation numbers (2021-22) show a nearly 6% decrease in resort skiers and a 96% increase in backcountry skiers. Furthermore, data from the National Ski Area Association likewise indicates that participation in resort skiing has remained essentially flat for the last 30 years. More broadly accessible, dispersed activities such as backcountry skiing, snowboard touring, nordic skiing and snowshoeing on the other hand are among the fastest growing segments of the snowsports industry. And yet these increasingly popular activities, which should be made accessible to a majority of visitors to LCC, are fundamentally ignored by this proposal.</p> <p>Expense - The initial cost proposed by UDOT for the gondola was \$550M. This was pre-inflationary times, so even in the last year that figure will have risen to \$600M, if not significantly higher (which WBA suspects to be the case). Even if the cost has only increased by \$50M, that means that every single person in Utah is "paying" \$200 each to have what is effectively the most expensive chairlift in history installed for the benefit of two businesses (and auxiliary businesses). Any benefit associated with the proposed gondola will likely never be realized by the many Utahns who don't ski and/or live in other areas of the state, despite them paying for it.</p> <p>Gondola Fees - Along with the rising costs of construction and UDOT's admission that funds may not be available, the prospect of high costs for people to ride the gondola exists. There has been little discussion from UDOT or the ski resorts regarding fees for riding the gondola. It seems logical that high or even exorbitant fees to ride the gondola will drive ridership down.</p> <p>Seasonality - As currently proposed, the gondola will only run from December through April. This is despite the fact that traffic in LCC between June and October is effectively at the same level as the winter, with Snowbird actually parking more cars for their Oktoberfest celebration than they do on winter powder days. Relegating the gondola to winter use only confirms that this is NOT a public transit option and is instead a wholly-taxpayer-funded chairlift to benefit two private ski areas.</p> <p>Other Solutions - UDOT says "it may take years to secure federal, state and/or private funding for full implementation of Gondola B" but it also may NOT take years, so clearly the gondola is the priority. And if UDOT is trying to simultaneously raise at least \$600M for the gondola AND fund the alternative solutions, the money is in danger of not being available for ANY solution. And by making it clear that the gondola is the preferred solution, UDOT is effectively being incentivized to make the alternate solutions NOT work. Therefore, we strongly suggest that UDOT acknowledge up front that the large tab for the gondola is unrealistic and focus its efforts on simpler, more easily attained transit solutions using existing infrastructure: tolling for all canyon users to disincentivize SOV's, enhanced bus lanes, enhanced bus service (already being cut for the 22-23 season), alternating uphill/downhill flex lanes, etc. This would require UDOT working more closely with UTA, which appears to not be the case.</p> <p>Phasing/Safety/Construction - The physical and operational elements of a gondola alternative render it useless unless the entire system is constructed. Recognizing UDOT typically does not develop a funding plan until the EIS is finalized - and that this project is so controversial - the EIS should be more specific on the intentions of UDOT in phasing specific elements of the selected alternative. As per Executive Summary, page S-25, Section S.11, there are no safety or operational benefits to construct part of the gondola. This section on phasing deserves additional clarity in order to adequately and transparently inform the decision. Delays on full funding of any length of time would render this entire NEPA process unreliable, and would require restarting the process anew.</p> <p>Risk/Flexibility - UDOT's consideration of a gondola as a transportation solution is highly innovative - and risky. While they may be confident in all of the analysis that went into evaluating its chance of success in meeting the Purpose and Need, there is little discussion in the DEIS for how a gondola system would be modified physically or operationally if that becomes necessary, or who would be in charge of making those determinations, and on what basis, and for what cost, and what the direct, indirect and cumulative impacts of those changes would be. This creates an inadequate basis for a decision to select the gondola alternative.</p> <p>Controversial - By anyone's assessment, this project has been "polarizing" in the community. A recent survey showed that 80% of respondents did not favor the gondola. The DEIS uses a softer characterization of "strong interest." It is irresponsible to suggest it is anything other than controversial; for example, the mayors and councils of two of the biggest stakeholders - SLC and SLCO - have taken strong positions against the preferred alternative, instead saying that common sense solutions that use existing infrastructure and more buses should be pursued. All of the largest and most engaged environmental and dispersed recreational groups have said the same thing.</p> <p>Parking Reservations/Tolling - Alta Ski Lifts parking fees this past winter and the effects on LCC traffic were a clear example of the impact that paid parking and tolling in the canyons could have on traffic reduction. This week UDOT again introduced the concept of tolling, but the complexity of the suggested program is confusing at best. Please consider simpler and more universal tolling at lower rates to generate better results.</p> <p>Big Cottonwood Canyon - UDOT has inexplicably chosen to ignore BCC's traffic situation despite a changing business environment that has made BCC just as popular as LCC and with similar traffic problems. Social trends indicate that user growth in the Tri-Canyon area will continue to demand solutions that are integrated across the entire area, and the pressures to connect the canyons and extend the gondola could result in a segmented expansion of those transportation systems - which is inconsistent with NEPA. A BCC/LCC connection is unacceptable to WBA and many other stakeholders who want to preserve the unique qualities of each canyon and avoid the prospect of lifts criss-crossing the ridgetops.</p> <p>Verification - UDOT has not provided examples or proof that adding a gondola will actually reduce traffic in LCC. With continued full vehicle access on the state highway it is just as likely that visitors will continue to drive their vehicles up the canyon for maximum efficiency as some will take the gondola. There is a lack of</p> | | |

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| | | <p>acknowledgement by UDOT that "powder fever" and the overarching enthusiasm for skiing/riding tends to have the psychological effect of users demanding maximum transit efficiency, which the gondola does not represent.</p> <p>Avalanche Mitigation - The use of howitzers to control avalanches is projected to continue into the future. The gondola will not run while avalanche control work is happening and once anti-personnel shells are launched over the gondola, it must be cleared before it can start up again. In fact, there may be even more downtime than simply opening the road when - as is most common - the avalanches do not reach the road. UDOT does not state how long it will take to unload cars, inspect cables and towers, and reload cars during routine avalanche control which is something we must know before accepting the findings of the EIS.</p> <p>Effects on climbing - While WBA primarily represents the interests of wintertime non-motorized use, many WBA members are also climbers. We are deeply concerned about the effect the construction and operation of the gondola will have on the world class climbing in LCC. Climbing has a long history in the canyon, is a very popular activity, and it's representative group Salt Lake City Climbers Alliance has a long history of engaging with the state and the LDS church to protect and enhance the LCC climbing areas, yet the EIS effectively ignored the impact on climbing in its Preferred Solution.</p> <p>Viewshed - While we acknowledge that the top of LCC harbors a small town and two ski resorts and related businesses, the heart of LCC is wild terrain that includes clearly visible tracts of designated wilderness. The effect of 200-foot tall towers and 35-person gondola cars will be an eyesore that a majority of constituents, to whom such infrastructure will be visible whether they are driving, hiking, climbing, or skiing, will find offensive. Gondola infrastructure will be visible to anyone skiing, hiking, or otherwise recreating in the south or north facing terrain of LCC, as well as simply doing a leisurely drive up the canyon. There are clearly better, more logical common sense solutions that can be put in place that do not create such an eyesore in this unique environment.</p> <p>Thank you for your efforts on this process and for your consideration of this comment.</p> <p>Sincerely,</p> <p>The Board of Directors of Wasatch Backcountry Alliance</p> | | |
| 28891 | Gustavson, Lisa | I remember when Parley's Canyon was beautiful. It was destroyed when the roads became highways. I support the gondola option because I don't want the same fate for this canyon. The drive up is so beautiful. Don't ruin it with a wide road. | 32.2.9D; 32.2.9C | |
| 26048 | Gutknecht, Michael | Congratulations on the decision to promote the gondola solution to traffic issues in Cottonwood Canyon. The reasons gondolas are the clear choice are many: Less traffic, less air pollution, less road construction, nobody likes to ride the bus, etc. Plus the ride up to the resorts will be a wonderful time to relax and take in the views! Clearly gondolas are the best solution and I'm proud of the UDOT to make that decision. Well done. | 32.2.9D | |
| 35481 | Gutry, Philip | Hi. I have thought about this further and think the option to widen road with bus travel (perhaps electric buses), paid parking would alleviate impacts. Particularly important for families where need to bring gear, change of clothes, food. Hard to lug this up on gondola. Paid parking very much changes behavior and can help finance road improvements and buses. | 32.2.2K; 32.2.9A | A32.2.2K |
| 28716 | Guttman, Hudson | I hate the gondola idea!!! I like nature not machines. I would rather have a good public transportation system instead. | 32.2.9A; 32.2.9E | |
| 28082 | Gutzman, Shaen | Are you kidding? You are going to use half a billion dollars of taxpayer funds from the entire state to fund something that should be paid by the ski resorts or the county? Shame on you. | 32.2.9E; 32.2.7A | |
| 27742 | Guymon, Greg | Im a big fan of this project. Im sure there will be many environmentalists opposed but I consider myself an outdoorsman and conservationist and believe the benefits to the community outweigh the negatives. Lets make this happen | 32.2.9D | |
| 29687 | Guymon, Luana | I am not in favor of the Gondola | 32.2.9E | |
| 37208 | Gvozdich, Hunter | I strongly oppose the gondola option for little cottonwood canyon. As an almost daily user of the canyon for skiing, climbing and biking it would be a tragedy to see it destroyed. While the canyon can get congested throughout the year there are less impactful options that will better serve the community year round. An improved bus system, with an incentive to use the bus, or the ski resort reservation system are both simpler options that should be explored. The gondola option only solves a problem for the busiest days in the winter and only those skiing the resort. There are so many other users in the canyon that are not being considered in this option. I really hope that we can find a less impactful solution that will benefit all. | 32.2.9E; 32.1.2B; 32.1.2D; 32.2.9A; 32.2.2K | A32.1.2B; A32.2.2K |
| 35364 | H Reese, Roger | A really bad idea. Don't spend all that taxpayer money, and tear up the environment just to aid 2 companies for a few weeks a year. | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |
| 25791 | H, Ace | Why spend so much money? It seems like it would be more efficient to simply only allow buses up and down the canyon. Especially if you're gonna make people park at the bottom anyway | 32.2.2B | |
| 27843 | H, Bailee | I am avidly against the possible build of this gondola. Not only will it take a toll on people wanting to backpack, climb, hike etc. Nothing has really been done to explain in depth as to how this gondola system would even work in the first place. Will we still be able to drive up canyon and park at the resorts? Or are we going to be forced to wait in an hour plus line to hop on a gondola that holds maybe 20 people tops? Also, what about the people that work up little cottonwood canyon? Are they supposed to take the gondola also? Will we not have just as much congestion in parking areas outside of the canyon as we do | 32.2.9E; 32.2.6.5D; 32.2.4A; 32.2.6.5E | A32.2.6.5E |

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| | | now? This seems a bit premature and more of a temporary fix to a problem that could be better managed if the local police would enforce parking on the streets up canyon. And also enforcing the 4x4 laws. Even charging for parking sounds a better solution than spending \$550 million dollars for something that will congest the entry to the canyon more than cars ever would. Have they set proper line barriers for people when the cues start to happen? Or do people just form a line out onto the streets while they wait for the 2-5 gondolas to pick you up. These are just a few of the many concerns I have as someone who avidly utilizes these resorts as a local born and raised. Thank you for your time | | |
| 25555 | H, H | Dumb | 32.29D | |
| 28955 | H, Kevin | This is a poor idea that enriches private companies while using public funds. Say NO to the Gondola. | 32.2.9E | |
| 37587 | H, L | While I can see the attractiveness of a gondola I have to admit that very few people will ride it. When we look up the canyon do we really want to see wires and cables and poles? It is a beautiful site to behold as is. Charge an entrance fee, make a reservation system. There are so many other options that are cheaper and more effective than building something people won't use because they like to have their independence and control over transportation. After waiting I. Horrible lines at the lifts the anger at having to wait in another horrible line to get down. At least cars move. Don't pollute our canyon with such a vulgar concoction. | 32.2.4a, 32.2.2k, 32.2.9E | A32.2.2K |
| 28149 | H., Will | Hello, I would like express my concern that the Utah Department of Transportation's recommendation for improvements in Little Cottonwood Canyon do not reflect the interests of most local canyon users that will be impacted the most by this decision. Little Cottonwood Canyon is a natural wonder that attracts visitors for many reasons year round. These visitors flock to the hiking trails, the road side vistas, the climbing routes and boulders, and to their summer homes and cabins. Besides ski resort patrons, who else is served by the gondola? Due to the nature of a gondola the drop of locations are limited, the impact to the structure is high both environmentally and visually, and the expense and expertise required to maintain one is great. All users, even visitors to the ski resorts, would be better served by an enhanced public bus service on the current road as it would maintain the flexibility users require to experience their chosen portion of Little Cottonwood Canyon. Right now, with usual summer traffic, I can drive from my home in South Salt lake to the town of Alta in about 40 minutes. In the winter it usually takes about 50 minutes. The proposed plan would increase my MINIMUM travel time to an hour and 5 minutes and the complexity would be increased significantly. Who is this plan good for? No user I know would be best served by this plan. I appreciate this opportunity for comment, I believe that providing this forum will help ensure that the future of public use of Little Cottonwood Canyon is headed in the right direction. Thank you, Will Hamann | 32.2.9E; 32.2.9A; 32.2.9B | |
| 31775 | Ha, Bongok | No gondola in this beautiful canyon. Let people walk or take shuttle.. | 32.2.9E | |
| 31533 | Haacke, Cindy | Greetings, I think a gondola sounds much more expensive and unnecessary than using something we already have mostly in place, buses. You would be saddling the tax payers with much more expense just for the few people who would use the gondola and the resorts who would benefit from this. These people who would use the gondola are mostly well off as they can afford to ski. Some come from other states and so have the disposable income most of our tax payers here in Utah do not have. The ski resorts also benefit greatly from this but do not have to pay for this. I think we should use a self funding means of transportation, ie those who use the services should pay for them. This should in no way saddle the Utah tax payers further. It should be able to pay for itself. I can see widening the road at the tax payer's expense as it is a public road. If a private company wants to build a gondola at their expense then I could support that also. I have issue with tax payers supporting a very expensive gondola project when there are so many other needs which would benefit a broader, more in need population. | 32.2.9E; 32.2.7A; 32.2.9A | |
| 37684 | Haacke, Jeri | Do not put a gondola up the canyon. It would ruin the beauty of the canyon. The best solution is an assigned time and/or busses. | 32.2.9E; 32.7A; 32.2.9A | |
| 35073 | Haak, David | The support of the gondola "solution" is quite possibly the dumbest and most blatant example of a willingness to try and defraud taxpayers for private corporation benefit. Towers that destroy the canyon, and only service two private entities that in reality, will not be able to offer natural snow based activities in the next decade is just simply not the best solution to traffic woes in LCC. Backcountry access is already being whittled away piece by piece through private greed, and this would be the last nail in the coffin for access to Grizzly Gulch and many other public lands in the canyon. Consider this comment my vehement opposition to one of the dumbest ideas to come about in the Wasatch in the 40 years I have lived here. | 32.2.9E | |

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| 33418 | Haak, David | I am a Utah Voter and a frequent user of Little Cottonwood Canyon. I am opposed to the Gondola in LCC for a few reasons. Largest of which is that it will be taxpayer funded, which I believe is a very poor way to use our tax dollars. This is especially given that it will only benefit a small portion of Utahns (skiers and ski resort operators), and only for a few number of days. I think there are much more responsible ways to solve the traffic issue in LCC, such as through tolling and increasing the bus system. I thank UDOT for looking into multiple options, and for seeking to accurately represent the Utah taxpayers and voters. | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 35102 | Haake, Erica | <p>I am an outdoor enthusiast, a climber, and your constituent. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective.</p> <p>Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction.</p> <p>The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered.</p> <p>I hope you will consider opposing the Little Cottonwood Canyon gondola in favor of better solutions. Please for the sake of all outdoor lovers and enthusiasts, do not go through with the gondala. I would be absolutely devastated to see such a beautiful canyon ruined by a gondola.</p> | 32.2.9E; 32.2.9A; 32.2.9R; 32.2.6.3C | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.3C |
| 29848 | Haas, William | <p>Hello UDOT,</p> <p>I appreciate the effort from UDOT on finding the best transportation solution for the Cottonwood Canyons. However, I believe that the Gondola is the wrong solution for a few reasons. First I am a former LCC Canyon resident and current Cottonwood Heights resident, who now works every day between LCC and BCC. I work as an avalanche forecaster and backcountry ski guide, and use FS trailheads as well ski resort access throughout both canyons.</p> <p>I have a few concerns with the gondola alternative.</p> <ul style="list-style-type: none"> - One, this is a single canyon solution and does not address any issues with BCC. In my experience, BCC is now just as bad as LCC in terms of traffic and congestion and it seems incredible that UDOT would spend this amount of money and resources for a solution that only address LCC. - Two, from the EIS study it does not show how the Gondola alternative will reduce traffic and congestion in LCC and the surrounding neighborhoods by any significant amount, and that the enhanced bus service will account for the largest reduction in traffic build up. The addition of the gondola will only account for about 10% addition reduction in build up, on top of the enhanced bus reducing 67%. - Third, with this marginal reduction in build up from the Gondola, per the EIS, there is no reduction in total number of cars in LCC on busy days predicted so canyon traffic will remain. Keep in mind that LCC has a parking capacity, especially when traffic and parking rules are enforced and this capacity is predicted to be met on busy days even with the Gondola alternative. - Fourth, the Gondola only services the ski resorts and ski resort users with little use to other canyon users other than Gondola riders (essentially a tourist ride). This is interesting as the majority of yearly Canyon users are not ski resort users. - Fifth, because the Gondola seems to show no significant reduction in build up, nor is it predicted to lower the number of vehicles in LCC, nor is it showing to be the least impactful or cost effective, nor is the Gondola predicted to have quickest travel times, and the only service the Gondola is providing is to bring more people to Alta and Snowbird ski resorts as they are essentially capped by parking spaces and bus capacity, it seems hard to imagine that the Gondola option will help in any capacity other than to help the businesses of Alta and Snowbird and their tangential businesses. - Sixth, this Gondola's effectiveness is only based off of "predicted" future use based off of the ski and outdoor industry. The popularity of the ski resorts is not certain, and so this solution may not even be as necessary in the future. Because of the permanence of the Gondola, there is no opportunity to scale back if LCC use changes in the future. - Seventh, it seems incredible to not try and phased approach to solving the transportation issues of BOTH BCC and LCC. I believe with reserved/paid parking, better Canyon enforcement, tolling, improved avalanche control with more RACs (I do oppose the snowsheds), transportation HUBS, and greatly enhanced bus services (electric busses would be preferred and have been proven), that we can reduce the canyon congestion issues to an acceptable level without making any major alteration to LCC or BCC. At the very least, these options should be employed first, and any permanent alterations can be considered then if these mitigation efforts don't work. - Lastly, as someone who uses either BCC or LCC everyday I can't stress enough how we need to find a Bi-Canyon solution that helps with issues in both BCC and LCC before we build a Gondola that only services LCC. In addition, as a Cottonwood Heights resident and Canyon Employee, I personally dont find the congestion issues to be bad enough to warranty a large undertaking such as the Gondola. We only see significant traffic a few times a year, and none that have made either BCC or LCC inaccessible (other than prolonged canyon closures, which are rare), and or created congestion in Cottonwood Heights that is not manageable with other streets. Essentially, it seems as if this congestion problem is overstated, and it can only get so bad as the Canyons have a carrying capacity that is self limiting. <p>Overall, the Gondola seems to be an overly intrusive and ineffective solution, that will only serve the ski resort interests while not serving that majority of interests of canyon users. The monetary, visual, and loss of resource impact of the Gondola is not worth the small benefit if any actual benefit to LCC and its users.</p> | 32.2.9E; 32.1.1A; 32.2.0D; 32.2.6.5E; 32.2.4A; 32.2.6.5G; 32.2.0C; 32.2.9R; 32.2.9A; 32.2.6.3F; 32.1.2B; 32.1.4J | A32.1.1A; A32.2.6.5E; A32.2.0C; A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |

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| | | Respectfully, William Haas | | |
| 27295 | Habib, Jason | The gondola capacity is not worth its cost. On a busy day, it will hardly cover 15% of canyon traffic. Sure, this makes a difference now, but with continuous growth in SLC, this project is simply taking us back 3 years. Within a few years of growth, traffic will be back. Taxpayers will be footed a bill, LCC will have permanent environmental impact, and the only true winners will be the investors padding their pockets. For the cost of the gondola we could snow shed most of LCC, which would alleviate traffic and accident concerns. The gondola is not our solution. We can do better. | 32.2.9E; 32.1.2B | A32.1.2B |
| 34348 | Hackamack, Jon | No Gondola! It will not solve any issues and will create new issues. It is not worth the money. But the biggest reason I'm against it is it requires destroying the nature in the canyon for only a limited number of people to use. Two ski resorts is not enough reason to build a gondola. Powder days and weekends will always be crowded. That is a population problem not canyon problem. | 32.2.9E | |
| 26874 | Hackett, Holly | No to gondola. It is unnecessary and a big waste of money. It will strain the canyon environment, is permanent, is not needed for most of the days of the year and is serving highly privileged people not have to wait in traffic before they go skiing. It's so gross to ruin the environment for not reason. | 32.1.2B; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 28673 | Hackett, Royce | I like the gondola plan, but I think the resorts should pay a percentage of the bill to build it, as they'll profit from it. | 32.2.9D; 32.2.7A | |
| 37310 | Hackley, Pam | 1) To UDOT: Please do not implement the gondola in LCC, nor the two centralized 2000-plus parking garages near the mouth of the canyon. 2) Recommend to implement as a primary alternative option to increase flexible bus service for peak ski season periods and holidays. 3) In addition to bus service for peak demand periods, each private car is charged a nominal fee that is scaled based on occupancy, e.g., one person per car pays higher amount than full car that pays a vey low access fee. 4) For vey busy periods utilize one way lane access a specific time windows for which all traffic lanes are heading either up or down hill. | 32.2.9E; 32.2.9B; 32.2.4A; 32.2.2D | |
| 25655 | Hackman, Leslie | You [REDACTED] >:(You get an OVERWHELMING response against the gondola and you decide to put it in anyway. UDOT's in bed with the ski resorts aren't they. I thought you were supposed to kiss the public's [REDACTED], considering you exist as a government entity. Hope you all get defunded for this. | 32.2.9E; 32.2.9N; 32.1.2B; 32.2.7A | A32.2.9N; A32.1.2B |
| 25875 | Hacon, Christopher | The gondola is a terrible idea. Leave the canyon alone! And don't waste public money!!!! | 32.2.9E; 32.2.7A | |
| 26252 | Haderlie, Cami | This is a mistake. I live and travel this canyon very frequently. This is not a good solution to the travel it will ruin the environment of the base of the canyon citizens. Please reconsider. | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 35578 | Hadfield, Jody | I am AGAINST the Gondola. It is a lot of tax payer money to really only serve the ski resorts. There are other ways to help improve traffic in the canyon. | 32.2.9E; 32.1.2D | |
| 27666 | Hadfield, Owen | after looking at the benefits and costs of the alternatives to the gondola, i have noticed, that a lot of the alternatives 1. cost more 2. the air and water quality do not improve. yes the gondola will help with cars and there transit. but wont buses do the same thing? and they cost less, you can have more of them. they can be electric and help improve the environment. so in conclusion you should take another look at the bus alternative. | 32.2.9E; 32.2.9A; 32.2.9B | |
| 34664 | Hadjicharalambous, Elena | No gondola, please. It would change the aesthetics, it's WILDLY expensive and the installation would hurt the the environment. | 32.2.9E | |
| 26588 | Hadley, Abbey | It is incredibly invasive and will scar the canyon forever. Countless climbing areas will be destroyed, our watershed will be put at risk due to construction. The parking lot for the gondola is past where the line usually is on weekends so it wouldn't help alleviate traffic in that respect. | 32.2.9E | |
| 30124 | Hadley, Brent | No gondola/Tram. | 32.2.6.4, 32.2.9E | |
| 33176 | Hadley, Emily | Last winter, the Alta and Snowbird parking management systems appeared to substantially impact traffic in the canyon. When people know if they have a parking spot, it helps inform individual decisions on whether or not to drive or take a bus up the canyon. Anecdotaly, I skied more than 80 days in LCC and only waited in substantial traffic a few times last winter. It is not apparent to me that the current recommendations account for the changes that have resulted from paid parking at Alta and Snowbird. Coordination between Alta and Snowbird on daily parking passes supported by expanded bus service seems like an alternative that should be more seriously considered before pursuing a much more expensive and complex gondola proposal. | 32.2.2K; 32.2.9A; 32.2.6.3D; 32.2.9R | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |
| 37910 | Hadley, Heather | Please do not pollute the beauty of our canyon with a gondola. The visual impact is an even higher price than the astronomical price tag presented to tax payers. We are very happy to frequently use this amazing resource as is. Let the ski resorts deal with the overcrowding with their own resources. Why should tax payers bankroll a project that benefits two private companies. | 32.2.9E; 32.1.2D | |
| 31248 | Hadley, Joan | I am against a gondola. It is too expensive. Need to limit vehicles coming up canyon by more efficient busing, 3 lanes open so busses and EM vehicles have 1st access. Parking reservations and limits to cars coming up canyon. Charging a fee for cars to come up canyons, this would help off set costs. | 32.2.9E; 32.2.2K; 32.2.4A | A32.2.2K |
| 30635 | Haefner, David | I am AGAINST building a gondola to benefit 2 private businesses and no one else. The only way the public will stomach spending 1 billion dollars on a gondola is if the gondola offers access to EVERY trailhead in the canyon. This would give great benefits to all users not just winter resort skiers/snowboarders. By giving access to all trailheads it allows people greater access to their public lands, making hikes and bike rides easier to coordinate. You could start at one trailhead and end at | 32.2.9E; 32.2.6.5G | |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | another then just take the gondola back to the base and your automobile or bus station. Snowbird buying the base area already probably makes the while transaction illegal now anyways, as they will gain extra advantages because of landownership. Please do the right thing and abandon the gondola proposition. If private companies want to build easier access to their land, then they should submit their own appraisal for NEPA review. | | |
| 32776 | Haener, Steven | Do not build. The canyon is too valuable. | 32.2.9E | |
| 28018 | Haertel, Nila | STRONGLY oppose gondola. Let's try a simpler solution, buses and reservations. This is corporate welfare and transportation for rich people. Why should we pay for Snowbirds customers? This is unsound and preposterous. How about listening to the people? | 32.2.9E; 32.2.2K | A32.2.2K |
| 38003 | Hafele, Josh | The current gondola plan is shortsighted and expensive. As a skier, if Snowbird and Alta want to pay for a gondola to carry their customers, let them pursue that on their own dime. Utah in general has been slow to address infrastructure problems, and the gondola is no exception. Please reconsider more bussing as a solution, instead of cutting routes during the busiest hours. | 32.2.9E; 32.2.7A; 32.2.9A | |
| 35235 | Hagemann, Ashley | Dear UDOT, As an avid climber, skier, and hiker, the gondola would negatively effect so many of our experiences in the canyon. Please look into alternative options such as an expanded bus system and tolling. The gondola is limited in its ability to help all the people who utilize our beautiful canyon. Ashley Hagemann [REDACTED] | 32.2.9E; 32.2.9A; 32.2.4A | |
| 38541 | Hagemann, Ashley | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 27216 | Hagen, Jolena | I would prefer to see reservations/toll/increased incentive for carpooling/bussing vs construction of gondola. Alta reservation system worked great last year that there was less panic to go up right away knowing you didn't have a reservation. I think it is the most beneficial and fair. The E side bench can't support a massive amount of traffic to the gondola - the traffic to the canyon wouldl just be the traffic to the gondola and not anymore beneficial. There is not retail space to add and make it a "village" to support this area either. Please consider incentivising those who do bus and carpool and consider a reservation system on busy weekends. | 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.2.2K |
| 34214 | Hager, Dennis | Wow, I can't believe this is the recommendation. A one hour gondola ride to the resort plus parking etc. For me (and many others I suspect), Alta / Snow Bird will no longer be my place to ski during the peak travel times this solution hopes to address. The staggering cost of this option seems preposterous as a way to address peak issues and avalanche risk. | 32.1.2B; 32.2.9E | A32.1.2B |
| 27541 | Hager, Jon | To Whom It May Concern, I am opposed to the UDOT plan of a gondola in Little Cottonwood Canyon or anywhere in the Wasatch. A gondola would be an eyesore and a waste of tax-payer money, not providing enough visitation relief and only benefiting the local ski resorts at the public's expense. This is a horrible idea that would completely change the wild aesthetics of the canyon. Instead of looking up at the majestic crags of the mountains, one would see the cables and gondola cars overhead, completely ruining the mountain experience. Why is UDOT catering to the obvious choice that mainly benefits the ski resorts? I strongly urge UDOT to scrap the gondola plan and look into other less expensive and practical methods of alleviating visitor impact in our wonderful canyons. Thank You, Jon Hager [REDACTED] | 32.2.9E | |
| 32891 | Hager, Jon | To Whom It May Concern, I am writing to oppose the gondola plan for Little Cottonwood Canyon. It is obvious, the gondola is meant to support the ski resorts with other goals secondary. There are other options available that er less expensive and have a greater positive impact for Wasatch recreational users and the canyon's natural habitat. These are: 1. Enhanced electric buses with higher frequency and improved reliability, together with strategically placed mobility hubs. 2. Tolling infrastructure. 3. Parking management technologies and policies, such as ski parking reservations, micro-transit, and ride share programs. 4. Multi-passenger vehicle incentives; and Traction device requirements with expanded inspection hours and enforcement. | 32.2.9A; 32.2.6.5F; 32.2.2I; 32.2.2K; 32.2.2Y | A32.2.2I; A32.2.2K |

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| | | Thank You, Jon Hager Riverton, Utah | | |
| 33009 | Haggard, Ethan | Hello- I do not support the "preferred alternative" of building a gondola up Little Cottonwood Canyon. This proposed project uses public funds to bring customers to two private businesses (Alta and Snowbird) which are already effectively subsidized through their use of public land. It seems to ignore the fact that there are many members of the public whose uses of the canyon do not involve ski resorts. As I commented in the previous round-if Alta and Snowbird want a gondola up Little Cottonwood Canyon they need to acquire the necessary permits and land and build it themselves. | 32.2.9E; 32.2.7A | |
| 37808 | Haggerty, Narissa | My Name is Narissa Haggerty, I live in the salt lake valley and I oppose the gondola. Listen to the locals. Government is about what the people want, and we've spoken. | 32.2.9E | |
| 26395 | Haglin, Peter | I fully support the gondola and would absolutely use it to avoid sitting in traffic (be that in a bus or a private car) in LCC. | 32.2.9D | |
| 29975 | Haglund, John | I am against the gondola. It amounts to corporate welfare on behalf of the two resorts and the real estate developers who bought the land where the proposed base station would be. It is only needed a handful of days per year, and last winter's paid parking system resolved much of the problem for infinitely less cost. Other options are available- the gondola does not need to be rammed down our throats. | 32.1.2B; 32.2.2PP; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 32115 | HAGUE SMITH, DEAN | Please no Gondola! I dont want my taxpayer money used on this boondoggle that will only benefit a small number of tourists and the ski operators. Locals do not want to queue to park and queue up to get on a gondola to get up to ski. The existing parking system works - then you can add more buses with right of way if needed for the bus. Teh proposed Gondola is a waste of money and reeks of corruption as teh \$\$\$ will go to the developer at huge expense to the taxpayer (me!) | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.2K | A32.2.2K |
| 36123 | Hahn, Betsy | No | 32.2.9E | |
| 35756 | Hahnenberger, Maura | This project states "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the value of the Wasatch Mountains." Definitively the Gondola option does not fulfill these goals as stated by the project. I am writing in opposition to the Gondola option for Little Cottonwood Canyon. Enhanced buses would much better meet the needs of the community and provide flexibility for future challenges. Does the Gondola meet the needs of the community? No, the gondola is expensive to build and run, and will be expensive for riders. The gondola would be extremely time consuming to ride due to difficulties with regional connectivity (that buses currently have). The Gondola would only serve winter time ski resort recreators and would not have any flexibility to serve other canyon users. The gondola would do nothing to address the current and ongoing avalanche hazard to the Little Cottonwood Canyon road. The gondola is opposed by Salt Lake County and the local canyon communities. Does the Gondola preserve the value of the Wasatch Mountains? No, the gondola would have an extremely large footprint at the base station and top station. It would be a huge eyesore in the entire canyon and fundamentally alter forever the character of Little Cottonwood Canyon. It would destroy climbing and hiking resources throughout the canyon. In addition to visual pollution, it would also increase noise pollution through the entire canyon. The enhanced bus option is much preferred due to its flexibility for meeting future travel needs in winter and summer for a variety of canyon users. Thank you, Maura Hahnenberger [REDACTED] | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.9A | A32.1.2F |
| 29591 | Hahnenberger, William | The gondola is only A partial solution therefore it is not a solution. Too many people and uses are not addressed. It is only a ski area boondoggle. I am a skier and ski 75 to 90 times a year in the cottonwoods. I use the cottonwoods another 25 times outside of ski season. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.2B |
| 32714 | Hain, Douglass | Go with the gondola! | 32.2.9E | |
| 27571 | Haines, Octavia | I favor a phased approach and common sense solutions as outlined by Mayor Jenny Wilson. I am not in favor of a gondola, as a tax payer, an environmentalist, an appreciator of aesthetics. Electric buses, regional transportation hubs, monitored access to the canyon--fees, tolls, carpooling, etc. | 32.2.9E; 32.2.9R; 32.2.6.3F; 32.2.2I | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2I |
| 36420 | Haines, Octavia | I support electric buses and dispersed parking. I do not support a gondola. | 32.2.6.3F; 32.2.2I; 32.2.9E | A32.2.2I |
| 25658 | Hainsworth, Dane | No gondola!!! | 32.2.9E | |
| 30857 | Hake, Sara | I emphatically oppose the construction of a gondola in Little Cottonwood Canyon. The cost is completely unreasonable for the few people it will service, and its environmental impact is too large. Please reconsider this choice. | 32.2.9E | |

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| 28961 | Hakkarinen, Michelle | As a skier and resident of the area, I can not support the wasting of taxpayer funding on a gondola that would benefit far fewer people than you think. That money could be used in better ways to help those in need and a gondola will damage the natural environment. No gondola! | 32.2.9E | |
| 37553 | Halamicek, Kim | The gondola would be invasive and take away from the natural beauty of the area. Additionally, it would only benefit developers and two private ski resorts. It would not be available for use in the summer, it doesn't stop at hiking trails meaning I still have to drive up there. There is not adequate parking for passengers so I don't understand why this is the best option. I live off of Fort Union and I do not want a gondola here. | 32.2.9E; 32.1.2D | |
| 27706 | Hale, Ben | Hello. I am a lifelong Salt Lake Valley resident. I grew up spending a lot of time in the Cottonwood Canyons. They are home to me. I strongly oppose the proposed gondola development. The environmental impact is too great. The damage to hiking trails and views is too great. The data show that it is not likely to significantly reduce traffic in the canyon. More buses, year-round buses, and carpooling requirements are more economically feasible, lessen the environmental and aesthetic impacts, and actually solve the problem at hand. Let's use the infrastructure we already have to minimize impact and keep the canyon enjoyable for everyone, not just the wealthy staying at resorts. Do not waste half a billion dollars on a pie-in-the-sky vanity project. It is not in the interest of the general public. | 32.2.9E; 32.20C | A32.20C |
| 25558 | Hale, Colin | I say no to the gondola. We as a community do not support it. It is not an effective way to reduce traffic. It will make parking worse. In the plan the is proposed you don't even have enough parking to support the gondola so it can't even be an option. The community does not want this. Skiers do not want this. The gondola will take over an hour to get up the canyon. This is not a solution this is a money grab for developers. We do not want a gondola! | 32.2.2K; 32.2.2Y; 32.2.9E; 32.2.9N; 32.2.6.5E; 32.7C | A32.2.2K; A32.2.9N; A32.2.6.5E |
| 33229 | Hale, Isaac | The gondola is not for the people. I'm saddened to see us ready to spend so many dollars on a project that will impact a few days of the year. | 32.2.9E; 32.1.2B | A32.1.2B |
| 28941 | Hale, Lindsey | Please DO NOT put in the gondola. I know you have decided it is the best way to help the issue, but I feel there is overwhelming evidence that it does not. I'd rather the money go to fixing my horrible road that is driven every day of the year! Please don't put this eye sore in, the wasatch is too small. Maybe make it like zions. | 32.2.9E; 32.2.2B | |
| 30281 | Hale, Margaret | Do not build the gondola without several years of trialing very good bus access and tolling to get up and down the canyon. It would be so much simpler to run a toll on the road to discourage driving and offer buses. Then all you need is several bus terminals outside of the canyon, spread across the valley. Toll every car that drives up to Bird/Alta in peak times (or deny car access outright in peak times (except for employees or people staying at the mountains)), and run buses continuously from the base of canyon parking lot. Jackson Hole basically does this and it keeps traffic down. it's clear that this is a big ol' bonus to Alta and Snowbird's pockets while killing the skier experience. To say that busses aren't feasible without developing the infrastructure to reliably allow people to leave their cars down canyon is completely disingenuous to me. This is going to be an epic [REDACTED] of traffic and parking dystopia at the base of the gondola. | 32.29R; 32.2.9A | A32.29R; A32.1.2H; A32.2.6S |
| 29033 | Halen Rockhill, Van | Y'all know what you're doing. It's greedy, it's grimy, and it's going to destroy the canyon. Y'all are baby Vail and that money is going to run out eventually. I hope y'all get a good view of the canyon before you destroy it. | 32.29D | |
| 30515 | halen Rockhill, Van | STOP CUTTING PUBLIC TRANSPORT!!!! | 32.2.6I | |
| 32333 | Hales, Nic | This gondola proposal seems ridiculous! Why on earth would we spend almost \$1 billion dollars on a gondola that won't get used? I would definitely prefer to spend the money on widening the roads and improving the bus service. | 32.2.9B | |
| 31929 | Hales, Stephen | I do not support using taxpayer funds to pay for a ridiculously expensive and ugly transportation system to two privately owned ski resorts. The gondola is a terrible idea that benefits a few wealthy individuals and corporations. I only support expanded bussing and snow sheds that can keep the road open through avalanche paths. | 32.2.7A; 32.2.9E; 32.1.2D; 32.2.9A | |
| 28407 | Haley, Andy | No to gondola. Other options exist with less economic, environmental, social impact and more equity to users and non-users. LCC Gondola is not the answer. | 32.2.9E; 32.2.2PP | |
| 27048 | Hall, Brian | This is not what the people of Salt lake county want. Numerous people have commented previously and you ignored the will of the people. The gondola will be a huge eyesore and will be detrimental to wildlife during and after construction. A toll road with increases carpooling and increased buses is the only solution. Brian Hall Millcreek resident | 32.1.2B; 32.2.9A; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 30983 | Hall, Eric | A gondola up either of the Cottonwoods would be a terrible mistake. If traffic is a real concern then better bus schedules, road maintenance, and possibly widening the road will be a much better option. The gondola is a point to point resolution and will serve an extremely small fraction of the population that uses the canyons. A gondola will only be an eye sore that will never receive the maintenance it would need. It will destroy the beauty of the canyons, and like I said, it will only serve a very small fraction of people. | 32.2.9E; 32.1.2B; 32.2.9A | A32.1.2B |
| 27349 | Hall, Eric | No gondola. Keep the canyon clear of anything that obstructs the views. It's the wilderness, not a amusement park. | 32.1.2B; 32.2.9E | A32.1.2B |
| 28993 | Hall, Ethan | I don't support the widening of the road or destruction of the canyons natural beauty. I wouldn't love to see less destructive alternatives like tolling and better public transit like busses. | 32.2.9A | |

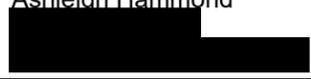
| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35584 | Hall, Jason | The permanent visual impact a gondola would have on the canyon is untenable. The gondola is horribly expensive and only serves a subset of canyon users - those heading to the private resorts. Gondolas are not transportation solutions. Start with less expensive, more realistic solutions - namely much more investment in busing and tolling. The thought of permanently altering our beautiful canyon with a gondola is distressing. | 32.1.2F; 32.1.2D; 32.2.9A; 32.2.2Y; 32.2.9E | A32.1.2F |
| 35090 | hall, jennifer | By adding new lanes, you are inviting tourists from out of state who are probably renting a car without snow tires to drive up the canyon and cause accidents. Why would you want to encourage tourists with no driving experience in the canyons to drive in adverse winter conditions? | 32.29D | |
| 31837 | hall, Jennifer | I support the gondola. I think (not believe) that the Gondola will produce less waste and be a tourist attraction. Buses and cars are messy and less reliable. | 32.2.9D | |
| 27161 | Hall, Jessica | As an avid skier and lover of the cotton wood canyons and a native utahan for my entire life i strongly disapprove of the gondola in LLC. it will have a major environmental impact and destroy the natural beauty of the canyon that people travel from all over the world to see. Please listen to the locals who love and use this canyon and use an alternative to manage the traffic going up the canyon. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 30180 | Hall, Mindy | Please, please don't destroy the canyon with a gondola. | 32.2.9E | |
| 37231 | Hall, Nicholas | I can find no good reason to build a gondola unless the existing road is removed and replaced by it to promote natural growth in our canyons | 32.2.9E | |
| 25268 | Hall, Perry | The gondola is not what the people want. Without extensive parking infrastructure at the base, and along Wasatch Boulevard, with improved bus service, it will be a failure. IF this measure is imparted, please make the resorts foot most of the bill, not the taxpayer as this project solely benefits the resort traffic. | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 29540 | Hall, Sarah | VERY SUPPORTIVE OF THE GONDOLA! | 32.2.9D | |
| 35673 | Hall, Scott | The most practical solution is glaring. Obvious, IMO. Make the canyon(s) roads ONE (1) WAY TRAFFIC UP ALL LANES (except for emergency scenarios) from 0700-0900 And one way traffic down canyon from 1600-1800 Problem practically solved. QED This is a low cost solution and there are many functioning examples of this worldwide. Simple, easy, convenient and effective. And eliminates the "good ol' boys club," of criminal money grubbing special interest political favor doing family/friend nepotism practices that are well known and frequently proven. | 32.7A | |
| 30440 | Hall, Shane | A gondola in LCC would' be one of the greatest mistakes that this state could ever do to our canyons. This only serves the ski resorts and damages recreation for thousands of others throughout the canyon. Don't make a mistake thing large without listening to the people, most of who oppose it. | 32.2.9E | |
| 29191 | Hall, Vicky | I am exposed to the gondola primarily because it serves only the ski resorts up the canyon. No matter who pays for it it is a very large expenditure to serve a relatively small number of people, most of whom are relatively wealthy. This will probably boost revenue for the ski resorts and unfortunately that may be a dying industry in light of global climate changes. I think other options are more reasonable for the greater number of people, for example: a reservation system and/or wintertime toll to limit the number of people going up the canyon. This has been done at some of the major national parks and seems the least invasive choice. Enhanced bus service, electric buses, snow sheds, judicious widening of the road may all be better options in the long run. Please do not select an option that offers service to only 2 private businesses, and primarily serves a relatively wealthy clientele. Your job is to look at ALL the constituents in determining a viable solution. | 32.2.9E; 32.2.2K; 32.2.4A; 32.2.6.3F; 32.2.9B | A32.2.2K |
| 27227 | Hall, Zach | Hundreds of rock climbing routes will be annihilated with this giant thing of machinery. Thanks for making me pay for something that will literally destroy one of my passions and hobbies. The only thing this gondola serves are the rich, whiney and spoiled percent of Utah who don't have hobbies. This is the absolute worst option. Can't wait to hate this radically conservative and out of date state build the biggest eye sore they could possibly do. Nice work ya virgins | 32.2.9E; 32.4B | |
| 30697 | Hallenbeck, Pete | Gondola and automobile access for upcanyon residents and nightly registered guests should be only goal. Gondola Alternative B is a great starting point! | 32.2.9D; 32.2.2L | |
| 27459 | Hallman, Jon | This project is only to benefit the ski industry during winter months so that means it would sit at lower usage during the summer at a cost that way exceeds electric busses. I believe that the states tax payers should not pay for a service that is being used for a select group for 4 to 5 months of the year. I am a 65 year old Utah native born in SLC please consider electric busses instead of destroying the beautiful canyon thanks. | 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 29302 | Hallows, Ann | THE MAJORITY OF CITIZEN'S OF UTAH CANNOT AFFORD ANY MORE TAX INCREASES!! THIS PROPOSAL WILL ALLOW THE LOCAL RICH AND OUTSIDE VISITORS TO ENJOY THE MOUNTAIN RECREATION AND THE FAMILIES OF UTAH WILL NO LONGER BE ABLE TO AFFORD IT. THE DAMAGE IS IN THE STATE OF UTAH INVITING THE WORLD TO LIVE HERE WITH NO PLANNING AND LOW TO NO TAXES FOR COMPANIES COMING HERE!!! | 32.1.2B; 32.6A; 32.2.9E | A32.1.2B |
| 27902 | Halperin, Madeline | Pleas no g√ndola. This destroys this iconic canyon without helping the situation at all.. by shuttling more people up there, we are going to have longer lift lines, bad highway congestion, and overcrowding at the ski resorts. The gondola damages so much of what makes LCC special - the view of Salt Lake Valley, epic bounding | 32.2.9E; 32.20C | A32.20C |

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| | | and sport climbing right off the road, and so many natural wonders that have been left untouched so far. Please find it in your hearts to respect this land and find another way to make money of tax payers!! | | |
| 25566 | Haltom, Vicki | I am VERY happy about the gondola choice, I would absolutely use it and I would love to have it as an option for the summer as well. We love to take the gondola up the Tetons and I think this would be a great tourist option with the chance to gain more funding. I do not ski anymore due to an accident, but I would definitely use it in the summer and winter to take my teen kids on it for the views and also for lunch or dinner at the top. I love this idea! I love that it has little impact environmentally as well. I think this is a win-win!!! . | 32.2.9D | |
| 35462 | Halverson, Bobbie | UDOT choosing to put in a gondola in Little Cottonwood Canyon was made with much input, I'm sure. The fact is, where is the snow? Where will it be in 5 years, 10 years and beyond? At this point, the carbon dioxide reduction is not happening enough to swing the lack of snow into a place where it was 20 years ago. So, what is the purpose of going forward with the gondola? It has to be from the pressure of politicians who own the ground for the gondola head and the 2 ski resorts in the canyon. You do understand that you are putting into place something that is totally ludicrous to the future of Little Cottonwood Canyon. Pull back, stop the process and give this 5 years. Look at your choice and other choices then. The climate will probably be such that we'll be lucky if there is enough cold to create snow, let alone watch it fall from the sky. Bobbie Halverson [REDACTED] | 32.2.2E; 32.2.9E | |
| 34364 | Halverson, Bobbie | Stop the process, wait 5 years and see if we have enough cold to create snow, let alone watch it fall from the sky. The removal of carbon dioxide from the atmosphere is not happening fast enough to turn the drought around. Putting a gondola in Little Cottonwood Canyon will be a laughing joke and you all will scrambling to justify it. | 32.2.2E | |
| 31121 | Halverson, Janet | I am adamantly against a gondola as a form of transportation in Little Cottonwood Canyon. This is expensive and will irrevocably change our beautiful canyon. The average person in Utah will not likely spend the money to use the gondola and a reformatted bus system can accommodate travel. This should be up for public vote, not a decision by UDOT. | 32.2.9E; 32.2.9A; 32.2.9N | A32.2.9N |
| 37624 | Halverson, Julie | No to the gondola! It does not solve traffic problems, only moves them down. The towers will be a visual disaster and disgrace to the beauty of the canyon. The time to get to ski slopes will not be faster than sitting in traffic. Up the bus system, don't scale it back like you are doing this year (nice trick!). Have better bus stations that protect riders from weather. Add tolls for private cars. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 35916 | Halvorson, Lily | I am not in favor of a gondola. This will only benefit wealthy resort users and will not benefit all canyon users. I want a solution that will not casue any harm to the canyon. I think a tolling system, or increased busses and larger park and ride areas would be a better solution. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2Y | |
| 25677 | Halvorson, Lily | No Gondola!!!! You are ruining the canyon!!! | 32.2.9E | |
| 28104 | Halwani, Rubina | I would like UDOT to disclose who is paying and for what, specifically. Snowbird businesses should fund this to some extent. Also, what is the plan if there are hazardous conditions where the Gondola cannot travel up or down? What is the safety plan for potential hazards? | 32.2.7A; 32.2.6.5K | |
| 28698 | Hamann, Jordan | I support this plan and hope that it gets implemented before any possible future Olympic Games in Salt Lake City. This will make Little Cottonwood Canyon both more of a destination and more accessible. | 32.2.9D | |
| 35520 | Hamann, Lisa | Hello. I submitted a comment via the project website; however, I was unable to provide support for my comments/concerns about spending an exorbitant amount of funds on a gondola that will only service the ski resorts and during winter months. According to NOA and NIDIS (see attached) "Regions that receive a great deal of their precipitation in the form of snow face a number of challenges when snow droughts occur. The impacts of snow drought are often widespread, affecting ecosystems, reservoir levels and operations, water resource management, tourism, and winter recreation.," "In a changing climate, it is predicted that rare snow drought events-those that may have historically occurred once in 500 years-will happen with increasing frequency. Climate models predict that the likelihood of snow droughts extending for two years when they emerge in the western United States may increase from 7 to 42 percent by 2078. Further, the frequency with which four-year-long snow droughts will occur is projected to increase from 0.25 to 25 percent between 2050 and 2078.," | 32.2.2E; 32.2.9E | |

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| | | <p>Utah should consider spending its funds on water conservation and preservation, rather than constructing a gondola.</p> <p>Thank you.</p> <p>Lisa Hamann [REDACTED]</p> | | |
| 34546 | Hamann, Lisa | <p>I do NOT support a gondola for the following reasons:</p> <ol style="list-style-type: none"> 1. exorbitant costs associated with construction, maintenance, and fees to park and ride 2. High level of visual impact 3. Current and forecasted snow drought (the gondola only provides service to ski resorts). I believe Utah's money can be spent more wisely on drought mitigation. 4. Lack of service to hiking trails 5. Cost vs. benefit ("potentially" 50 days in a year during winter months) <p>ADDITIONAL CONCERNS:</p> <ol style="list-style-type: none"> 6. Concern for cyclists' safety on Wasatch. No additional protection is proposed. 7. Will the speed limit decrease or stay the same? 8. Any plans for additional traffic signals on Wasatch in order for neighborhood cars to merge onto Wasatch? <p>Thank you.</p> | 32.2.9E; 32.2.6.2.2A | A32.2.6.2.2A |
| 38689 | Hamann, Will | <p>Hello,</p> <p>I would like express my concern that the Utah Department of Transportation's recommendation for improvements in Little Cottonwood Canyon do not reflect the interests of most local canyon users that will be impacted the most by this decision.</p> <p>Little Cottonwood Canyon is a natural wonder that attracts visitors for many reasons year round. These visitors flock to the hiking trails, the road side vistas, the climbing routes and boulders, and to their summer homes and cabins. Besides ski resort patrons, who else is served by the gondola? Due to the nature of a gondola the drop of locations are limited, the impact to the structure is high both environmentally and visually, and the expense and expertise required to maintain one is great.</p> <p>All users, even visitors to the ski resorts, would be better served by an enhanced public bus service on the current road as it would maintain the flexibility users require to experience their chosen portion of Little Cottonwood Canyon.</p> <p>Right now, with usual summer traffic, I can drive from my home in South Salt lake to the town of Alta in about 40 minutes. In the winter it usually takes about 50 minutes. The proposed plan would increase my MINIMUM travel time to an hour and 5 minutes and the complexity would be increased significantly.</p> <p>Who is this plan good for? No user I know would be best served by this plan.</p> <p>I appreciate this opportunity for comment, I believe that providing this forum will help ensure that the future of public use of Little Cottonwood Canyon is headed in the right direction.</p> <p>Thank you,</p> <p>Will Hamann</p> | 32.2.9E; 32.1.2D | |
| 33388 | Hamblin, Brent | <p>I believe the gondola is the wrong choice for Little Cottonwood canyon. The cost is not justified. The environmental impact will change the scenery significantly, and I don't believe it skiers as a whole will be keen to use the gondola unleased forced too. I believe that the solution is to increase the number of buses, keep the road unchanged except for the avalanche tunnels, require reservations at both Alta and Snowbird. As skiers and users of Little Cottonwood canyon in the winter, we just have to put up with traffic.</p> | 32.1.2B; 32.2.2K; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 34957 | Hamblin, Kira | <p>More buses, less gondola. LCC should have busses all year round going up both lcc and bcc.</p> | 32.2.9A; 32.1.1A | A32.1.1A |
| 27971 | Hamelin, Mikayla | <p>The gondola is quite possibly the worst alternative transportation option I've ever heard of. This gondola would only be useful during the winter, and would only serve private resorts, not the people trying to enjoy nature and canyon recreation. Speaking of which, anyone who uses the canyons for anything other than skiing is now going to have to deal with the gondola ruining the view, ecosystem, and existing trails, all for a transportation system that wouldn't benefit them anyway, because of the limited stops the gondola takes. This is going to be harmful to the ecology of the canyon. I also think this is going to cause more transportation issues, especially along Wasatch blvd, as people will drive to the base of the canyon anyway and cause traffic trying to get on the gondola. This would be an</p> | 32.2.9E; 32.1.2B | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | enormous hassle as most traffic would be redirected to the main road all locals use to get to and from work and school. This just feels like an attempt at installing a flashy piece of equipment instead of actually helping the people who want to enjoy the canyon and who live in that area. | | |
| 30247 | Hamic, Ryan | I just wanted to express my support for the gondola as part of a comprehensive solution for the LCC traffic and environmental situation. I believe much of the opposition is regressive in nature and does not address the reality of the situation, which will continue to worsen if nothing is done. | 32.2.9D | |
| 32569 | Hamic, Ryan | As a back country and resort user of LCC I support any solution that removes cars from the road. If the gondola is estimated to remove 30% of road traffic then I support that option. | 32.2.9D | |
| 32799 | Hamill, Anne | I oppose the gondola to be built up little cottonwood canyon. It does not solve the problems that exist and will be an eye sore. Other solutions such as one way traffic up and down during critical traffic hours and bus service only on weekends has not been tried. To make tax payers pay for something two large ski corporations will benefit from is a money grab. Shame on UDOT for even considering this as an alternative. | 32.2.9E; 32.2.2D | |
| 34773 | Hamill, Marin | The solution is a bus system. No modifications to the canyons required. There should be a bus every 5-10 min during the morning/ closing time and then every 15 min throughout the day. Keep the road the same. Do not destroy anymore animal homes. Do not destroy our canyon. Make people take the bus! Make it accessible! People will be stoked to save on gas and have a safe ride up and down the canyon. I know for a fact I would be stoked to ride the bus every time I would save gas money and not worry about sliding around on a snowy day. Please don't ruin the canyon and use what we already have. Busses are the solution. | 32.2.9A | |
| 34767 | Hamill, Marin | DO NOT BUOLD A GONDOLA. You are only going to ruin the canyon. Haven't people ruined enough? Let's keep the canyon the same and run more busses!!! I have lived here my whole life and I would be devastated if you ruin a Beautiful canyon when there are othe resolutions that don't require you to modify the canyon. You will only benefit the corporate ski resorts. Please do not put in a gondola. Please please please!! | 32.2.9E; 32.2.9A | |
| 34374 | Hamilton, Ashleigh | It is ridiculous that a gondola is a conversation when a robust bus plan would fix the situation. The fact that we can't grab a bus downtown, on the west side or even in sugarhouse and get to the mountain is a joke. No to the gondola. | 32.2.9E; 32.2.2I | A32.2.2I |
| 25823 | Hamilton, Ashleigh | I do not want a gondola. Increase parking and bus access. Why can a ski bus be placed through out the city instead of near the mountain. Our public transportation is the problem. The gondola is not the answer. | 32.2.9E; 32.2.9A | |
| 35091 | Hamilton, Ian | A gondola does not serve our whole community it serves the elite and barely and elite tourists. Little Cottonwood Canyon is more than a ski area, its climbing and hiking and the gondola put so much of that at risk for years. This is not a solution. Better traffic management and buses is a solution. Do not use tax money to build this gondola. The people demand representation that actually makes choices based on their wants and needs. | 32.2.9E | |
| 25605 | Hamilton, Ian | Gondola will ruin the canyon, more humans in the canyon and views ruined forever. Public does not want this. | 32.2.9E; 32.2.9N | A32.2.9N |
| 30023 | Hamilton, Roger | I am opposed to the construction of a gondola. The taxpayers money is not well spent on this and turns LLC into a Disneyland-like tourist attraction that serves the financial interests of special-interest groups who do not represent the general public. No to the Gondola! | 32.2.9E | |
| 38083 | Hamilton, Steven | This Sandy resident does not wish for any project like this to go forward. No gondola. | 32.2.9E | |
| 31176 | Hamilton, Stuart | I am strongly opposed to the Gondola proposal for Little Cottonwood. This project is ridiculously expensive, and does not provide a good solution to the issues. It only provides service to the two ski areas (not anywhere else in the canyon), is only practical for operation in the winter. A road widening (and snow sheds) would improve YEAR ROUND access to the ENTIRE canyon, would be cheaper and is a much better solution. | 32.2.9E; 32.2.9K; 32.2.9B; 32.2.6.3C | A32.2.6.3C |
| 30906 | Hamm, Andre | The gondola alternative does not adequately address traffic issues in LCC. Increased Bus use and wider roads are a better solutions for the people and the environment. | 32.2.9B | |
| 37156 | Hammel, Ruby | I am strongly opposed to the Gondolas being built! A big expensive cost to benefit a few people! I would hate to see what is will do to our beautiful canyon! | 32.2.9E | |
| 28643 | Hammer, Karen | Please do not build the gondola. The beauty will be forever marred. Let us try to really get a bus system that won't take someone from the U. of U and hour and a half to get to tha resort in LCC. Let us make a toll required for single-person-occupied cars, there is so much more we can do before even considering the expensive, view-maring gondola. Please reconsider this decision. | 32.2.9E; 32.2.9R; 32.2.4A; 32.2.9A; 32.2.2Y; 32.2.9N | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N |
| 34472 | Hammett, Joshua | This is not about air quality. This about taxpayers paying for the rich to get richer. The advent of electric vehicles over the next decade will lesson the pollution then a Gondola. If we are talking from a strict air quality and environment standpoint. Making better roads and better access for the non-elite is what I would hope is done with my tax money. Solving problems that don't really exist for a product that can't deliver is the gondola. It will exasperate issues in weather when it can't run and payers are stuck on one side or the other. Filling the canyon with people in the harshened conditions. | 32.2.9E; 32.1.2B | A32.1.2B |
| 26783 | Hammond, Anneliese | The gondola is such an obvious money grab that benefits a very small minority of people. I am astonished such brazen bribery is happening despite Public outcry. No citizens support this. It destroys climbing areas, scenery, increases taxes..why not tunnels or a toll booth at the mouth of the canyon. the gondola is utter nonsense. The only way this is happens is through outright corruption. And we all know it. | 32.1.2B; 32.1.2D; 32.2.2C; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9E; 32.2.9N; 32.4B; 32.6A | A32.1.2B; A32.2.9N |

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| 38848 | Hammond, Ashleigh | <p>Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):</p> <ol style="list-style-type: none"> 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. <p>Sincerely, Ashleigh Hammond </p> | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 37688 | Hammond, Bill | I think this is a poor reason to spend so much money. It will prove to be folly. No... Please | 32.2.9E | |
| 35767 | Hammond, Mark | Please go through with the gondola! The benefits to the environment far outweigh the costs. Listen to the silent majority. We desperately need this gondola if we want breathable air. | 32.2.9D | |
| 35503 | Hammond, Todd | <p>I am not in favor of the gondola and the impacts that it will have to the canyon. I've been climbing the boulders in the canyon for most of my life and would be heartbroken to see any of them destroyed by gondola construction.</p> <p>I would be in favor of expanded bus service year-round with stops all along the way as many of the trailheads seem to be frequently overflowing with parked vehicles.</p> | 32.2.9E; 32.1.2F; 32.2.9A | A32.1.2F |
| 31125 | Hampshire, Scott | Not only is the proposed gondola a reckless use of public funds, it has the potential to permanently damage the natural beauty of Little Cottonwood. Spending \$550M for only a 30%(!!) reduction in road traffic is frankly unacceptable and laughable that this project has come this far under consideration. We have many more options that are less costly, more flexible, and less disruptive to the natural beauty of the canyon to consider instead of a gondola for gondola's sake. The canyon exists for more than just ski traffic to Alta and Snowbird, do not ruin one of our most precious outdoor venues with a shortsighted, greedy, and reckless construction project that will irreparably damage the canyon. | 32.2.9E; 32.1.2D | |
| 25639 | Hampshire, Steve | <p>I am absolutely shocked at the decision to put a gondola in LCC. It is a a short sided solution to a issue that only effects a shrinking winter season. And ultimately continues to add money to private parties and companies.</p> <p>People dont ride the bus now why would they ride a tram having to stand the entire time shoved in like cattle. Its not the right solution. I am will to bet you will still have the red snake on the worse of days and empty gondolas zipping by because people dont want to deal with the hassle.</p> <p>Stop making decisions that are not in the public favor. Polls have shown that Utahns dont support this. Why would people in Teasdale, monticello, logan, or St george care about this, yet alone have to feel like they are footing the bill.</p> <p>The pricing is inaccurate for the estimated build cost. Skyline High School is double its budget and 3 years behind schedule. I didnt vote for that bond but at least its going to education instead of something that only 25% of the state can afford to do.</p> <p>Waste of time, waste of money, waste of future natural beauty that will be destroyed forever.</p> <p>All this is a marketing ploy to be able to plaster on more out of state ads boasting about our latest attraction bring more people to a state that doesn't need them. This is NOT a utah tax payer issue, this is NOT a real issue. Its only being pushed by those who again are lining their economic pockets.</p> <p>Stop for ONCE and actually PLEASE listen to the PEOPLE who live in this state. We are saying no!</p> <p>One of the best ideas i have heard yet is widen the road to have it be a 3 lane road with a flex lane in the middle. 2 lanes going up in the morning and then 2 lanes</p> | 32.2.9E; 32.2.2E; 32.2.4A; 32.1.2B; 32.2.2D; 32.2.9N | A32.1.2B; A32.2.9N |

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| | | coming down in the evening. That doubles the traffic. And leaves the other 10 months of the year the way it sits now. I drove up LLC on Sunday and didnt have more than 2 dozen cars on the road. We dont need a gondola for 95% of the year. So why put one in. | | |
| 29493 | Hamula, Justin | <p>I am a skier and snowboarder. I love the skiing in little cottonwood canyon. I also am disappointed that I can't enjoy skiing as we once did in the 70s and 80s with relative solitude. I understand why people want to come and ski here. These crowds have been growing rapidly over the past few years due in part to the consolidation of ski resort ownership and the season passes held by people from all over the country.</p> <p>I strongly oppose spending any tax payer dollars for a gondola to help mitigate the traffic in little cottonwood canyon for such a small group of tax payers. There are so many more issues we need to address across this state that could benefit a broader population than this.</p> <p>We do have traffic problems in the cottonwood canyons during the winter months but the cost of mitigating efforts of this traffic should be on the shoulders of those who use the canyon and not the general public.</p> <p>Ski resorts and skiers should pay for these traffic mitigating efforts and not the tax payers of this state.</p> | 32.1.2B; 32.2.9E | A32.1.2B |
| 33846 | Hamula, Justin | A gondola is a terrible idea if it is going to be paid for by tax payers. If a gondola is needed to fix the problem of overcrowding, maybe the ski resorts should pay for it, for it is their policy of selling icon passes that have created this problem | 32.2.9E | |
| 33422 | Hancock, Aaron | For the love of God let us keep the natural beauty of our canyons. You will PERMANENTLY BE SCARRING THE SKYLINE OF THE MOUNTAIN! the construction alone will displace hundreds of local ecosystems. | 32.2.9E; 32.13A | A32.13A |
| 25413 | Hancock, Jacob | We have a tendency to destroy every beautiful space for the sake of convenience. I would love to leave the natural and wild feeling of little cottonwood. It's been commercialized enough as it is and I would hate to never be able to escape the eye sore that the gondola would be. | 32.1.2B; 32.2.9E | A32.1.2B |
| 29226 | Handa, Judith | I SUPPORT GONDOLA B ALTERNATIVE POSITION. | 32.2.9D | |
| 33328 | Handley, Kate | I am strongly against building a gondola in Little Cottonwood Canyon; I have listened to both sides and I agree that the gondola would be unsightly, too expensive, and not a good solution at all to the problem. | 32.2.9E | |
| 27733 | Handly, Jeremy | <p>To whom it may concern,</p> <p>I'm writing to express my concern on the decision to move forward with the gondola in Little Cottonwood Canyon. I don't see this helping the congestion in the canyon. As taxpayers, we will have to front the exorbitant cost of the project. And, this will ultimately scar the beautiful scenery of the canyon, as well be detrimental to our precious watershed. And, it seems as though it will only benefit Alta and Snowbird, not providing access to the rest of the canyon's many areas for other activities such as climbing, hiking, picnicking, etc.</p> <p>There are other more reasonable and cheaper alternatives that will have more of a lasting impact without such a drastic change to the landscape. Run more bus routes up the canyon, as well as to the canyon, incentivize car pooling and ensure those that do drive up the canyon, have the proper tires and awd/4-wheel drive so traffic moves efficiently and safely. At the least, it would be ideal to implement some more cost-effective and less impactful measures first to see the potential positive effect prior to building the gondola.</p> <p>I hope that you can put the residents of this valley's best interests at heart, as well as make the beauty of this special canyon a priority over the profits and benefits of a chosen few.</p> <p>Best Regards,</p> <p>Jeremy Handly</p> | 32.2.9E; 32.2.9A; 32.2.4A | |
| 38012 | Handwerger, David | <p>The preferred alternative of a gondola from the base of LCC to Snowbird/Alta is a ridiculously expensive and environmentally harmful solution to a problem that only exists a few times a ski season, and only serves two private commercial entities. I have driven up LCC to ski Alta/Snowbird >100 times a season for each of the last 6 seasons (and had an AltaBird pass the past 14). The number of times per season that I get stuck in an unmoving "red snake" coming down the canyon or a stop-and-go going up it can be counted on one hand - maybe 2 in a good snow year. When they do occur, they each last only a couple of hours. Overall, we're talking 24-36 hours of severe traffic congestion PER SEASON (including and estimate of the number of times I alter my travel plans to avoid potential congestion, yet still go skiing in LCC).</p> <p>With the parking reservation system implemented at Alta, and the somewhat looser system at Snowbird (because road parking is still allowed), congestion has eased, with much of it attributable to people parking along the side of LCC at Snowbird to avoid parking fees or reservation exclusions. I suggest that it is these people that cause much of the uphill congestion, as most have to flip U-turns to get down the canyon, thus holding up traffic while they do so. By the time one gets past Snowbird, traffic is almost always flowing. Maybe not at 40 mph, but certainly fast enough for an efficient ride down.</p> <p>If Alta and Snowbird feel that a gondola is the best way to alleviate traffic congestion, even though parking reservations have gone a long way to already achieving this, then let them pay for it - all of it: planning, studies, construction, maintenance and operation. The gondola would serve no one other than them. If the estimated \$500 million price tag (almost certainly much more than that) is too much for them, they can drop out of the IKON pass, or any other multi-resort passes that come</p> | 32.2.2D; 32.2.7A; 32.2.2K; 32.2.2M | A32.2.2K |

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| | | <p>their way, to lessen the number of people heading up the canyon in the first place. If the number of skiers these passes provide cannot support a (probably) >\$1 billion boondoggle, then they have a choice to make.</p> <p>Furthermore, there are numerous, far less expensive things that UDOT, Alta and Snowbird can do that would make the gondola totally unnecessary:</p> <ol style="list-style-type: none"> 1. Direct busses to Alta and Snowbird, rather than one bus that serves both, would make the trip to Alta for more palatable. As of now, it takes longer to take the bus from the nearest bus stop to LCC to Alta/Wildcat (45') than it does from my house at [REDACTED] not to mention the time it would take to drive to that bus stop (either Wasatch & 6200 S - if I can even find parking there) or 9400 S. and Highland. If busses to Alta didn't make 3 stops at Snowbird, that trip would be 20 minutes shorter (each way), which would largely compensate for the time it takes to drive to the park and ride. 2. If traffic is backed up, the bus will be stuck as well. I then have a choice of either spending the extra time in the comfort of my own vehicle, sitting down, listening to my car stereo and drinking my coffee - or being in a crowded, noisy, smelly bus, laden down with gear, and quite possibly forced to stand the whole way. That choice is a no-brainer - I'll drive (as will many others). If LCC road were widened by a single reversible lane, uphill in the morning and downhill in the afternoon, and reserved ONLY for busses, then the value proposition for bussing goes WAY up, because the bus will be able to beat the traffic. This would surely be cheaper than a) a gondola, or b) a 4 lane road. Reversible lanes are not unheard of - they have them in many other places I've been, marked with overhanging indicators of which direction is open and which direction is closed. 3. Prohibit U-turns on LCC road for those parked along it - and enforce it. If people are parked pointing uphill, they should be required to continue uphill, take one of the ramps into Snowbird proper, drive through that lot and come out the next ramp down. If above the tram plaza, they should be required to take the bypass road to Alta (or have Snowbird find a way to turn them around sooner - but not on LCC road) and merge in to traffic by the Peruvian Lodge. If this requires putting up cement barriers in the middle of the road, or temporary traffic cones, so be it. 4. UDOT could VIGOROUSLY enforce the traction law. This would eliminate pretty much every rental car from the canyon on snow days. They are already violating the traction law by not having chains, but on snow days one ill-equipped rental car on the road going 2 MPH can cause a tremendous traffic jam - and hold up the snow plows. On any day the canyon is restricted, or might become restricted, there should be people a) stopping ill-equipped vehicles from going up the canyon, b) ticketing ill-equipped vehicles already up the canyon in the lots or parked along the road. All vehicles are already required at least to have chains, so require people to leave their chains on the driver seat for someone to see, or better yet, have them mounted to avoid a ticket. Lodge guests are not exempt from the chain requirement, so they can also leave their chains on the driver's seat to avoid a citation, c) if the restriction comes into effect after people have already headed up, don't let anyone out of a lot in an ill-equipped vehicle until 7 pm, so that those who have 4WD and/or snow tires/chains can get down in a more timely manner. Most of the traffic problems on snow days can be traced back to people in cars that shouldn't be up the canyon - period! Stop them, completely, from driving up in the first place - they can take the bus - or from causing traffic issues on the way down because they can't be bothered to follow the law. <p>All of these ideas I just proposed would likely be significantly less expensive than the preferred alternative of a gondola, would be more effective at alleviating congestion on the days it is most likely to be an undue burden, be far less environmentally damaging, would cover all people accessing the canyon - not just those heading to Alta or Snowbird ski bases, and would not shift the traffic problem to the canyon mouth instead of eliminating it as is the stated desire. After all, even if a gondola were built, people would still have to get there, and that would just move the traffic nightmare downhill into the neighborhoods.</p> <p>Thank you for your consideration.</p> | | |
| 27884 | Handy, Kathryn | Please listen to "the people of Utah" No Gondola, we carpool and ride the bus. Educate the tourists and stop this madness | 32.2.9E | |
| 32046 | Handy, Kevin | <p>I would presume you only get negative comments about your Plan B. It would be unfair to only list the negative without listing a better solution.</p> <p>The main problem with SR210 is the flow and who controls the flow.....UDOT. If the forecast is for heavy snow UDOT closes SR210 late that evening with anticipated opening 8AM which most of the time is close. Meanwhile private vehicles are parking in the canyon road early so they can be first up the canyon. This backs up SR210 for miles as well as 9400 South. The canyon can't open till control work has been accomplished.</p> <p>The problem is clearing the road so traffic can proceed. Could more than 2 plows be driven up early to help clear the road quicker or are those plows being used elsewhere if it really snows?</p> <p>In regard to staging the Parking Lot for Plan B above the High T intersection on a snow day very few will ever get there do to the flow beginning stopped for control work. Once the flow stops the traffic stops and backs up for miles and it is a mess.</p> <p>Since we have experienced a drought for some time and forecasted to continue we are not having winter like we used to. We used to have about 10 days a year that backed up traffic. Last year there were only two days. Yes, someone from UDOT gets happy about turning on the 4-wheel drive and chains signs at the least little bit of snow falling or on the road.</p> <p>Last year the parking situation was great due to reservations at Alta and Snowbird for it held down alot of cars from traveling up canyon. Hopefully this will be the same this year.</p> <p>It is to bad that UTA does not pay the going rate for CDL drivers and no we are losing route 953 because of driver shortage. If there was a direct bus to Alta in the morning and back in the evening more employees would ride it but Snowbird controls the ridership and won't allow it....to bad? If you have ever ridden the bus up the canyon you would know what a bummer it is to go thru Snowbird for it adds 15min to the route.</p> <p>In summary it looks like we need more buses and pay more for drivers, keep the flow moving for people will always drive regardless of the cost, help with incentives for 4 people per car and see how that works first before spending \$500 M and more for a non-white elephant. Remember the Pumps at the Great Salt Lake.</p> | 32.2.2II; 32.2.9A; 32.2.4A; 32.2.9E | |

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| | | Good Luck and as the lead PE told me he went to school to make decisions for a better world, I don't think the Gondola will work in the long run. | | |
| 26434 | Handy, Mark | I'm not a supporter of the Gondola. It will forever impact the most natural beauty of the canyon. As our population continues to increase. There will be a time that we will be right back to where we are now. I believe the best thing is to do a reservation system to access the canyon. We don't need more cars or skiers in the CANYON .Though that wouldn't be popular with most anyone. It's the price of our uncontrolled growth | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 33927 | Handy, Mark | No no no. If the ski resorts need it, they should pay for it. Plus the Fact the with global warming , this will just be a temporary fix while scaring the Canyon for many more years than that. Why not limit the number of skiers per day? | 32.2.2E; 32.2.2K; 32.2.9E | A32.2.2K |
| 30366 | hankison, amanda | 1. We need to save the Great Salt Lake or there will be NO tourism in the Wasatch. Spend the hundreds of millions of dollars on the lake. 2. Pay bus drivers a real wage with incentives to get a CDL and actually increase bus service! | 32.1.2B | A32.1.2B |
| 25454 | Hanks, Jesse | I am against the gondola option. The gondola will not go to the places I want to go. I prefer a reservation system to limit traffic. The beauty of the canyon is spoiled with the Gondola and with more traffic. The best option is not to raise prices but to enforce reservations. | 32.2.2K; 32.2.9E | A32.2.2K |
| 33060 | Hanks, John | This is awful for climbers, and will only be used 3 months of the year | 32.2.9E | |
| 34095 | Hanks, Marilyn | This is a lot of money that benefits few people. A huge benefit to the owners of the ski resorts. There are more ways to spend my tax money that benefit more people. Public transportation still works. Let it be. | 32.2.9E | |
| 31167 | Hanley, Grace | Voicing that I do NOT support the gondola. What a hideous fixture that would scar the pristine visage that is Little Cottonwood Canyon. This project serves to benefit the privileged and alienate those who wish to enjoy the canyon in all its expansive and nuanced glory (not just limited to the resorts). This is such conspicuous money grab-- √† la stadium constructions (force the taxpayers to fund while the owners reap the economic benefits). | 32.2.9E | |
| 31998 | Hann, Bree | Thanks for taking public comment on this issue. As a resident of Sandy who routinely visits Little Cottonwood Canyon 3-4 times per month, I strongly oppose a gondola there. The gondola will destroy the natural vistas and beauty of the canyon for those of us who cherish its value as a hiking destination. While I understand UDOT is considering tourism as a factor, I would suggest that many tourists come to the canyon not to ski, but to hike, relax, and otherwise enjoy the gorgeous river, forest, and mountain views. We don't want those ruined by ugly cables and massive support towers throughout the canyon. Further, it appears that the gondola is not the best solution to the traffic problem. The ski traffic is an issue on high-powder days when many people want to get to the ski resorts early to enjoy that snow. Better than a gondola -- which just moves traffic up the road to the gondola station, and which isn't feasible in high wind or storms -- would be for Alta and Snowbird to simply require skiers to pre-purchase a reserved parking spot. When the spots are sold, they're done, and no one should be allowed into the canyon that day without a parking pass. This worked fine during Covid and puts the administrative burden on the ski resorts, which is fair since they are the reason for the traffic problem in the first place. This would be far less expensive than a gondola (or widening the roads), would not damage the canyon, and would be flexible enough to be put into place only when required -- unlike a huge, permanent gondola. Please, please, please do not build a gondola in LCC for the theoretical benefit of a few skiers at the expense of the rest of us and the canyon itself. | 32.2.9E; 32.1.2D; 32.2.2K | A32.2.2K |
| 30494 | Hanna, Arek | Please don't | 32.29D | |
| 26594 | Hanna, Dusty | A gondola will only impact our canyons in a negative way. I believe we are trying to make this better for Utahns especially because the money will most likely becoming from their pockets. Please listen to the public on this issue there is alternate ideas of how to make our canyons more efficient, less congested and still being in revenue for our state. My idea was to only allow local Utah residents in the canyons (cars with Utah plates) to drive the canyons on week days and on the weekends out of state vehicles can use the roads. This would at least fix weekdays for locals and still keep travelers happy on the weekends (when it is most busy) please listen to us and hopefully we can come together on a joint effort to fix this problem within our community.ù\$Ô]è | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.2GGG, 32.2.9E | A32.1.2B; A32.2.2K |
| 35129 | Hanna, Ethan | As lovers of the outdoors and advocates for sustainability, we believe there are reasonable, earth-friendly, and cost-efficient solutions to the transportation issues in Utah's Little Cottonwood Canyon that DOES NOT involve a gondola system. We stand with Save Our Canyons and many others as we oppose the plans to spend \$600M of taxpayer's money to install the invasive machinery. We support salt lake county's alternative common-sense solutions including tolling, rideshare programs, parking reservations, micro-transit, incentives, and traction requirements. | 32.2.9E; 32.2.9A; 32.2.2I; 32.2.2K; 32.2.2M | A32.2.2I; A32.2.2K |
| 32431 | Hanneman, Gary | No gondola in Little Cottonwood Canyon. Construction of it would be detrimental to the ecosystem of the canyon. Other alternatives, widening the road, buses etc would be less so. Tax payers shouldn't be asked to subsidize Snow Bird and Alta. Those resorts should be more concerned about lessening their impact on the canyon. | 32.2.9E; 32.2.9B; 32.1.2B | A32.1.2B |

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| 29804 | Hanni, Clint | I support the gondola approach. It would be reliable, not impacted by road traffic and conditions, and enjoyable way to go to Kenya. My only concern is what the cost would be to ride the gondola. If it would cost more than the typical cost of driving a car, then I don't think I would be as interested in the gondola. | 32.2.4A; 32.2.9D | |
| 31949 | Hanrahan, Jim | Your analysis doesn't go deep enough into the various costs of alternations cost to the public - seems like a whitewash due to lack of complete analysis. | 32.2.7C; 32.2.7D; 32.2.7E | A32.2.7C; A32.2.7E |
| 31227 | Hansell, Barbara | Hello, I am a lifelong Holladay resident and I am against the gondola proposal in Big and Little Cottonwood Canyons. Increased bus routes and getting people out of their cars is the best solution. Thank you for your time, Barbara | 32.2.9A | |
| 29653 | Hansen, Amy | No gondola!!! It's a terrible idea that costs far too much money and ruins our landscape. Please stop pandering to big business. There's better alternatives that can work for everyone and not just the ski resorts/special interest groups. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 28385 | Hansen, Barb | This Gondola plan is so short sighted. And it is clearly a plan to put millions of dollars in the land owner where the current base & parking are planned. UDOT needs to look at more ideas than the plan the landowners have come up with an presented to UDOT. As a taxpayer I do not want my taxes spent on a project to make a business/land owner rich off land they can't use right now. Moving the congestion a block out of the canyon is ridiculous. Unless the parking and riding the gondola are free skiers will not use it, choosing to drive to the resort and PAY to park up there. Employees, campers, hikers, CC skier, tourists, cabin & condo owners, bus, delivery vehicles ALL still all NEED to drive because the gondola goes straight to the resorts. The idea of having the gondola base parking only puts money in the land owners pocket by creating a business center for them, creates an unaddressed need for an intersection for the traffic the parking cause & only blocks from the mouth of the canyon. A longer term solution would pull the base Out of the canyons, and Closer to bus routes, Perhaps a structure where there is already parking at the mouth of Big Cottonwood canyon, OR parking and a base where the gravel pit is now. This 1, moves the congestion out of the canyon and 2. Allows space for the gondola which is still a stupid idea, 3, and if Big cottonwood canyon ever needs a solution this structure is in place. OUR CANYONS ARE FOR EVERYONE AND THEY SHOULD STAY THAT WAY!! And they are bEAUTIFUL & they should stay that way too. A gondola the length of the canyon ruins the beauty of the whole canyon. | 32.2.9E; 32.2.4A; 32.2.2R; 32.1.2B; 32.2.2PP; 32.2.7A; 32.7B; 32.7C; 32.1.1A | A32.1.2B; A32.1.1A |
| 33452 | Hansen, Barbara | No to the Gondola!!!! Why are we letting a few people outside of our area decide this issue. It should be up to a vote from the people that live in this area! I live on [REDACTED]. Ski traffic effects me directly. May I say that there are only a few days out of the season that it is an issue. When it is - we all know it and plan around it. That being said...I spent the day hiking a little known trail yesterday, up the canyon. It breaks my heart to think that the ugliness of the gondola is going to be a part of that landscape - what a tragedy - for the benefit of skiers - most of whom are not from this area or Salt Lake. It also infuriates me that I will be helping to fund something that will only benefit a few financially- and those few - the land owners where the projected parking/shopping area is and the ski resort are not funding the cost. Yes, there is a concern for the environmental stability of the canyon, but I have ridden on Gondolas all over the world - they do not give you any spectacular view - 30 people in a car - there are still only 2 window seats. Also, what about the hikers, bikers and snow showers that enjoy numerous trails all up and down the canyon. A one stop gondola is not going to accommodate that. Basically, it is an expensive novelty ride and a mode of transportation during the short ski season. The hiking and biking season is a much longer season. Why not run it like Zions. Only access by bus - unless you have a camping permit. The bus has regular pick up and drop offs - all along the canyon that accommodates bikers. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2PP; 32.2.6.4, 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 27482 | Hansen, Becky | Go for it. I would love to ride a gondola up Little Cottonwood Canyon every season of the year. It would be a tourist attraction, and certainly be less pollution than buses and cars. It's a seems like a no brainer. It also seems that those opposed are the ones that live in the area. Sometimes progress has to consider what is best for the majority not the minority. Go Gondola! | 32.2.9D | |
| 33134 | Hansen, Benjamin | I am 100% against the gondola with public funding. This is not what the general public wants, and we should not bear the responsibility for this cost. In addition, access to the beautiful trails should NOT be removed! | 32.2.9E; 32.4B | |
| 29269 | Hansen, Brent | Hello, just think your taking the gondola up and you get stuck in it with 35 people. There is no way down, and it wouldn't be just one gondola from the base of snowbird to the top of the mountain. It is from the base of little cottonwood all the way to snow bird... are all of the areas easily accessible? The other thought is does the gondola have stops for all of the hikes. People hike in the winter. I personally think making the road carpool only and increasing bus frequency is the correct idea. Thank you Brent | 32.2.2B; 32.2.6.5G; 32.2.6.5K | |
| 30541 | Hansen, Carol | I VERY STRONGLY oppose the gondola, as do all my friends an family. I have been a skier and hiker in Utah for 45 years. This is just a giveaway to the resorts who want something new and flashy. It will ONLY benefit visitors with three plus days of reservations at the resorts, not the local skier or the local employee, or someone staying in an Airbnb in the city. It will damage the environment and be a detriment to ALL the other activities (hiking, birding, cross country skiing, climbing, | 32.2.9E; 32.1.2D | |

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| | | sky watching, etc.) the canyon is used for. The canyons are for ALL the people, not just those who can afford to stay in the lodges and pay for VERY expensive ski passes. I know the developers hope to make a killing near La Caille. Lets NOT let them win again as they usually do in Utah. Preserve this pecious land. NO NO NO on the GONDO!!! | | |
| 31951 | Hansen, Carol | NO NO NO Gondo!!! | 32.2.9E | |
| 35533 | Hansen, Charles | It's clear based on the EIS in its current form that the gondola was oversold as a solution to LCC congestion. This plan should not even consider a gondola until other options have been fully implemented including tolls and paid parking at the resorts. There has not been a serious effort to make the bus system a viable option as there needs to be more busses and better parking options to limit travel times and give the system optimal flexibility for seasonal demand. I would love to utilize the bus system more but as a working recreational user of the canyon I need to have both reliable and timely transportation which enhanced buses would bring for both canyons. There will be little cost savings or reduced travel times for the general public based on this plan it's looking more like a vanity project with significant political weight behind it from those who look to profit most from the project. | 32.29R; 32.2.2Y; 32.2.2K; 32.2.9a | A32.29R; A32.1.2H; A32.2.6S; A32.2.2K |
| 26777 | Hansen, Elliott | Strongly opposed to the gondola solution: The gondola solution represents nothing but corporate welfare and does nothing to mitigate the current issues brought on by over use of our watershed and natural resources. Please explain how the gondola solution accomplishes the goal of, "improving transportation-related safety, reliability, and mobility for all users" when many users require access to destinations that are distant from the unloading zones. Furthermore, if you had really "considered an alternative's environmental impacts, which include impacts to water quality, air quality, and visual and noise impacts, among others" then the recommendation would have stopped after the implementation of what are now considered to be only phased solutions such as tolling and expanded bus service. Consideration of all canyon users, not just resort visitors is of the utmost importance and the recommended solution is grossly inadequate in this regard. The recommended solution fails to maintain existing visual experience and therefore should be discounted. This alternative has the highest visual impacts and therefore should be eliminated. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 32838 | Hansen, James | Gondola is an exhorbitant expense for an inadequate solution. | 32.2.9E | |
| 28620 | Hansen, Jamie | I am not in favor of this plan. It benefits the resort far more than it benefits the public. It needs to be revised to benefit anyone accessing the canyon not just those going to a resort. | 32.2.9E; 32.1.2D; 32.2.2PP | |
| 36596 | Hansen, Jay | Hello, my name is JP Hansen and I have been a Cottonwood Heights resident for (12) years. I am writing today in opposition to the gondola alternative. First, the environmental and financial impacts of the gondola are far too large. The gondola stands to destroy the aesthetic property of LCC, as well as parts of the Temple Quarry trail and rock climbing routes throughout the canyon. This is a solution that stands to benefit private ski resorts (Alta and Snowbird) due to increased access for their customers. However, the public at large sees the canyon as far more than a business prospect and certainly should not be fronting the bill. The best solution for LCC is an increased bus system with a weekend/holiday morning toll. The busses need to be frequent enough during peak hours (every 15-20 min) and free of charge in order to be most effective. The buses should be subsidized by state taxes and the weekend/holiday toll; the money funneled into a bus system would certainly be less than the >\$500 million needed for a gondola. Lastly, I disagree with UDOT's ultimate goal of moving more people up the canyon as quickly as possible. This is a great goal for getting people across our state on our freeways. But this goal should not and does not translate to a dead-end canyon with limited capacity. Unlimited growth is not possible in Little Cottonwood Canyon, and our environment, drinking water, and recreation will suffer from it. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A | |
| 29740 | Hansen, Jeff | Don't ruin this canyon with a gondola. And don't spend any tax dollars on it. | 32.2.9E | |
| 26842 | Hansen, Joe | The gondola is a HORRIBLE decision. You're spending \$600m tax dollars from people who the majority DO NOT WANT A GONDOLA! You've had your mind made up on this a long time ago. This is all about padding the pockets of a few and ignoring the community of people this affects. There are better ways to do this than permanently ruin our watershed to ease traffic on a dozen powder days each winter! Listen to the people! | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 35177 | Hansen, Jon | I am against the implementation of a gondola in Little Cottonwood Canyon I urge UDOT to seek other solutions that are less costly and more equitable. | 32.2.9E | |
| 26114 | Hansen, Karen | I think the cost of getting up the canyon on a gondola will be prohibitive. I would prefer the bus. | 32.2.4A | |
| 25958 | Hansen, Larry | Two tunnels, connecting Alta to Brighton, and Brighton to Park City, with enhanced looping bus service to begin with. Think about it! A gondola is a one canyon, two resort solution to a three canyon, seven resort problem. And for about the same price! Ever heard of the Alps? They did it over 150 ago! With trains!! Come on, people. | 32.2.2C; 32.1.1A; 32.2.2I; 32.2.2H | A32.1.1A; A32.2.2I |
| 30507 | Hansen, Larry | Now ski bus service is being reduced? This whole process is absolutely ridiculous!!! | 32.2.6I | |
| 32183 | Hansen, Lorin | I am not in favor of the idea to build a gandola in Little Cottonwood Canyon. As a lifelong Utahn, I don't see the gandola benefitting Utah residents. I am against the idea. With climate change already affecting our snow, I don't believe this is a solution. I believe we can serve Utah residents and tourism better, with more forward-thinking solutions. | 32.2.9E; 32.2.2E; 32.1.2D | |
| 32357 | Hansen, Mary | I oppose any project that imposes taxes on everyone for the enjoyment or convenience of a few. Let the ones who use the transportation Pay for it. Property taxes are already sky high with all the additional taxes being charged for every desire of every group that wants funding! As a senior citizen that is now on a very low income (social security only) I will probably have to leave my home of 40 plus years that I have worked hard to maintain but now don't have the money to pay the taxes on! Let the ones who want a Gondola, pay for the gondola, but please don't fund it from the many who will never use it. Surely there are better alternatives that | 32.2.9G; 32.2.7A | |

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| | | utilize the current road and transportation facilities! I DO NOT WANT TO LOSE MY HOME TO PAY THE TAXES SO THAT A FEW CAN HAVE FANCY ACCOMMODATIONS TO BE ABLE TO RECREATE!! Thank you | | |
| 37791 | Hansen, Michael | PLEASE, PLEASE, PLEASE Do not put a gondola in this beautiful canyon. A gondola is NOT the solution. You will ruin the natural beauty of this canyon forever if you ALLOW this project to go forward. | 32.2.9E | |
| 25306 | Hansen, Nathan | The gondola option will ruin the aesthetics of the canyon, destroy world class bouldering areas, damage the canyon permanently, and only solve a problem for a few days a year. Please do not ruin the canyon with the gondola. Expanded bus service, toll, snow shelters, etc will be enough to serve the people and preserve the canyon. The gondola option is a selling point to tourism - it will be a spectacle and draw in ever more people. We do not need more people in the canyon. The canyon should have a capacity. There is only so much area to ski - LCC is not that big. Please do not pack the canyon with more people and over market our beauty! | 32.2.2Y; 32.2.9E; 32.2.9A; 32.2.9K; 32.4B; 32.6D | |
| 27376 | Hansen, Olivia | I do not want the gondola built in LCC. This will add permanent infrastructure and use electric power made from coal-burning plants. Additionally, the views in LCC will be changed forever. | 32.2.9E | |
| 33437 | Hansen, Paden | It's frustrating to see a canyon I have lived at the base of my whole life, start to turn away locals to cater to visitors. Now that the price of skiing is increased, it's too expensive for many locals to even consider going. The solution to the canyon traffic is not going to be solved by a long gondola ride that is only delivering people to the ski resorts. This dose not make sense. Your going to raise taxes to build this and the people who will pay for it won't be the ones Benefiting from it. Why isn't the ski resort paying for the development? Why are we going with an idea that doesn't benefit other users of the canyon, such as hikers, bikers, rock climbers, ect... My vote as a outdoors men and local resident is for a bus lane that could then stop at different destinations in the canyon to benefit all who uses the canyon. | 32.1.2B; 32.1.2D; 32.2.6.3F; 32.2.7A; 32.2.9B; 32.2.9E | A32.1.2B |
| 36582 | Hansen, Paul | I do NOT support the gondola alternative, and would rather urge acceptance of the enhanced bus service with road widening for the following reasons: 1. It has the lowest average per person travel time; and, 2. Has a lower initial capital cost than the gondola; and, 3. Has less visual impact. The bus and expanded widening should be the preferred alternative. | 32.2.9B | |
| 32205 | Hansen, Randy11am | Purely a pie in the sky project | 32.2.9E | |
| 25919 | Hansen, Scott | I am strongly in favor of the gondola option for Little Cottonwood Canyon. A running gondola would be a quieter, less impactful means of transport up the canyon. A widened road means more asphalt. That means cutting into a canyon that will experience new and different avalanche slide paths. It also means more danger to wildlife trying to cross from one side to the other. A gondola would lessen the impact. Further, park and ride options, or kiss and ride options, would lessen traffic congestion at the point of departure for the gondola at the mouth of the canyon. It makes no sense to put more vehicles, what is a big boss or otherwise, in such a narrow canyon. | 32.2.9D; 32.2.9C | |
| 35559 | Hansen, Steven | I disagree with putting in a gondola in Little Cottonwood Canyon. The return (economic, natural disruption, and facilitation) does not justify nor support the governmental funds proposed to be spent on the project. The only benefits are two ski resorts that need to resolve the issues on their own and not waste tax payers money. | 32.2.7A; 32.2.9E; 32.1.2F | A32.1.2F |
| 37031 | Hansen, Tami | NO Gondola | 32.2.9E | |
| 37034 | Hansen, Tami | NO gondola | 32.2.9E | |
| 37036 | Hansen, Tami | No gondola | 32.2.9E | |
| 29050 | Hansen, Thomas | The proposed gondola does not benefit the public, only the owners of resorts and slopes. Funding for public transportation should go to expanding trax or to helping subsidize costs to lower income people who use the bus or trax. A Frontrunner expansion to Logan would be exponentially more useful to taxpayers than a gondola to ski resorts. | 32.1.2B | A32.1.2B |
| 36434 | Hansen, Tracy | I am against building a gondola up the canyon, no matter who pays for it. | 32.2.9E | |
| 37289 | Hansen, Trever | We don't need more people up the canyon. The parking lots naturally control the ski crowds. Weekend skiing is done in Utah as there are too many people up the canyon as it is. Getting more people up the canyon is not the answer Utah is looking for. | 32.1.2B; 32.2.2K | A32.1.2B; A32.2.2K |
| 32337 | Hanser, Jason | I'm really disheartened and frustrated by UDOT's decision to move forward with the gondola plan. As a skier, I am firmly opposed to the gondola. I strongly favor enhanced bus routes and/or a LCC toll during the winter months. | 32.2.9E | |
| 33981 | Hanson, Amaris | While I agree that the current situation in LCC is not sustainable. I am against a gondola. A gondola that only stops at the ski resorts does nothing to aide people who utilize the many other recreations areas in LCC. We need a solution that will serve everyone in everyone season. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26907 | Hanson, Brian | Please don't build a gondola, the whole point of the canyons is that they are a worldclass outdoor destination, and with a gondola you are going to ruin the outdoor experience. If the only thing we cared about was skiing, and driving up profits for the resorts this would make sense, but for everyone else, all of the taxpayers, climbers, hikers, and everyone who is trying to actually enjoy the canyon, this will detract from the experience with this ugly piece of man made transit that has no place in the wilderness. This isn't Disneyland, we don't need or want a ride in our outdoor experience. Keep the canyon as pristine as possible, why would we want to destroy the very canyon that we claim we are trying to help with this proposal? Tax folks with a toll, require carpooling, increase busses, widen the road, but don't ruin one of the most special places on this planet with a gondola, there has got to be a better way that doesn't require us to destroy the world class views of what is still very pristine wilderness. It doesn't make any sense. Please, we are begging you, find another way that doesn't destroy the canyon | 32.2.9E; 32.2.9A; 32.2.2PP | |
| 34497 | hanson, erik | Please, no gondola. | 32.2.9E | |
| 34496 | hanson, erik | And no. | 32.29D | |
| 34495 | hanson, erik | No | 32.29D | |
| 32494 | Hanson, Mats | Hi, I believe having a gondola will push traffic from the canyon and into the city. Traffic on Wasatch and 9400 S are already congested. By moving the bottle neck to the base of the canyon, instead of ski area parking lots, you will cause significant traffic which could impact people commuting to work, ambulance/hospital travel, etc. At the end of the day the people sitting in traffic are doing to ski, a leisure activity. Who cares if it takes longer to get home from skiing, if someone doesn't like it then don't go. I have been ridding Snowbird for 25 years, there has always been traffic in the canyon, the reason being when it snows roads get slippery and people drive slow. The solution to this problem is easy: toll for powder day mornings, reduce icon pass in LCC to 2 days (icon blackout days are surprisingly empty), require icon pass holders to ski with a reservation only, if a 2wd car with no chains gets in an accident when the 4x4/chain rule is in effect fine them \$2000 (i-70 in Colorado does this). These solutions are cheap to implement and reasonable. A gondola will only push traffic down canyon resulting in some serious side effects (think an ambulance can't reach someone in the Top of the World neighborhood). Don't waste tax payer money on a gondola that will only benefit the profits of Snowbird and Alta. | 32.2.9E; 32.2.6.5E; 32.2.2K; 32.2.2Y | A32.2.6.5E; A32.2.2K |
| 27548 | Hanson, Matt | I have lived in the Sandy & Cottonwood Heights area for nearly 50 years, and am a current resident. I have also always been an avid skier. The Little Cottonwood Canyon gondola is a very bad idea because it is 1) Extremely costly to those it will not benefit, 2) Will not solve the congestion problem, 3) Taxes the people contrary to their voice only to serve nefarious private special interests. There are other easier potential solutions that need to be studied and/or tried before such drastic action is taken. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 34021 | Hanson, Nancy | <p>UDOT's preferred alternative of a gondola in Little Cottonwood Canyon is over a half a million-dollar (in today's cost estimates) payoff to resorts that will forever damage one of our beloved local canyons.</p> <p>The gondola will service only 2 private businesses: Snowbird and Alta. It is no surprise to learn that Snowbird quietly purchased property at the site of the tram hub. Could it be they had access to information beyond that of other Utahns? This decision reeks of deceitful squandering of taxpayer money for the benefit of entities involved. There are clearly other needs within the state for which funding will not be available due to this boondoggle.</p> <p>In summation:</p> <ol style="list-style-type: none"> 1) It will not meet any transportation needs of Utahns outside of the Wasatch, nor will it provide anything but frustration and condemnation for those who use the canyon regularly (in my case, 5 days/week) but never spend time at resorts. 2) The gondola will service only the resorts and only during the ski season, so much of the canyon will continue to require vehicle and/or bus access. 3) The gondola therefore represents an additional requirement of on-going maintenance costs beyond the roadway. 4) The gondola as the preferred option introduces excessive infrastructure without significant impact to the goal of traffic congestion. 5) The longest gondola in the world, newly opened, is only 5.5 miles. Utah taxpayers are being asked to pay for an 8-mile gondola, with little to no UDOT experience in this area. 6) The gondola likely would be a "sexy attraction" for out of state skiers that could increase usage of the canyon, benefiting Alta and Snowbird at the expense of the canyon ecosystem and Utah taxpayers. 7) It offers no model or solution for excessive traffic in Big Cottonwood or Millcreek Canyons. 8) It does not take into consideration changes in our climate and the decline of the Great Salt Lake ecosystem. Both may negatively impact the use of and subsequent traffic to the ski resorts, even the very viability of those ski resorts (and perhaps sooner than the gondola can be built and put to use). 9) Most significantly, it will degrade and forever change the character of a beloved canyon. <p>The cost of building, maintaining, and operating a gondola is excessive, serves too few Utahns, and results in too little traffic remediation. In contrast, the impact to the pristine beauty of the canyon is incalculable destructive.</p> <p>Alternatives solutions need to be utilized and problem-solved prior to such a drastic intrusion that benefits so few.</p> | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2E; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N; 32.7C; 32.13A | A32.1.1A; A32.1.2B; A32.2.9N; A32.13A |
| 37427 | Hanson, Nich | NO GONDOLA!!!! I support public transit in the canyons, but an exciting route to the ski fields for out-of-towners is not the same thing. NO GONDOLA!!! | 32.2.9E | |

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| 33260 | Hanson, Tyler | As an avid rock climber of Little Cottonwood Canyon, this gondola proposition poses as a threat to my enjoyment of the outdoors, rather than a convenience. The traffic is a problem yes, but there are other options we need to explore before spending a billion dollars on a mode of transport that will only serve a select group and potentially ruin the great trails and crags that fill my life with joy. I strongly hope you will reject this proposition and rethink other options. | 32.2.9E; 32.4B; 32.2.2PP | |
| 34611 | Hanson, Veronica | - The SR-210 EIS Traffic Study by Fehr & Peers, May 2019 (revised July 2019) which covers the segment from Fort Union to the 210/North Little Cottonwood Rd. junction.- The Draft Vehicle Mobility Analysis for the LCC EIS, April 3, 2020 which deals with the segment beyond the 210/North Little Cottonwood Rd junction.- The La Caille Station Traffic Study by Hales Engineering, September 18, 2020 which describes the road design modifications used in the Final EISThis data needs to be reexamined in detail before any of the proposed projects are initiated. | 32.2.6.2.2C | |
| 33641 | Hanson, Veronica | There are so many other options than defacing and ruining the beauty of Little Cottonwood Canyon with a Gondola! I am entirely opposed to using tax payer dollars to fund this project, which is unsustainable, needless, corrupt and harmful to the environment. NO to the gondola!! | 32.2.2PP; 32.2.7A; 32.2.9E | |
| 33073 | Hanson, Will | Please consider alternative options to the gondola. Only allow buses up the canyon on weekends(Dec-Feb) and main holidays. Or make it very expensive to drive up with passengers under 3. Very feet will benefit from the gondola. Thank you Will | 32.2.2L; 32.2.9E; 32.2.2Y | |
| 32193 | Hanson, William | I need a copy of the EIS or a summary | 32.29D | |
| 38542 | Hanson, William | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.29R; 32.2.7A; 32.2.4A; 32.2.9B | A32.29R; A32.1.2H; A32.2.6S |
| 33495 | Hanzlik, Richard | I believe the gondola project is money poorly spent. This solution does not do anything for Big cottonwood canyon and in fact will invade the privacy of all those who live along the canyon with a bunch of looky-loos flying over their property. More ski busses, better ski bus parking and regulated traffic up the canyon would allow trhe money to be spent on both canyons. The gondola is a very bad idea and only severs to line the pockets of those who build it and other special interest groups. | 32.2.9E; 31.1.1A; 32.2.9A | |
| 31425 | Happ, Martha | <p>September 9, 2022</p> <p>Dear Sirs,</p> <p>I am writing this letter to voice my opinion about the proposed gondola plan B. In looking at all the plans and all the numbers I strongly disagree that your assessment that gondola B plan is the best plan. The gondola B plan is ill conceived, disrespectful of the people living in or near Little Cottonwood Canyon. It certainly is very expensive. I believe that not all the issues have been analyzed thoroughly or thoughtfully. In studying many decisions that UDOT or DNR or other organizations have made throughout the years, it seems that often common sense is thrown out the window and the biggest and most glamorous plans have been adopted with not a lot of public support and then disaster strikes. I sense that most of the public is opposed to the gondola plan B, especially those that live near the mouth of Little Cottonwood Canyon. I am speaking about the boondoggle of City Creek Canyon having a one in 100-year flood and the reaction was to build a huge water pump system for millions of dollars and it has never been used and sits and rots and is a horrendous waste of money. Or the boondoggle of introducing Glass Carp into Utah Lake because a few biologists thought that would be a good idea. Or the boondoggle of building islands in Utah Lake so developers can sell more "land" and houses and destroy an ecosystem that has already been so compromised. Finally, two more boondoggles are in the works with not very much oversight and certainly driven by money. The inland port authority is not exactly forth coming in all of their plans despite the huge negative push back against a port that will attract so many undesirable results. The common feature in all these issues is water. Water is so important and the one resource that is taken for granted. We do not have enough fresh water to support a humongous inland port and yet the selling point seems to be that it is an inland port so no water needed. Except that a huge port will demand so much more water usage that is in such short supply. One thing I think everyone takes for granted is that snow is inevitable and yet the average snowfall has decreased over the last 30 years that the mountains no longer receive the 800 or so inches they once did. The cycle continues as people do not connect the dots that the reason we do not receive as much snow is because the Great Salt Lake is the singular snow making machine for the Wasatch Mountains and in case no one has notice the Great Salt Lake is making news everywhere this summer because it is at an all-time low and we have lost so much water due to drought and other sources diverting the water from the lake. Unless UDOT does a comprehensive study of water usage, including documenting the pitiful decline of water over the last 20 years and factoring in the tremendous population growth of non-skiers and skiers alike, I think this reckless project of building gondola's is ridiculous. Furthermore, building this kind of project with public money and subsidizing 2 ski resorts and a handful of people who live in the canyon is way over the mark of prudent spending of money. Even if you get money from the Federal Government eventually, we all are paying for it. The financial plans for this project are incomplete. We should have a firm financial plan prior to beginning this project. A phased financial plan is deceiving and not a true representation of the total cost. With the phased financial structure UDOT has proposed the cost could skyrocket to 1 billion dollars. This is not prudent and certainly destroys the environment in a way that cannot be fixed. The aesthetics of a gondola system that has ugly poles stuck in the ground and gondola cars hanging from a cable absolutely destroys the beauty and grandeur of the Wasatch Mountains. The virtues of truth, beauty and goodness are the foundation of our existence and have been debated since Plato. We certainly have not taken the time to examine this project on that basis. The hurried controversial project proposed by UDOT to expedite a phase build system is disingenuous to 80% of the people of Utah who have strongly opposed the gondola system proposal. The government and other civic leaders who are supporting this system should slow down and rethink spending other people's money and reflect on the other boondoggles and knee jerk projects that have failed so miserably in the past without the support of the people. Let's get back to reality and not destroy the beauty of the Wasatch Mountains.</p> <p>Thank you,</p> <p>Martha Happ</p> | 32.2.9E; 32.2.7A; 32.1.2B; 32.2.2E | A32.1.2B |

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| 27850 | Happe, Matt | Get those bullwheels turning. | 32.2.9E | |
| 37883 | Hararah, Fuaad | It's perplexing and not beneficial to have a gondola that serves ONLY private business. Create tolls - have a season pass and fund the bus system. Stop making things complex. | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.9A | |
| 28321 | Hardebeck, Larry | The gondola is a poor plan as it is very limited to only two ski resorts. the plan for expanded bus service allows for much more flexibility and access to many other places in the canyon. Limiting the amount of skiers on the weekends, holidays, etc. would also achieve the goal of limiting traffic. | 32.2.9A; 32.1.2D; 32.2.2K | A32.2.2K |
| 33742 | harder, ashley | The gondola gouges taxpayers for a problem that isn't that drastic. It ruins a beautiful mountain and completely overlooks more practical and affordable options that you should at least try implementing before jumping into such a massive project. I have frequently taken the bus and that has been a great solution already so increased the buses and make larger parking lots and incentivize carpooling and maybe introducing a toll for out of state visitors. Please preserve the mountain. I do not go and ski/board to feel like I'm still in a city. I do it to get away and the gondola is a great way to ruin that experience | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 37521 | Hardin, Fern | This gondola is an abomination of our beautiful canyon in which many people in the state of Utah have had the opportunity to enjoy for many many years. I recreate in many different ways in little cottonwood canyon, rarely do I ski at the two ski resorts. I hike, bike, climb and backcountry ski in this canyon all year long. I will be unable to use this gondola for those reasons- I will still have to drive. Let's work on more buses. How hard can this really be? Instead of spending 1 billion dollars on a tourist attraction that will ruin the canyon, let's focus on alternatives that can improve recreation access for EVERYONE. 1 billion dollars can allow for many more buses- I'm sure of it. Please UDOT, we all beg you not to do it. If you do- I will leave utah because my hard earned money will not pay for such a monstrosity. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 34489 | Hardin, Jeffrey | I am a local physician living here in Salt Lake City for decades now. I frequently recreate in Little Cottonwood Canyon and this proposed tram will destroy the beauty of the canyon and only benefit Alta and Snowbird. This will forever destroy this canyon and I suspect cause people to consider moving away from Utah in search of places to live that actually value their natural spaces. Do not approve this tram, this is not what the people of Utah want! Jeffrey Hardin | 32.2.9E | |
| 34302 | Harding, Craig | yes on the gondola - will be great for skiers, hikers, bikers, and the environment. | 39.2.9D | |
| 27093 | Harding, Meghan | I am not a skier. How will this policy help me? I love hiking and would LOVE an option that makes hiking more accessible to me. I do not see how a gondola would do that. How expensive would riding the gondola be? I assume extensively more pricey than a bus, which only serves to make this canyon more inaccessible to me and others on my income level. My ideal would be increased year long bus service with stops along popular hiking trails in the canyon. This gondola seems to be more of a benefit to these ski resorts than it is to actual residents. | 32.2.9E; 32.1.2D | |
| 33202 | Harding, Michael | The gondola is not a good option for everyone. There are fewer and fewer ski days, but even in the best years, there is a lot more to do in LCC than ski. I don't want to subsidize a sport I can't even afford, especially when cheap climbing and hiking is negatively impacted. Don't do it. | 32.2.9E | |
| 34591 | Harding, Quaid | Don't build a gondola it is a waste of tax payers money. And a burden on the environment. | 32.2.9E | |
| 27514 | Harding, Wendy | I believe that this is a great idea to alleviate traffic in the canyon. Hope enough others agree | 32.2.9D | |
| 32149 | Hards, Margaret | I am 100% against the gondola. It is the worst and most outlandish suggestion for traffic concerns of Little Cottonwood Canyon (LCC) of all the suggestions made so far. LCC deserves to be protected in it's entirety AS IS, and as it has been for over 50 decades. An outlandish and expensive idiotic gondola is not the answer for the current traffic congestion during the winter months. A more effective answer is to offer ski passes for different days of the week. This suggestion could also offer bus rides to and from the various ski areas. Another suggestion is to exact a toll in the form of a pass to drive in the canyon for private vehicles during the winter months, thus encouraging car pooling of back-country skiers. Also, higher parking fees at the resorts is another idea. Perhaps having a lottery such as those used by boatmen wanting to row the grand canyon could be tried before such an extreme choice of a gondola. As a community, we stewards of these beautiful canyons must try every possible means within our power that have "LITTLE" to "NO" impact on the canyon, watershed, and already perfect views the entire year, before turning to the most expensive, most serious and most harmful impacts upon the canyon, watershed and views for the problems during such a short period of time in the winter ski season. A gondola is the worst choice of all the choices and should be booted from the table 100%. We Utahans who have roots here are very attached to our accustomed lifestyle of world class views, world class beauty, best snow on earth, as well as public access and use of these canyons by the people of Utah first and foremost, as well as extending an invitation to others who opt to come to ski in OUR beautiful Wasatch Mountains. We, the people of Utah, want the canyons to remain accessible for US and others, but without ruining them for 2 ski resorts, for 3-4 months of the year, and for an exclusive high income group of people that are pushing for the idiotic gondola. The cost of the gondola in money is exorbitant for us taxpayers. But the cost of the gondola in terms of ruining our canyon is too high a price of our current priceless views, and pristine watershed. We do not need to be like Europe. We are American, Utahans, and want to keep our Wasatch the way it is, with the least impact for the least number of months. In light of global warming, the ski industry may be on it's way out, which is one more reason not to cater to 2 of the resorts with the worst possible, highest impact choice available; that being the gondola. If the UDOT decides to push the gondola against the will of 90% of the people who LIVE HERE, let the TWO ski resorts pay for it and expect a fight from US the PEOPLE OF UTAH in the courts. We are not going to give in without a fight. Why do you think the canyons are still so beautiful? Because we have protected them from the mentality behind the gondola & will continue to protect it from those who cater to the ski industry. Keep it the way it is, and keep the cost to charging those who use it during the winter: skiers and the ski resorts. A Lottery, drive passes, parking fees, alternate day ski passes need to be explored before such an over reaching over taxing idiotic expenditure of the gondola. For those who want gondolas, they can afford to go to Europe to ski. For those who want the pristine experience of wilderness of UTAH, let them come here, as is, and be ready to pay for the privilege. Adding my voice to the other 90% of Utahans against the idiotic gondola. M. Hards | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.2Y; 32.2.9A; 32.2.9R; 32.2.2E; 32.2.2K | A32.1.2F; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K |

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| 38128 | Hardwick, Elizabeth | At all stages of the EIS process, I have argued against the gondola option, as it is simply not a transit solution. It will only serve users of two resorts in one of the Cottonwood Canyons. And it is too expensive and unfair for the Utah taxpayers, only a tiny sliver of which would actually use the Gondola. Not to mention that construction of the Gondola would cause massive destruction of wildlife habitat, our watershed, and recreation resources that are important to thousands of Utahns who rock climb in the canyon. A recent poll showed that 80% of Utahns are opposed to the gondola. Please listen to this overwhelming majority of Utah taxpayers and go with other cheaper and less permanently destructive options like tolling and increased bus service. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.4A; 32.2.9A | |
| 27245 | Hardy, Allison | No Gondola support here. I'm a resident of Hidden Valley. Encourage people to use the bus system by limiting the amount of cars per day. The buses are clean, nice and convenient. I take them to ski. If you have a cap, this will encourage riding. You should also include an incentive to ride. Example: discount on ski pass or free parking pass if you ride the bus. You should collect a parking fee to pay for 'clean fuel' buses and drivers. | 32.2.2K; 32.2.2Y; 32.2.9A; 32.2.9E | A32.2.2K |
| 28691 | Hardy, Bradley | I would like to add my support for UDOT's decision to go with a gondola in Little Cottonwood Canyon! This is a no-brainer, a gondola is the best option and will serve our community for many generations to come! Go gondola! | 32.2.9D | |
| 36019 | Hardy, Carter | Please protect our environment and our beautiful landscape! We need to find options that will protect our environment and help more people enjoy it. | 32.1.2F; 32.1.2D; 32.2.2PP | A32.1.2F |
| 28130 | Hardy, Charles | I oppose the gondola. Congestion pricing is a better alternative that won't damage the canyon scenery and won't cost the taxpayers like a gondola will. | 32.2.9E; 32.2.2Y | |
| 31760 | Hardy, Charles | I oppose a gondola. The operational costs are too high. The visual effect on the canyon too severe. I favor widening the road. | 32.2.9E; 32.2.9B | |
| 25430 | Hardy, David | No gondola. Only enhances private business. Offers no benefit for hikers. More buses and limit car use in the canyon. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2Y | |
| 33008 | Hardy, john | I do not want to support the gondola. It is too costly, makes no sense as you cannot get off when you want at different hikes. I also resent that 2 legislators are profiting against the WILL OF THE PEOPLE!...stope the gondola. Dr. John Hardy | 32.2.9E | |
| 30808 | Hardy, Morgan | The gondola is a terrible waste of money and will permanently alter the landscape for only a few crowded ski days a year. Climbing will be ruined and the walls of the canyon will be visibly obstructed. Wildlife and native plantlife will be forever harmed. Please try other alternatives, that are simpler and cheaper. Such as increased bus service, tolls, a better parking system, etc., before we even need a gondola. The cost of the gondola will go up, meaning more money paid by taxpayers. The gondola only benefits the ski resorts and a majority of people who use the canyon outside of skiing will have zero use for this option. This is a horrible option that needs a better solution. | 32.2.9R; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S |
| 34819 | Hardy, Nancy | Why is UDOT opposed to trying a 'common sense' solution for people to get up Little Cottonwood Canyon? It makes NO sense to not try common sense! The simple and much less expensive solution is providing more busses/shuttles directly to the ski resorts, and busses that make stops at popular destinations along the canyon, year round! Keep the canyon beautiful. Keep it simple (park, and ride a bus). Lower the speed on Wasatch Blvd. to 35mph, build some bike lanes on both sides (separate from the road), create walking paths. Build a flex lane in the middle of the 2 lanes. YES to common sense, NO to Gondola! | 32.2.9R; 32.2.6.2.2A; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.2.2A |
| 31083 | HARDY, RON | in light of the uta decision to cut ski bus service i fully support the udot decision to build the gondola in lcc. i always but a season pass to snowbird and only use the ski bus to get to snowbird. uta cannot be relied upon to provide transportation to the ski areas. | 32.2.9D | |
| 34438 | HARDY, RON | please build the gondola. uta cannot be trusted to provide reliable transportation. i am a season passholder at snowbird and have been for over 20 years. | 32.2.9D | |
| 35813 | Hargrave, Jared | As a long-time skier of Little Cottonwood Canyon, both at resorts and in the backcountry, I am totally against a gondola in LCC. Here's why: My first concern is that the gondola would serve only one type of canyon user: resort skiers and snowboarders. There are many other recreationists that use the canyon such as backcountry skiers, snowshoers, fly fishers, rock climbers, mountain bikers, hikers and more. But the gondola will only have stops at Snowbird and Alta. Therefore, the gondola is not a canyon transportation solution at all. It is only a way to get more skiers to the resorts, which only benefits the resorts. The gondola is nothing more than an expensive gift to the ski resorts, funded by tax payers. Second, the Little Cottonwood Canyon gondola would be an eyesore. The Draft EIS shows gondola towers would reach up to 230 feet in the air. To put that in perspective, the 13-story Cliff Lodge at Snowbird is 157 feet tall. Just imagine a row of 20 towers, taller than the Cliff Lodge, lined up through the bottom of the canyon. This would destroy the viewshed and urbanize one of the Wasatch Mountain's most treasured canyons. My third issue with the gondola is that the towers would threaten world-class rock climbing and bouldering routes in Little Cottonwood Canyon. The gondola tower's placements could possibly destroy the boulders near the mouth of the canyon, as well as trail access to the crags. I've spent many days on those routes and would be devastated to lose them. Fourth, a gondola only serves Little Cottonwood Canyon. But neighboring Big Cottonwood Canyon has traffic issues that are nearly as bad. UDOT is not taking traffic going to Solitude and Brighton into consideration here. I feel like any transportation plan UDOT puts forth should encompass the entire Tri-Canyon area to | 32.2.9E; 32.1.2D; 32.1.2F; 32.1.5B; 32.2.6.5K; 32.2.9A; 32.2.2Y; 32.2.2M | A32.1.2F |

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| | | <p>alleviate all resort traffic. Enhanced bus service is something that can be employed in both LCC and BCC.</p> <p>Finally, gondolas are an easy target for sabotage. Just look at what happened to the Sea to Sky Gondola in British Columbia. Vandals cut the cable not once, but twice in six months. Both instances destroyed the cabins as they crashed to the ground, costing between \$5 million and \$10 million in damages. Who's to say the same can't happen here? A cut cable would end UDOT's transportation solution," real quick, and for as long as it would take to repair (again at taxpayer's expense).</p> <p>I prefer the enhanced bus service option. However, I do not support widening the road. Adding another lane would cause as much, if not more environmental damage to the canyon and would also likely take out the aforementioned bouldering spots. A better option is to explore ways to decrease single-rider cars in the canyon. Making S.R. 210 a toll road is one way to do this. There could be a graduated level of rates - single passenger vehicles would pay a much higher cost than vehicles with 4 people or more. Busses, of course, would be less expensive, if not free for resort season pass holders.</p> <p>While I don't like widening the road for environmental reasons, I do prefer it over the gondola because it won't destroy the viewshed as much, and it would serve all canyon users, not just resort skiers and snowboarders.</p> <p>In general, I agree with much of what the Wasatch Backcountry Alliance and the Salt Lake Climber's Alliance has proposed for Little Cottonwood Canyon solutions. Such ideas include:</p> <p>Tolling to incentivize use of public transportation and manage canyon capacity. Reduced or free bus ticket prices on busy weekends Increased funding to support more buses. Increased funding to create/operate express bus routes from locations all across the Wasatch Front. Managed and reversible-lane alternatives during peak traffic periods.</p> <p>Furthermore, I think the canyon's traction laws should be in effect every day during ski season - not just when it snows. All too often cars without 4WD or snow tires somehow get up the canyon, and authorities do a terrible job of checking and enforcing tire laws. So many traffic jams happen because of passenger cars sliding off the road. Those vehicles should not be allowed up the canyons, no matter the weather conditions... period.</p> <p>All of these options are strategies that UDOT can try before committing to a hundreds-of-millions-of-dollars gondola or road expansion.</p> <p>I'm a skier, both at resorts and in the backcountry, and I know how frustrating it is to try and get to the upper canyons on a powder day. There is no doubt that something must be done to alleviate traffic congestion on powder days and weekends. But both the gondola goes too far at this point in time. I question why UDOT insists on taking the nuclear option where there will be no going back from, when there are less expensive and less intrusive ways to decrease the amount of vehicles going to ski resorts. Let us try those options first, before going nuclear in our beloved Cottonwood Canyons.</p> | | |
| 29281 | Hargrove, Jace | I strongly support the gondola, as long as the costs to end users are the same as a similar bus route would be. I believe the gondola will provide a substantially easier access point for skiers, while feeding up the road way for all other activities. | 32.2.9D | |
| 32729 | Harker, Graydon | The proposed gondola for Little Cottonwood Canyon makes little sense, financially or otherwise. Devise a plan that helps all citizens in the canyon, not just the ski resorts. Impose a daily entrance fee as a start. | 32.2.9E; 32.1.2D; 32.2.4A | |
| 30811 | Harker, Michelle | Putting a gondola up the canyon is a terrible idea! The whole point of going up in the mountains to be in nature and not have human tech all around. We need to protect and take care of the environment not tare it down to make our lives more convenient. Don't build it! | 32.2.9E | |
| 27318 | Harkins, William | No gondola. Like seriously guys? Listen to your people. We feel completely ignored. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35203 | Harlam, Sophie | <p>If the gondola is built, your ski day will consist of parking off-site (or paying a premium for one of the limited parking spots near the base), taking a bus to the base station then riding the gondola 31 minutes to Snowbird or 37 minutes to Alta.</p> <p>And then doing it all in reverse order at the end of the day.</p> <p>How can it be assured the gondola will be used and actually reduce cars in the canyon?</p> <p>For the gondola strategy to be effective, there will need to be a major change in public habits.</p> <p>With no plan by UDOT to limit cars (it is our understanding they plan to implement bussing until the gondola is built but not continue the program afterward) or any analysis of demand, the original issue of traffic is not being solved. It will simply funnel more visitors to the resorts.</p> | 32.2.6.5J; 32.2.4A | |
| 35202 | Harlam, Sophie | <p>80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll.</p> <p>Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski and many other elected officials agree.</p> | 32.2.9E | |

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| | | "Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound,," Wilson said at the Truth About the Proposed Gondola event in June. With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year. | | |
| 35209 | Harlam, Sophie | The proposed budget to build the gondola comes in at approximately \$550 million. But many estimate that number would ultimately come in closer to \$1 billion. We know projects of this size tend to go way over budget. Our new airport (which could use a gondola from Terminal B) was budgeted for \$1.8 billion and ended up costing more than \$4 billion. If the gondola is built, it would cost \$10.6 million annually just to operate. Plus, UDOT estimates an additional \$12.5 million in capital costs, expected by 2037, followed by \$16.5 million by 2051, according to the Deseret News. | 32.2.7F; 32.2.7C | A32.2.7F; A32.2.7C; A32.2.7C |
| 35207 | Harlam, Sophie | If those invested in the gondola are so interested in preserving Little Cottonwood Canyon, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. As our friends at Students for the Wasatch pointed out, if the gondola is implemented, the number of cars visiting resorts will remain the same while skier visits will increase by 20%, per UDOT's EIS. The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts.," [Ch. 6] | 32.20B; 32.20C | A32.20C |
| 35200 | Harlam, Sophie | There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions. If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws. We have seen parking reservations work throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon. As Salt Lake County Mayor Jenny Wilson said, these are "common-sense solutions that are fiscally sound." | 32.2.9A; 32.2.2K; 32.2.2M | A32.2.2K |
| 35201 | Harlam, Sophie | Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses? As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging. They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses. UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts.," [Ch. 6] | 32.1.2B | A32.1.2B |
| 35211 | Harlam, Sophie | How many days per winter are you in a complete standstill in Little Cottonwood Canyon? No doubt the red snake is real. But real enough for an expensive, permanent gondola? Plus, the gondola will not run when howitzers are active during avalanche mitigation in the lower canyon from Lisa Falls to Monte Cristo. And we can't even think of an argument for the gondola to be operating for the other eight months of the year. | 32.1.4D | |
| 35213 | Harlam, Sophie | Little Cottonwood Canyon is a true treasure of our local environment and attracts skiers, climbers and hikers from around the world to enjoy its beauty. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of LCC would destroy the canyon's natural beauty. Altering the canyon's footprint will also destroy popular climbing and hiking areas including Alpenboch Loop Trail. | 32.2.9E; 32.2.6Q | |
| 35216 | Harlam, Sophie | The gondola will not solve traffic issues. It will simply push traffic out of Little Cottonwood Canyon onto Wasatch Blvd, I-215 and surrounding neighborhoods in the Cottonwood Heights community. | 32.2.6.5E; 32.2.9E | A32.2.6.5E |
| 30391 | Harline, Lindsey | My vote in this initiative is to preserve the cottonwoods. I support better bus systems and tolling, rather than the unsustainable, destructive alternative of a gondola. | 32.2.9A | |
| 31735 | Harmer, Ryan | As a skier, road cyclist, mountain biker, hiker, and rock climber, I am 100% OPPOSED to the gondola. Unbelievable to me the gondola option has even made it this far given the cost and impact to the canyon. | 32.2.9E | |

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| 30333 | Harmon, Andrew | We strongly oppose the self-serving LCC gondola proposal. Not only will the gondola serve as a tremendous eyesore, it will also cost local tax payers who don't even use the canyon. Snowbird and Alta are selling out to the gondola company and it's disgusting. We are opposed!! | 32.2.9E | |
| 35311 | Harmon, Jason | Hello, My name is Jason Harmon. I am a registered Utah voter and I want to state my opposition to the LLC gondola project in Little Cottonwood Canyon. This canyon is an important place to hike and enjoy and to get away from all things metal and electrical and man-made for me and my family. I think the gondola project would be ugly to the sight, frustrating to construct, would disrupt the enjoyment of the canyon for myself, my family, and many of my fellow neighbors, and would be a huge waste of millions of dollars. I believe that other solutions, such as road tolls or more effective and more frequent busing, should be explored more deeply and would provide better solutions for this issue. Thank you. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 34613 | Harmston, Kristen | Please do not install a gondola. It is not worth the money and disruption to wildlife. It is a horrible idea to do all that just to get people to two ski resorts. No one I know wants this. Please do not do this to the canyon! | 32.2.9E | |
| 27246 | Harness, Jesse | Too many times in American history we have ruined a landscape due to capitalism. This is no different. A gondola in LCC would be devastating to so many people including myself. | 32.2.9E | |
| 37590 | Harper, Bruce | Given that "interim" projects will be undertaken, and add to the expenses, this project seems ill advised. It seems to me it will directly benefit only the ski resorts and, of course, the skiers. So It seems reasonable that they should pay for it, rather than the general public. No tax funds should be used to profit the gondola company. | 32.1.2D; 32.2.7A | |
| 25722 | Harper, Courtney | No gondola, keep our canyons beautiful! | 32.2.9E | |
| 33199 | Harper, Daisy | NO. It will be so ugly and literally ruin the whole point of why people go to the cottonwoods. We go there to enjoy nature not to see some giant poles and cables. | 32.2.9E | |
| 34667 | Harper, Kameron | Stop subsidizing private companies with public tax dollars to aid in the long-term money mongering if Snowbird. The Gondola is not the right way. | 32.2.9E | |
| 29580 | Harper, Sue | I am appalled that UDOT does not listen to the majority of the citizens here.... the vast majority DO NOT want the gondola, not to mention local mayors and even the Catholic Church ! A total waste of taxpayer money, that could far better be spent! I will fight long and hard to stop my tax dollars from funding this! Required bus ridership would easily solve the canyon congestion period! I have lived here all my life and used the canyons thousands of times . I am tired and very angry, people are not listened to! Once again back door deals and under the table shenanigans, seem to rule and reign in this state. Shame on you!!! The fight has just begun.... | 32.1.2B; 32.2.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 32066 | Harpster, Margo | This comment says it. This gondola is too environmentally invasive as well.. Why spend \$500 million? The Salt Lake Tribune 11 Oct 2022 I have skied at Alta for the last 20 years, so I thoroughly understand the traffic problem in the canyon. However, I don't understand how so much taxpayer money can be spent for the benefit of the smallest number of Utah taxpayers. The canyon really got crowded when the Ikon pass was initiated. People using the pass are mostly from out of state. Are we spending taxpayer money to pander to out-of-state skiers? Do UDOT and the "powerful players" think we need a gondola to keep up with other ski areas in the U.S. and the world? Many taxpayers do not ski, but use the canyon to hike and bike in the three other recreation seasons. The gondola does nothing to alleviate the parking problems at the hiking trailheads. There have to be solutions that do not cost \$500 million of taxpayer money. People who use the canyon, I'm sure, would be willing to pay to use the canyon. I pay for hiking and skiing in Millcreek Canyon. Have seasonal paid passes for locals, and charge others a fee to drive up the canyon, especially during ski season. Have rideshare vans available at the mouth of the canyon and drive up groups of 12 skiers to a specific resort. Have buses dedicated to each ski area, leaving the parking lots more frequently. Who wants to stop three times at Snowbird to reach Alta? Reserved parking until noon seemed to work quite well last year at Alta. Construction of a gondola would take many years. Who knows, by the time the gondola construction has destroyed the natural beauty of the canyon and possibly compromised our water supply, climate change may have done its deed on the Utah ski industry. Someone is benefiting from spending \$500 million on the gondola, but it is not the Utah taxpayers. Let's spend the money where it will benefit Utahns, not the privileged few. Ruth Hoffmann Holladay | 32.2.2K; 32.2.2E; 32.2.9A; 32.12A; 32.1.2B | A32.2.2K; A32.12A; A32.1.2B |
| 27488 | Harpster, Margo | There are so many reasons this is bad. It is already taxing the environment to have that heavy of use. It will lead to resorts requests for expansion runs which also will push the environment. It is already so crowded on the slopes it is truly unsafe. And crowds create long lift lines so you get 5-6 runs on a \$150+ day pass! This represents significant free profit for two resorts. It will impact other users in the canyon. Wonder how reliable it will be in extreme weather. Other resorts And national parks have implemented reservations systems to manage the crowds and traffic. Improved bus service is a very valid part of the real sound solutions. | 32.2.9E; 32.2.6.5K; 32.2.2B | |

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| 34003 | Harrell, Janna | Please reconsider your decision. Lower impact, better alternatives exist. Improving public transportation and parking outside of the canyon at hubs where frequent buses run is a much better, less costly, less wasteful and destructive option. Additionally, a toll road would also encourage car pooling. I visit Little Cottonwood frequently to climb, bike, and back country ski. The gondola harms and negatively impacts these activities. Causing so much harm to the rest of the canyon for two private companies is insane. For much of the year very few people would ride the gondola. It makes no sense. Please don't destroy the canyon. We cannot recreate the boulders you will crush and the view of the gondola, towers, and lines will pollute the canyon forever. Please chose a less destructive option. | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B; 32.6D | A32.1.2B; A32.2.9N |
| 38205 | Harrell, Wayne | No gondola! There are several other alternatives to the traffic issues in the canyon. This Disneyland type ride has no place in the beautiful Little Cottonwood Canyon. The canyon has wonderful natural views from the mouth to Snowbird. A gondola would destroy the natural view shed of the canyon. It would be impossible to look anywhere in the canyon without seeing the disgusting gondola. Even miles up a trail the hiker would look down into the canyon and see the disgusting gondola. It's a terrible idea brought about by greed and people who care more about making money than the quality of the natural environment. The people who are selling out the canyon and making the profits don't even live in SLC or use the canyon. The UDOT has been wined and dined by the gondola company in order to destroy the environment in the canyon and make tons of money. I wouldn't be surprised if we find out about bribes and kick-backs paid to UDOT to help grease the poor decision making. Do the UDOT decision makers even use the canyon? Do they have any clue as to what they are destroying? No they don't! If they understood the canyon then they wouldn't destroy it with a pathetic disgusting gondola. A gondola is no solution. UDOT knows this is and should save LCC from the destruction of a gondola. | 32.2.9E | |
| 30089 | Harriet Shuler, Mary | This alternative only helps the resorts. Period. Therefore, the resorts should pay for it. Were there to be stops at other places, then you could argue for funding. Neither the general public nor the state should be expected to fund something that will only benefit two for profit ski resorts. | 32.2.7A; 32.2.9E | |
| 27740 | Harrington, Alison | I am concerned that the gondola is not the answer. In the winter, since the resorts are requiring parking the traffic has decreased. Hopefully both resorts will require parking [passes] this winter and the traffic will further decrease. Enhanced bus service with bus priority is also a good idea. | 32.2.9E; 32.2.2K | A32.2.2K |
| 35292 | Harrington, Jacob | Why are we spending over 600 million dollars of taxpayer dollars to build a gondola that only benefits two privately owned businesses when we are currently faced with a potential environmental time bomb that is the ever drying up Great Salt Lake. Furthermore if we can spend all that money to build a gondola, why can't we use taxpayer money to help with the homeless population in Salt Lake City. We need to enhance the bus service by offering higher wages to drivers and increase the number of buses available and then ban private vehicles on busy weekends. I feel that this is a much more cost efficient option compared to the gondola. Thank you! | 32.2.9E; 32.1.2B; 32.2.9A | A32.1.2B |
| 29675 | Harrington, Jacob | Build more buses and ban personal vehicles on busy weekends instead of spending almost a billion dollars in taxpayer money that only benefits two private companies | 32.2.2L; 32.2.9A; 32.2.9E | |
| 33107 | Harrington, Mark | A gondola the length of Little Cottonwood Canyon will be a visual blight that will forever diminish a spectacular canyon that is in more need of management than convenient access for private ski resorts. A publicly funded scar across the land for a privileged few is unacceptable. The impact of this action will never be offset by the meager benefits. Other options of bussing and/or tolling would serve our needs better | 32.2.9A | |
| 33045 | Harris, Alex | I vote NO to the gondola up little cottonwood canyon! | 32.2.9E | |
| 30867 | Harris, Andrew | I agree with all of the comments I have seen in opposition to the gondola. One thing I have not seen being discussed is the bottleneck for traffic and parking that will be created at the base of the proposed gondola. The gondola will only leave from one location so how does the traffic issue get resolved? I forsee a traffic nightmare with all streets leading to the gondola parking lot being absolutely packed and having the same issue as getting up the canyon just moved west. How will you build parking for thousands of vehicles and make them able to park quickly and efficiently so that they don't cause the same issues as inside the canyon??? The gondola does not solve any issues it just moves them around. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 27441 | Harris, Braydon | Electric buses, maditory carpooling. Absolutely no gondola!!!! | 32.2.9E; 32.2.6.3F | |
| 25672 | Harris, Brian | It's expensive. It's permanent.(well, kinda). It only benefits Snowbird and Alta. It's undersized. Vastly prefer a drastic increase in bus usage and incentives to get people out of their cars. (Tolls, restrictions etc). | 32.2.9A; 32.2.2Y; 32.2.2K | A32.2.2K |
| 31518 | harris, bryan | Seems like this money and effort should be directed to saving the Great Salt Lake water levels so that there is actually snow to ski on in the future. | 32.2.7A | |
| 30699 | Harris, Cindy | I want it to be known that I am against the gondola project and also I am against the expansion of Wasatch Drive. As a resident of the state I do not want to pay for this gondola, also I think it's unfair if you were to build gondola that it would still be expensive to ride the gondola, and also the expansion of Wasatch Drive will be worse for the local residence than it already is. We have family members in the area and this will have an impact on them as well | 32.2.9D; 32.2.2K | A32.2.2K |
| 33597 | Harris, Dylan | Hello, I am a user of the canyon's natural resources and resorts, and I would like to express my support mostly for expensive tolling and bus service. I agree with the phased implementation, and potentially we may have no need for the gondola if the tolling + bus service is adequately implemented. The most important thing is that BUS SERVICE SHOULD BE CHEAPER AND FASTER THAN A CAR. If this is not the case, people will still drive. This means the cost of the toll for a round trip car ride MUST be significantly more expensive than a round trip bus trip. This will also relieve the congestion that private autos contribute to and enable faster bus speeds (likely faster than the gondola in the end). | 32.2.2B; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

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| | | Think of National Parks like Zion that have banned cars and only do bus service. This could work for Little Cottonwood Canyon to keep the visual beauty the same and summers will still be fine with no gondola sitting unused. | | |
| 37809 | Harris, Heather | I am not ok with the gondola being proposed in Little Cottonwood Canyon. The environmental and even human impact it will have-far outweighs any benefit it will have. And the fact that it would use tax dollars and then we still have to pay to use it? Nothing sounds good about this project. I have driven often in the traffic thru the canyon-and I would prefer that over all the ecosystems and environmental disruptions and destruction it will cause. | 32.2.9E; 32.2.7A | |
| 28411 | Harris, Joel | \$550 Million plus \$90 Million in maintenance will avoid 20 days of snarled traffic per year over 30 years. That works out to be \$1 Million per bad traffic day over the life of the gondola. All this to benefit two ski resorts which may not be operating beyond 10 years due to climate change. This is outrageous. Furthermore, it will make permanent damage to the vistas of the canyon. It does not serve dispersed recreation on the USFS lands, but only the interests of the ski industry in the canyon. UDOT should be denied funding by the Legislature for this boondoggle. It's more than the cost of the new State Prison. What was UDOT thinking?! | 32.2.9E; 32.2.2E; 32.1.2D; 32.2.7A; 32.2.2PP | |
| 29577 | Harris, Jones | I oppose the gondola and the expansion of Wasatch Blvd. As a resident of Utah and with family living directly [REDACTED] Little Cottonwood Canyon, this is not the best solution and won't solve the problem. The proposed plan benefits two parties and not the community. | 32.1.2B; 32.2.2PP; 32.2.9L; 32.2.9E; 32.7C | A32.1.2B |
| 25959 | Harris, Kassi | Very much opposed to the gondola solution. Tax payers should not be subsidizing ski resorts. The towers are going to be terrible and completely take away from the beauty of the canyon especially to be used only in the winter. As a Sandy resident so incredibly disappointed. | 32.2.9E; 32.2.7A | |
| 33764 | Harris, Kassi | 100% against the gondola. Tax payers do not deserve to fund this project. We need tolls & buses. A gondola would negatively impact the views in this beautiful canyon. | 32.2.2Y; 32.2.7A; 32.2.9A; 32.2.9E | |
| 33143 | Harris, Krystal | I oppose the gondola! | 32.2.9E | |
| 30897 | Harris, Leigh | Hello, my name is Leigh. I am a concerned citizen who wishes to have my questions answered regarding the potential creation of a gondola in LCC. I grew up in Sandy, Utah and have seen the uptick in visitors in these canyons. While I agree there needs to be solutions, the gondola cannot be the logical way to go about this. The gondola is fixing an issue that is only prevalent in the winter, and only for about ten days out of the actual season. What is the logic behind creating such harmful eyesore for an issue that is only prevalent during the winter months? The red snake is dreadful, but we already have the resources available to us to address it. Has the board considered revamping the bus system? Our UTA buses are not actually 'ski' buses. If we made it so that our buses could comfortably sit individuals and have a rack for skis, it would undoubtedly attract more patrons. Additionally, expanding the bus routes year round will get more individuals up into the mountains without their private vehicles. Will there be any other operations during other seasons? How much will it cost for individuals to get on this potential gondola? Where will that money go? Furthermore, how do you plan to protect the flora and fauna that will be harmed during this process due to noise, construction, and the overall uprooting of their habitats? Thank you. | 32.2.9A; 32.1.2C; 32.2.6.3C; 32.2.4A | A32.2.6.3C |
| 35056 | Harris, LisaA | I am sad about the visual impact of the tram, but it seems like a good transportation option. I was unable to find information about the impact of noise from the tram. | 32.2.9D; 32.11L | |
| 34658 | Harris, Liz | I am against the building of the gondola and the expansion of wasatch blvd. This will only increase traffic in an already busy area and will not be good for the local wildlife. | 32.2.9E; 32.2.9L | |
| 35757 | Harris, Luke | Gondola is a bad idea!! As an active user of LCC all-year round i am vehemently opposed to the idea of installing a gondola. Its wayyy too expensive of an option especially for tax payers to be footing something that benefits the ski resorts, if the resorts want it then they should pay for it. It also is entirely too invasive/damaging to the canyon; LCC has such a natural beauty and it would be a damn shame to have it ruined by a huge gondola going down the middle of it. I believe short term mitigation options are described in the proposal are enough to solve the problem long term and before a long term option is funded/decided/implemented the short term options should have a chance to play out. In short, no gondola ever and resorts should pay for whatever option is choose not tax payers | 32.2.9E; 32.1.2F; 32.2.7A | A32.1.2F |
| 29450 | Harris, Matheson | I am very against the construction of this gondola for the following reasons. #1 Cost: The very high price tag for a limited solution to over-crowding in the canyon, while so many more pressing problems need state funding (i.e. the Great Salt Lake) is an egregious error. Spending tax-payer dollars to shuttle skiers to two private businesses when you haven't tried bussing or tolling is short-sighted and looks very clearly like you are caving in to the whims of local developers. #2 Need: As someone who lives right on Wasatch, I've noted a huge decline in powder days that are over-crowded. Since Alta instituted it's reservation system for parking and Snowbird also limited parking, the volume of cars driving all at once up the canyon is hardly an issue. We skied 30+ days this winter and never waited more than a few minutes. Better study of parking and reservation systems could likely solve this problem for a fraction of your budget. #3 Environmental impact: We have one canyon, formed by a glacier over millions of years. We've already partially spoiled it with a road. Why add more blight with huge towers and acres of cleared land to build them. It's a travesty. Please don't allow the greed of a few to spoil this beautiful canyon for generations. | 32.1.2B; 32.1.2F; 32.2.2K; 32.2.2QQ; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.2.9R | A32.1.2B; A32.1.2F; A32.2.2K; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 34520 | Harris, Matheson | According to your Fehr and Peers Study, we have found it to be inaccurate and Fehr and Peers can attest to that. I am calling for a new traffic study to be done. I believe the projection of cars for 2050 to be flawed. We should be seeing those numbers increase from your 2018 study and now that we are nearing 2023, they are nowhere near that increased percent. The study is flawed and the numbers were inaccurate. If your numbers are unable to prove the increase than, Wasatch Blvd does not need to be expanded. Another issue with Wasatch BLVD: I am commuter cyclist who rides to work every day and I have taken care to ride as far right as I can to avoid collisions with cars | 32.2.6.2.2A | A32.2.6.2.2A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | who are impeding and encroaching on the bike lane constantly. I feel as a cyclist I have a right to commute and to do it safely. We need to take measures to curb distracted driving or put in a barrier so my life is not another statistic. Make improvements to Wasatch Blvd, not expand it. Thank you Mat Harris | | |
| 32172 | Harris, Matheson | How many days per winter are you in a complete standstill in Little Cottonwood Canyon? No doubt the red snake is real. But real enough for an expensive, permanent gondola? Plus, the gondola will not run when howitzers are active during avalanche mitigation in the lower canyon from Lisa Falls to Monte Cristo. And we can't even think of an argument for the gondola to be operating for the other eight months of the year. And as far as you traffic engineers go, I don't think their conclusion matches your predicted data. I vote for a new traffic survey, because the numbers you're showing are not the numbers that are actually on Wasatch Blvd | 32.1.2B; 32.2.9E | A32.1.2B |
| 33180 | Harris, Matheson | Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses? As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging. They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses. @utahtransportation EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6] | 32.2.9E | |
| 31961 | Harris, Matheson | Wasatch BLVd Redesign: Road design that promotes a slower speed limit (vegetation, medians, chicanes, etc) 2. 3 Lanes at most, less car centric. 3. Protected bike lanes for cyclists, not to be shared with bus lane. 4. Pedestrian paths on east and west side of Wasatch Blvd, not to be shared with cyclists. 5. No pedestrian bridges, implement preferred pedestrian ground level crosswalks (hawk signals) or pedestrian tunnels, 2nd preference. | 32.2.6.2.2A | A32.2.6.2.2A |
| 33189 | Harris, Micki | I was out for my morning run this morning and just got off Wasatch Blvd to find several police cars and sirens driving by. Unfortunately, a fellow runner was struck this morning by a car at the T on Wasatch Blvd. We see these two running partners frequently heading up the canyon. Just another reason for you to keep fighting for redesign on Wasatch Blvd. Runners had lights, but cars drive too fast and they aren't paying attention. For the little time I try to spend on Wasatch, this is what I see frequently every week. That is not a stretch. If driver's continue to behave this way, then we need to design a road that curbs this behavior. We need your team to design a road that has protection for pedestrians and cyclists or these mornings will be more frequent. We need a road that tells the driver to slow down. There are no pedestrian crossings for runners, and no protection. Again, where UDOT has crosswalks and paths placed, they aren't useful to our citizens, they only serve the skiers for the gondola. The citizens of Cottonwood Heights need a road they will use all year round, not just designed and WIDENED for skier and commuter traffic. Pedestrians and cyclists are an afterthought and I believe it should be the other way around. Next time it could be me that gets taken out. It's a ticking time bomb. Please continue to push your team on this. Safety is not something we compromise on. Lives are not something we compromise on. You guys are the experts, and we need to implement pedestrian friendly streets not stroads. No one wants their wife, mom, or daughter hit on Wasatch like this morning, especially when this could have been prevented. Hopefully my fellow runner will be okay after getting hit by a vehicle, but usually pedestrians get the worst of it. Wasatch does not need to be widened and data shows that from your traffic engineer study protected bike lanes for cyclists that use Wasatch all year round Pedestrian paths on both sides of Wasatch Blvd (not just the east) with road crossing so people can get to the grocery store, city hall, and schools. road design that gets drivers to guide their cars at 35MPH Micki Harris | 32.2.6.2.2A | A32.2.6.2.2A |
| 32169 | Harris, Micki | If the gondola is built, your ski day will consist of parking off-site (or paying a premium for one of the limited parking spots near the base), taking a bus to the base station then riding the gondola 31 minutes to Snowbird or 37 minutes to Alta. And then doing it all in reverse order at the end of the day. How can it be assured the gondola will be used and actually reduce cars in the canyon? For the gondola strategy to be effective, there will need to be a major change in public habits. | 32.2.6.5E; 32.2.2K; 32.2.9E | A32.2.6.5E; A32.2.2K |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>With no plan by UDOT to limit cars (it is our understanding they plan to implement bussing until the gondola is built but not continue the program afterward) or any analysis of demand, the original issue of traffic is not being solved. It will simply funnel more visitors to the resorts.</p> <p>Let's talk about the pressure it will put on Wasatch Blvd.. the bottleneck getting to the parking garage only trades traffic from the canyon for traffic on the blvd. Wait! Before you throw this comment out, I know you've provided your own lane to the parking garage. Problem solved? If you have ever been to a concert or sporting event, you know we will have the same problem getting the masses in and again getting them out. Afternoon ski traffic coming out of the gigantic parking garage will now be at a standstill. The cars need to be spread out and limited, hence, that's why a reservation has worked the last 2 years. Knowing you can come any time to Alta's Parking lot with a reservation between 8AM and 12PM limited and spread the cars out thus, not create the red snake.</p> <p>Letting loads of people come in masses is the problem.</p> | | |
| 33808 | Harris, Micki | <p>There have been 10 bicycle deaths on our UDOT streets. If wasatch Blvd is supposed to be widen for cars, ski traffic, what protection are you putting in for cyclists and pedestrians to keep them safe from fast moving cars? Simple measures will save lives and help people to slow down and be aware of people on the roads. You must put a buffer for cyclists using Wasatch Blvd. It is heavily commuted with cyclists all year round. Dan who was hit in his bike in February of 2022 by a drunk driver (.25 alcohol level and cocaine in his blood) and his life is forever changed. He walks with a cane and that's after 75 day of physical therapy. This type of behavior and distracted driving can be prevented with a buffer for those commuting for work. If it is truly a road for commuters, you must include cyclists into the equation and keep them protected too. Slow speed and buffered lanes. You keep your UDOT workers safe when they are working on roads. Signs say. " slow down, workers ahead" Cottonwood Heights residents are asking for the same respect.</p> | 32.2.6.2.2A | A32.2.6.2.2A |
| 34511 | Harris, Micki | <p>James McGauley and I been working on your data that supports widening on Wasatch Blvd. We have found and have confirmed your data to be flawed with Fehr and Peers.The engineers of Fehr and Peers (traffic engineers that conducted the traffic study on Wasatch) admitted that their data was incorrect in recent meetings we had with them in September 2022. Their projections are off and are nowhere near the numbers you're projecting for commuters in 2050. I would like NEPA and the EIS team to re-address this and begin a new study before it goes any further. The numbers are not there and there is no need to expand Wasatch. However, there is need to look into the accidents with cyclists, runners and cars. Safety improvements would be warranted and a priority to prevent any future fatalities and serious injury. I can get you a list of people to who have been injured if you need testimony. I encourage you to redesign a road to put forth less MPH and a road that would protect citizens who commute in alternative ways (not just cars.</p> | 32.2.6.2.2 | |
| 32505 | Harris, Micki | <p>If the gondola is built, your ski day will consist of parking off-site (or paying a premium for one of the limited parking spots near the base), taking a bus to the base station then riding the gondola 31 minutes to Snowbird or 37 minutes to Alta.</p> <p>And then doing it all in reverse order at the end of the day.</p> <p>How can it be assured the gondola will be used and actually reduce cars in the canyon?</p> <p>For the gondola strategy to be effective, there will need to be a major change in public habits.</p> <p>With no plan by @utahtransportation to limit cars (it is our understanding they plan to implement bussing until the gondola is built but not continue the program afterward) or any analysis of demand, the original issue of traffic is not being solved. It will simply funnel more visitors to the resorts.</p> | 32.2.6.5J; 32.2.4A; 32.20C | A32.20C |
| 31957 | Harris, Micki | <p>Increased visitation stress on LCC. If those invested in the gondola are so interested in preserving Little Cottonwood Canyon, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support.</p> <p>As our friends at @studentsforthewasatch pointed out, if the gondola is implemented, the number of cars visiting resorts will remain the same while skier visits will increase by 20%, per UDOT's EIS.</p> <p>The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> | 32.20B | |
| 31689 | Harris, Micki | <p>There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions.</p> <p>If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws.</p> <p>We have seen parking reservations work throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon.</p> <p>As Salt Lake County Mayor Jenny Wilson said, these are "common-sense solutions that are fiscally sound."</p> <p>We should give them a real shot.</p> | 32.2.9E; 32.2.2M; 32.2.9A; 32.2.2Y | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30406 | Harris, Nicholas | Please don't do this. It is not the solution, just a way for a few to profit. It is dumbfounding to me that this proposal has made it this far. Let's improve the existing infrastructure and implement forced carpooling rules. If you build it they will come, that's literally how public transportation works. The canyon is beautiful and meant to be enjoyed by all, let's keep that a reality and not let the few profit off of the state and the environment | 32.2.9A | |
| 33384 | Harris, Paul | Increasing the number of nonpolluting buses would be a better alternative. I have lived in Switzer;amd and I only saw gondolas at the base of the mountains, not as an alternative to roads. | 32.2.6.3F; 32.2.9A | |
| 30700 | Harris, Richard | I am against the gondola and I also am against the expansion of Wasatch Boulevard | 32.2.9E; 32.2.9L | |
| 36537 | Harris, Ryan | I do believe this gondola is a improper use of tax dollars and will only benefit a small margin of the population. The second issue I have With this is how invasive this process will be for other recreation such as boulders, hiking trails, etc. the benefit of this gondola doesn't out weigh the consequences of this project | 32.1.2D | |
| 34011 | Harris, Samantha | The gondola does not meet the needs of all recreational users. Expanded base parking and more frequent buses would be better for all. The gondola only benefits the ski resorts and does not account for all of the rock climbers, boulderers, back country skiers, snow shoers and hikers. Listen to all constituent groups. | 32.1.2D; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B | A32.2.9N |
| 33833 | Harris, Scott | I shouldn't be surprised that you would pick the worst possible option for everyone in Utah, but I guess I had just a sliver of misplaced hope in you. This is blatant corruption and you're just lining your pockets with snowbird money while we all have to pay for this stupid gondola idea. You are all incompetent or just plain evil. I will not rest until you are all removed from this PUBLIC SERVICE position. How can you sleep at night burdening the state with half a billion dollars to make thing s WORSE? Listen to the environmental and transit experts, you worthless scum. I cannot express my frustration and disappointment in you. You watch your back. We will organize. We will take back what's ours. We will take back everything you've stolen from us. You will get what you deserve. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 31442 | Harris, Sidney | I strongly urge a reconsideration of this as the best solution. The gondola would have a huge negative effect on one of Salt Lake City's biggest economic drivers: dispersed recreation (hiking, climbing, running, backcountry skiing). This is more difficult to quantify than resort skiing, but is a huge factor when people choose to visit and/or relocate to Salt Lake City and is surely the largest economic driver in our local canyons. Access to climbing areas will be compromised for the next decade while the area is under construction, and some may be permanently affected or lost. The building of the gondola will come with the destruction and/or removal of irreplaceable and historic word-class climbing and views. The gondola is not an equitable solution and will perpetuate environmental marginalization and injustice in the Wasatch Front. Lastly, the building of the gondola is fiscally irresponsible, with half a billion in initial construction costs alone | 32.2.9E; 32.1.2C; 32.1.2D; 32.20A; 32.5A; 32.4B | A32.20A |
| 30725 | Harris, Tessa | I am strongly against the building of the gondola and expansion of Wasatch Blvd and all it entails! It will cost a lot of tax dollars, not to mention be pricey to ride, and disrupt the natural beauty and ecosystem of the canyon. There are alternative solutions to the crowdedness of the canyon like more bus and shuttle transportation, paid parking at ski resorts, etc. A gondola would have huge negative impacts in the long run and not prove as effective as hoped. Please leave our canyons as they are and make efforts to preserve them. This is not the answer. Thank you for hearing the voice of the people directly impacted. Sincerely, Tessa Harris Holladay resident | 32.2.9G; 32.2.9E; 32.2.9L | |
| 29817 | Harris, Trenton | Why would UDOT consider funding the gondola for private business(es) when it doesn't benefit ALL users of the canyon equally?? This should be funded by the companies that will directly benefit from it, or not at all! Furthermore, how will we accommodate all the vehicles parking at the mouth of the canyon? By busses?? If so, then why not just have the busses go all the way up the canyon? If UTA provided good, reliable, comfortable and economical choices to get up and down the canyon, people would use it!! I've used it recently (during ski season)! The problem is the busses are hugely unreliable, not that comfortable, and not economical! | 32.1.2D; 32.2.7A; 32.2.6.5E | A32.2.6.5E |
| 36952 | Harrison, Bridger | No | 32.2.9E | |
| 30447 | Harrison, Eric | The gondola is a ski centric "solution". Every other use of the canyon will be irreparable disruptive solution. This is an ecologically irresponsible way to pad the pockets of a few businesses | 32.2.9E | |
| 27796 | Harrison, Holly | There are few places as beautiful and accessible as the Cottonwood Canyons. While I can understand the challenges of congestion, the solution is not more congestion from different sources...and simultaneously destroying one of the most precious resources of Utah. Rather than encourage usage, you will turn away those who value the wildness and beauty of the space and commercialize it. Please consider other options...and protect the amazing spaces we have been granted. | 32.2.9E | |
| 32610 | Harrison, John | The gondola proposal will permanently alter LCC in order to benefit two private companies 20 days a year. So averaging \$600 million (good luck with that estimate) over the first 10 years of its operation it will cost taxpayers \$3 million per day of usefulness, not including actual operating costs. The only thing it will do is cram more people into the canyon on busy days. It can't handle ALL the traffic to the resorts, or even the majority of it. All it can do is increase the number of people on busy days by 30%. Why on earth would we even consider building this? Most days it will simply be an eyesore. If it even lasts. I can think of a few gondola projects in Utah that have ended up as a pile of rusty junk. Bridal Veil Falls and Moab come to mind as locations where this ill-considered technology proved to be an expensive failure. LCC is a treasure and should be managed as such, don't defile it with this contraption. The gondola is a private pipe dream in search of public money. | 32.2.9E | |
| 32344 | Harrison, Kelly | Utah needs action on the Great Salt Lake before tearing up the canyon for gondolas. When we no longer have snow, Utah will not need the gondola. | 32.1.2B | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26762 | Harrison, Liz | Please consider using the cost effective and eco-friendly alternatives to the gondola. It is unnecessary to start such a big project that will only benefit a specific group of people, when the canyon is special to everyone here. Keep it natural. Please! | 32.1.2B; 32.2.2PP | A32.1.2B |
| 29539 | Harrison, Nick | Utah is going through a massive turning point at the moment. With the influx of new people moving here, the city landscape constantly changing, the lake drying up, life here has changed drastically in the last decade. Little Cottonwood Canyon has been a sanctuary to me for the 31 years i've been alive. It's home to some of my fondest memories and after traveling around the world, is still in my mind, one of the most beautiful places i know of. Which is why it should be preserved. Nowhere else in the country compares to the accessibility and pristine nature of LCC, which is why we need to respect this fact. The gondola is not the answer. It's unfair to the people of Utah who do not use the ski resorts but who are fronting the bill for this massive eyesore. Rather than permanently marking this beautiful place to cater to the resorts, we need a solution that benefits everyone. The gondola would massively change the quality of this unique canyon. Backcountry users would not benefit from this proposal as well. Instead of creating this massive gondola, existing infrastructure should be used. Use more busses and toll cars that want to drive up the canyon. This would incentivize carpooling and using busses. This would dramatically decrease traffic in the canyon, making it safer and less congested. In todays day and age where places as beautiful as LCC are hard to find, we need to keep this place as untouched as possible as the wild nature of this place is its most sustainable resource. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 32614 | Harrison, Suzanne | As the state representative for house district 32, I have heard from numerous constituents in Sandy regarding the gondola proposal. The overwhelming majority are opposed to it. They favor bussing, tolls, and parking reservations as part of a phased approach and believe that these measures will resolve the problems that impact the area. I urge UDOT to continue with the phased approach and carefully evaluate the impact of the less expensive and less invasive measures. Sincerely, Representative Suzanne Harrison | 32.2.9A | |
| 38961 | Harrison, Tracey | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Environmental Impact Study (DEIS): As a long time member of the community (I live off of Wasatch Blvd near LCC), I believe the ikon pass has ruined winter access to the canyons for area residents. After reading all of the pros and cons, I think it's clear a gondola will not solve the traffic problem on Wasatch and in the Canyons but it will be a hideous blight on the landscape year round. And as a tax payer I'm incensed at paying for something that only benefits the ski resorts. Sincerely, Tracey Harrison 11956 S September Cv Sandy, UT 84092 | 32.2.9E | |
| 35714 | Harshany, Mark | I now know the pain of Edward Abbey. This proposal is egregious. Progressive elimination of all the beautiful things. No to the gondola | 32.2.9E | |
| 25868 | Harston, Maddie | I do not support building a gondola and damaging ecosystems and our canyons by adding this infrastructure and increasing the footprint in this way. Neither an expanded road nor gondola are viable options and this appears to be a greedy decision. Why would we not consider parking at the base of the canyons and canyon specific shuttles like we would have in Zions to help with this problem as a starting ground??? | 32.1.2B; 32.2.2B; 32.2.2PP; 32.2.9E; 32.2.9C | A32.1.2B |
| 31933 | Hart, Allyn | No, No, No. This unsightly, noisy choice which runs over many homes and rentals misses the whole idea of "improvement". The whole essence of Alta is natural beauty, simplicity, "No Change". I've written before outlining all the reasons this is a misguided choice. Why should Utah tax payers pay for something that will benefit 2 private businesses. I've lived in Alta for over 40 years. I've ridden chairs with visitors from all over the world who consider Alta to be the number one ski area. They ALL say, don't let them change it. It is so unique, beautiful, quiet, natural, unlike almost any other ski resort. This is another situation where outsiders believe that nothing will be lost if we build a canyon-length transportation system which will allow and encourage more and more skiers. We don't need bigger crowds, nor gigantic canyon-length visual changes. We do lose something. That something is so precious, so endangered that everyone should think long and hard about what is lost when we consider develop to be the answer to every problem. Sincerely, Allyn Hart | 32.2.9E | |
| 25592 | Hart, Chaz | No gondola! You guys can't jump straight to the gondola, without having tried other options to relieve congestion in LCC! So many other options. No gondola! | 32.2.9E; 32.2.9R; 32.2.2PP | A32.2.9R; A32.1.2H; A32.2.6S |
| 26952 | Hart, Landon | We don't want the gondola the traffic will be just as bad. Ee can oy get 1k too 2k people up an hour. What will that doo too my neighborhood at the bottom make it worse??? | 32.7B; 32.7C | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32759 | Hart, Marita | A gondola is NOT the answer. What a great way to ruin the beauty of the canyon. Has anyone thought of continual electric buses like the Zion's National Park model. It works! No cars in the canyon. If that's too expensive, buses work. We rode them all the time to ski. | 32.2.9E; 3.2.2.2B; 32.2.2L | |
| 31538 | Hartigan, Thomas | So I have moved here from NY about three years. I think that the sticker program is a great way to not only check tires but to allow access under heavy traffic/powder days. We need to almost force the bus option. The only way that it will work is to catch unstickered vehicles early on the access roads and send them to a designated parking area for the "free Bus" access. Obviously, no sticker no access. Car rental companies will not be allowed to get access stickers. Only Utah residents would be allowed through the annual inspection stations. Just some ideas | 32.2.2Y; 32.2.2M | |
| 31861 | Hartley, Chris | Do not build anything!! At some point, we have to draw the line that we cannot accommodate all those that want to get on the mountain. Our mountains have a capacity and we do not want to disrupt our mountains to make it accessible to all. I'm born and raised in Utah. I have spent many of my days in the mountains. I'm a huge skier and would love the easy access to those resorts but I respect the mountain too much to want any more development to accommodate that desire. It is sad when I can't get there but I don't want a bigger road and I don't want a gondola. Take your money elsewhere. Build something else that will draw some attention away from our mountains. No more asphalt. No more bathrooms. No more mountain luxuries. Those that are worthy of the outdoors and will respect the outdoors will find their way to the mountains. Those that don't want the inconvenience can take their money to a theme park or something else. Please don't build anything!! | 32.2.9G;32.1.2B | A32.1.2B |
| 26045 | Hartley, Sean | Just use busses. This is ridiculous, a waste of taxpayer money, and will hardly put a dent on busy days. Use busses, toll the canyon very steeply during peak times, and have free/reduced time. I know that's not as glamorous as a "gondola", and it likely enriches nobody like the gondola would, but come on. | 32.2.9E; 32.2.9A; 32.2.7A; 32.7C; 32.2.2Y; 32.2.4A; 32.2.9N | A32.2.9N |
| 27288 | Hartman, Taylor | How can you possibly see this as a positive solution to traffic control?! We all see this for what it is and if you are seriously willing to sell your soul at the expense of so many thousands of citizens who deserve much better from you, then I hope karma finds you and returns the favor. | 32.29D | |
| 31443 | Hartner, Amy | Hello, Thank you for considering the support of all canyon visitors, not just resort visitors, the impact on bouldering, and the impact on visual experience for Little Cottonwood Canyon. I would still like to advocate for neither widening the road nor implementing a gondola. Tolling, a bigger parking lot at the bottom for people carpooling, and a shuttle system like Zion National Park has would all be better alternatives to obstructing the view in such a pretty canyon. Thank you, Amy Hartner | 32.2.9E; 32.1.2D; 32.2.2B; 32.2.9A | |
| 32211 | Hartner, Amy | As a Cottonwood Heights resident and someone who regularly uses Little Cottonwood Canyon for recreational purposes, I ask that you please oppose the construction of a gondola. Please use various locations around the city as bus stops for buses specifically going to Little Cottonwood Canyon during the ski season. Please use shuttles and tolling. Please do not support the crazy-expensive, view-wrecking gondola. Thank you. | 32.2.9E; 32.2.9A; 32.2.2I; 32.2.2Y | A32.2.2I |
| 33481 | Hartshorn, Erica | Please don't put the Gondola in Little Cottonwood Canyon. It will not be able to serve many hikers and most people using the canyon year round. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 34815 | Hartsock, Jennifer | This gondola is a blatant attempt to cram even more skiers/boarders into the resorts at the canyon. It's goal is to bring more revenue to the resorts, not protect the canyon and the environment. It's a disingenuous proposal. Make the resorts have parking reservations. Or paid parking. At the same time increase bussing. Offer discounts or bonuses to carpoolers. No one wants this gondola. | 32.2.9E; 32.1.2B; 32.2.0C; 32.2.2K | A32.1.2B; A32.2.0C; A32.2.2K |
| 37297 | Hartvigsen, Sam | I do not support the selection of the gondola. As a skier and climber, the visual impact the gondola would have would forever change the character of the canyon and is unacceptable. The gondola would also destroy historic bouldering resources that cannot be replaced, and would severely detract from climbing experience on the walls of the canyon due to the visual impact. The selection of the gondola puts the convenience for users of the ski resorts on peak days during winter above other user groups that use the canyon year round. I am also concerned about how the gondola would effect parking in the lower canyon, especially near the gate buttress climbing areas. The gondola is also fiscally irresponsible as it is a huge cost to the taxpayer to benefit two ski resorts. I am also skeptical of the estimated price, and think it would probably now cost much more to build the gondola. I do not understand why UDOT chose to recommend the gondola when according to the Deseret News only 20% of people interviewed preferred the gondola. I think increased busing with a variable toll for cars based on passenger count should be implemented on peak days. This solution would leave the beautiful nature of little cottonwood canyon intact, and still alleviate traffic on peak days, without forever damaging the world class climbing that Little Cottonwood Canyon offers. | 32.2.9E; 32.1.2D; 32.2.6.5E; 32.2.9A; 32.2.4A | A32.2.6.5E |
| 26278 | Hartwell, Deidra | I oppose the proposed gondola. The cost is exorbitant, the impact on the natural resources and beauty of our canyon would be irreparable. The benefit is to a select few, on a very limited number of days per year. It is also an inflexible option, that if implemented, would leave very little option to change, modify or improve. There are better options available, that would not be such a huge cost. There are better ways, and I'm sure the people of Utah can creatively implement these better ways. | 32.2.9E; 32.2.2PP; 32.1.2B; 32.2.6.5A | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 38138 | Hartwig, Nate | Hi, My name is Nate and I have lived in the little cottonwood area my whole life, I am a skier, mountain biker, and climber. Little Cottonwood provides access to all of those activities and many others, but the gondola is not the solution to this growing problem of traffic in all canyons. The gondola is a billion-dollar project that will only provide a minor solution while affecting the ecosystem and world-class climbing routes. For me being a local I understand safety and avalanche danger in the canyon, by using Avalanche mitigation systems up on Superior and neighboring mountainsides we can lower the risk of road closers and fatal car crashes. Not only will this effect the enviroment but this is a tax-payer project that will only be a solution to 30% of the canyons traffic problems. This is a rushed decision Utah make your comment count! | 32.2.9E; 32.1.2D | |
| 26755 | Hartwig, Randy | Please do not put a gondola in LCC. The alternative of electric buses, an extra lane and avalanche sheds is less invasive and keeps with the Utah tradition of protecting our natural beauty. If that method fails sell the buses you still have an extra lane for emergency vehicles and avalanche sheds. This gondola will destroy the beauty of LCC. Also will this not elicit lawsuits from every homeowner below the gondola. Do they not have a right to privacy from people in gondolas looking into their yards and homes from above. This is not what the majority of people who use the canyon want | 32.2.9A; 32.2.9B; 32.2.9E | |
| 25914 | Hartzler, Amanda | I am an avid user of little cottonwood canyon. I love having access to nature so close to home. Having a gondola would ruin the beautiful landscape! I want to again advocate for increased bussing instead of permanently changing our gorgeous landscape! | 32.2.9E; 32.2.9A | |
| 37268 | Hartzler, Henry | As a climber, skier, and avid user of Little Cottonwood Canyon, I urge UDOT to reject the gondola proposal and move forward with an increased bus service, combined with the tolling already proposed. The gondola would be an irreversible fixture that would destroy classic boulders in Little Cottonwood and not solve the traffic congestion problem. If buses were more regular (instead of cutting existing routes, as has been done this season) and continue to be free to the public with a ski pass, then the tolls for cars alone should be enough of a deterrent for users to opt for the bus system. If they won't take the bus over a toll, why would they take the gondola instead? Let's focus on improving the public transportation that we already have before spending millions of taxpayer dollars on a gondola that primarily benefits the private ski resorts of Alta / Snowbird. Furthermore, the Salt Lake County Council and mayor have formally denounced the construction of the gondola. The community at the base of the canyon has been vocally opposed to the gondola as well. Do not impose a gondola on the people of Salt Lake City that have overwhelmingly voiced their opposition. Thank you for your time. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A | |
| 33610 | Harvey, Brad | UDOT should prioritize cheaper, successful solutions before jumping to the most expensive alternative!! | 32.2.2PP; 32.2.9E | |
| 26984 | Harvey, Lura | I am opposed to the gondola project for several reasons and think you need to seriously reconsider adopting this option. First, I recently moved to Utah, I chose to live and work here because of the rock climbing. LCC holds a sacred space in American climbing history, many of the great American climbers have set routes in LCC, have made pioneering achievements in this canyon. The destruction of those sites and that legacy makes me wonder what matters to Utah-a state that benefits economically from outdoor recreation. Skiing isn't the only demographic here, and with the changes in global climate, 3 season sports like climbing are going to be the better investment in a Utah future. Secondly, I lived in Switzerland for 5 years, and their La Posta buses could get you anywhere. The bus system was how I got from the village of Grindelwald to my ski lift. Here is an elegant solution to your problem: make the whole canyon reliable on the bus in the winter-no cars in LCC in the winter. Anyone who has skied in Europe will be more than accustomed to this system. Have it so a bus leaves every 10 or so minutes, it will be more efficient and safer for everyone. It won't involve spending a ton of money to destroy nature, or severely impact climbers and other outdoor recreational activities. Why not choose and win-win situation? | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.2L; 32.4B; 32.2.9A; 32.2.9E | A32.1.2B |
| 27065 | Harvey, Patrick | Build the gondola over the highway if you do build it. Keep the mountains wild | 32.2.6.5DD | A32.2.6.5DD |
| 35233 | Harvison, Byron | As a climber and skier I am opposed to the proposed gondola. The impact in terms of construction, visually, and the fact that it won't take the population pressure off of LCC in a significant manner is why I oppose. | 32.2.9E | |
| 27045 | Harward, Brinnlie | NO GONDOLA | 32.2.9E | |
| 34775 | Hase, Ben | This gondola will not be successful but will ruin the revenue for the resorts. | 32.2.9E | |
| 26094 | Hashimoto, Stephen | Please do not build the gondola. To disturb the nature more in the beautiful canyons would be a disservice to the generations to come after us. More busses and carpool efforts should be made before building a gondola. | 32.2.9E; 32.2.9A; 32.2.2Y; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 33901 | Haskell, Daniel | Thought for our watershed! The impact of the Great Salt Lake and it's connection to our beautiful wasatch front clearly predicts the ski resorts future! We the people need to save our salty lake so the for profit ski resorts can fund their own traffic problem. This money should go to the lake! Thank You Daniel Haskell | 32.1.2B | A32.1.2B |
| 25993 | Haskell, Joshi | I do NOT want a gondola up LCC. That would negatively impact the beautiful canyon that so many people, animals, and plants visit/live within. Listen to people who have lived here in Utah for decades, not businesses who want to profit off of a scarred environment. The gondola is income limiting for a majority of the SLC and Utah community. Preserve the beauty that currently exists. | 32.1.2B; 32.2.7G; 32.2.9E; 32.5A | A32.1.2B |
| 27605 | Haslam, Barbara | The gondola project needs to be paid for entirely by Snowbird and Alta ski resorts. It's outrageous to make public taxpayers pay for a project that only benefits private businesses. There is a simple cheap solution to traffic in LCC. Close the road to all vehicles except buses year round. Have buses run continuously and stop at all trailheads as well as resorts. | 32.2.7A; 32.2.2B; 32.2.6.3C | A32.2.6.3C |
| 32408 | HASLAM, BRAVANT | I am opposed to a gondola in Little Cottonwood Canyon. There are so many other more viable alternatives. BWH | 32.2.9E | |
| 27286 | Haslam, Jill | I think that a gondola will ruin Little Cottonwood Canyon. I do not believe that it is the best option for dealing with traffic problems. I would highly suggest that Little and Big Cottonwood Canyons follow Zion, Bryce Canyon, and Yosemite National Parks and start using a shuttle/bus system. There could be times of years when | 32.2.9E; 32.2.2B | |

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| | | both cars and shuttles/buses would be allowed, and times of years when only shuttles/buses would be allowed up the canyons. Just like the national parks, anyone staying at the lodges or who live in the canyons would be given a special pass to drive. | | |
| 30659 | Haslam, Stratton | The gondola is a wildly myopic solution to the problem of traffic in the canyon. Snow sports are not the only world-class recreation offered in Little Cottonwood Canyon and tailoring a solution just to that industry limits the revenue diversification of the state from recreation by residents and tourists for an income source (snow sports) that frankly is already experiencing challenges from Utah's warming climate that will only get worse over time. There are other viable transit solutions being proposed and building the gondola isn't time-bound. Try tolling, mandatory carpooling, expanding mass transit offerings before you cross the Rubicon of the gondola, and you have zero recourse once the damage of building it is done. | 32.1.2B; 32.1.2C; 32.2.2E | A32.1.2B |
| 38079 | Hassell, Gerry | The gondola isn't the answer. With that much money, simply widen the road. I'm not for the gondola | 32.2.9E | |
| 31092 | Hasslock, Edward | I say no to the gondola in Little Cottonwood Canyon | 32.2.9E | |
| 30175 | Hastings, Joseph | I do not support the gondola option. It is far too expensive and destructive. I support expanded bus service and possibly tolling and/or paid parking. | 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.2.2K |
| 34006 | Hastings, Logan | I am opposed to a gondola in Little Cottonwood Canyon, and I am frustrated with UDOT's ability to synthesize the input of the community in such a watershed decision (pun intended). 14,000 comments were submitted. Salt Lake County, Salt Lake City, Sandy, and the Town of Alta all rejected this idea on behalf of their constituents. And the best solution you could come up with to these oppositions was a phased approach leading up to gondola construction. If the end goal was to simply reduce canyon traffic, you would not have immediately cut back the bus service to LCC after this decision. Unfortunately, it seems like UDOT's priorities have been skewed by the private interests of the ski industry at the expense of the ecosystem, year-round recreation opportunities, and open space in LCC and at the mouth. I support the original bus alternative and hope that when using the phased approach, we can give a wholehearted attempt at making our existing infrastructure and transit systems work to alleviate traffic in Little Cottonwood Canyon. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30060 | Hastings, Mark | I support gondola. Road often obstructed for hours or days due to avalanche. | 32.2.9D | |
| 32221 | Hastings, Matt | I like the gondola concept, but I don't like that it only services the ski areas, there are plenty of trailheads in the canyon that are overcrowded in the summer months with no parking, then people park on the roadway creating a very dangerous situation. I would also like to see potential expansion plans to connect the gondola over the mountain to big cottonwood ski and hiking areas, as well as park City; the investment being put into this needs to prove that long term it can gain a return, limiting this to only the one nearby canyon won't do that. | 32.2.9D; 32.1.5B; 32.2.6.5G | |
| 34149 | Hastings, William | Do not destroy our shared backyard. It's the communities watershed, playground, place of worship, and play. It's home to life vastly more important than any "benefits," (of which you have not yet shown any). Work for the people, not corporate interest. Run busses, don't destroy what makes my home special. | 32.1.2B; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 25321 | Hastings, William | This gondola will inevitably destroy the beauty of one of the best places in Utah. | 32.2.9E | |
| 26898 | Hatch, Colby | I am 100% against the building out the gondola in LLC. It doesn't honor the wishes of the locals that use that canyon and only honors the wishes of the resorts that want to price out skiing. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 27258 | Hatch, Elisabeth | I cannot tell you how appalled I am by the proposed gondola. You're going to push more traffic into the foothills, you're going to blast our picturesque canyon to pieces, and you'll contaminate our watershed while you do it. I do not want my tax dollars being spent on this abomination. Don't build the gondola. | 32.2.9E | |
| 31874 | Hatch, Errolyn | <p>I commented during a previous comment period. I do not support the gondola. It will cause irreparable damage to our beautiful canyon. PLEASE SAVE THE CANYON. The solutions proposed by UDOT as the 'phased' implementation of this project such as tolling, limits on single passenger vehicles, improved busing etc. will, in my opinion, have a tremendous positive effect on traffic in the canyon. Someone even mentioned odd/even day use based on license plates. We can get creative! We may find that we don't even need a gondola if we implement these other solutions well. Why not start there?</p> <p>We ski at Alta and we felt that the parking reservation system implemented last season was a great step in the right direction. Our family would ride the ski bus more often if a direct Sandy City-> Alta bus was offered so we didn't have to stop so much. Also, if we forgot to make a reservation, we rode the bus.</p> <p>I wish I could cite the source but as I have read up on this issue, one article claimed that canyon traffic could be reduced by up to 34% by just eliminating single occupancy vehicles during peak travel times.</p> <p>One sentence from your statement above in support of the gondola says, "This [gondola] alternative has the highest visual impacts but low impacts to the watershed, wildlife movement, and climbing boulders." Implementing tolls, ride sharing and busing etc. also would have low impacts to watershed, wild life movement and climbing boulders *with the added benefit* of eliminating the HIGH visual pollution the gondola option would create.</p> <p>I haven't met a single person in real-life who supports the gondola so I question who benefits from this "Preferred Alternative"? Please table the Gondola option for now. Let's start with the other solutions and see how much we can do to improve traffic while still preserving the beautiful canyon. It is such a treasure and it would be an absolute shame to scar it with a massive gondola if there are less-invasive solutions that would provide the needed relief on the canyon road. Please make your decision for the locals, the tax payers; those of us who live and use the canyon. Please don't make a decision based only on money, resort profit (Snowbird) or tourism. PLEASE DO THE RIGHT THING AND PRESERVE OUR BEAUTIFUL CANYON. Thank you.</p> | 32.2.9E; 32.2.2K; 32.2.4A; 32.2.7A; 32.2.9R | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |

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| 31937 | Hatch, Hadley | Please don't build the gondal, our mountains are so beautiful it helps make Utah Utah! There are also so many other things we can do to improve this problem about cars going up the mountain. Please consider this. Thank you, Hadley Hatch (11 years old) | 32.2.9E | |
| 36408 | Hatch, Jason | Please keep the gondola from Little Cottonwood Canyon, there are multiple other choices involving less destruction and degradation of such pristine wilderness which by definition should be difficult to access and protected by the wards of this community. | 32.2.9E | |
| 34551 | Hatch, Jenny | No to the overpriced gondola that only benefits private companies at taxpayers expense. Come fix the pot holes in our streets. Run more buses. Have a bus only lane , and enforce this. Enforce traction laws. Many less expensive methods to improve transportation without scaring this natural resource permanently for the private few. | 32.1.2B; 32.2.9E | A32.1.2B |
| 33640 | hatch, Kodi | The gondola does not fix the issue, but instead is just a costly eyesore. a better bus system would be better than the gondola, as well as a better storage system for gear once you are up there. but a gondola is not the answer | 32.1.2B; 32.2.3A; 32.2.9A; 32.2.9E; 32.7C | A32.1.2B |
| 33935 | Hatch, Margaret | Please DON'T do this boondoggle for the ski resorts that will hurt the rest of the population--and I'm a skier! | 32.29D | |
| 35394 | Hatch, Rebecca | To whom it may concern: Please be fiscally responsible with taxpayer money and do not use it to fund the gondola. The canyon traffic can be mitigated with other viable solutions that do not require such a large sum of money. Thank you --Becky Hatch | 32.2.9E | |
| 29900 | Hatch, Robert | I have skied Alta for over 20 years. We carpooled the entire time and have not experienced the traffic the gondola is supposed to reduce. I am now a bit handicaped and need help to ski. The gondola will add cumbersome extra steps in my effort to ski. The gondola is discrimanatory to handicaped persons and to disadvantaged youth. The cost of a ski ticket is enormous, now add the gondola ride! How much will parking and the gondola add to the price of a ski day? The gondola makes the use of the Public's Little Cottenwood Canyon more Elite-est than it already is. I is the state of Utah using the method of price exclusion to prevent minorities and other unwanted people from using LCC? | 32.2.6M; 32.2.6.5D; 32.2.4A; 32.5A | |
| 28265 | Hatch, Ryan | Not happy! I live down the street from the canyon and traffic is never that bad. Insensitive buses. Make it free to ride and put in a heavy traffic toll booth. It will still cost millions less and minimize damage to the canyon. | 32.2.9A; 32.2.4A; 32.1.2B; 32.2.2Y | A32.1.2B |
| 27060 | Hategan, Isabella | It should not be built. The canyon is known for its natural beauty and building anything in it will ruin it | 32.2.9E | |
| 29891 | Hatfield, Scott | Do not build. You're ruining a pristine environment. The people have spoken they do not want it. This is millionaires and politicians who only want to line their pockets with more money. It's an overstep of government intervention. You're going to ruin the beauty of the canyon. Implement a permit system, an entrance gate that only allows so many up, or if they have reservations on the slopes, hotels, etc, or if they live up there. I'd rather see an established bike path and more established walking trails to give people the chance to get up there, also better parking at trails. The amount of money that you're dropping on the taxpayer would be put to better use than to ruin a gorgeous environment. This is a Republican speaking as well. Politicians, administrators, and millionaires are overstepping their welcome and abusing their power on this issue. | 32.1.2B; 32.2.2K; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |
| 30499 | Hathaway, Chase | As a nuclear engineer and property owner in salt lake county, I solidly support the gondola as the most efficient and overall best method of moving persons up the canyon from an environmental and longevity standpoint. HOWEVER, as an avid climber, I IMPLORE UDOT to add into their final design additional services and access points to allow those recreating in the canyon in areas other than Alta/snowbird public means to access said areas. From a LAND OWNER and tax payer perspective, I am boggled as to how this project was put forth for the maximum gain of Alta and snowbird resorts without their financial participation whatsoever. I would expect and demand that Alta/Snowbird foot a decent percentage of the bill... 20-25% at least. Thanks | 32.2.9D; 32.4B; 32.2.7A | |
| 33990 | Hathaway, Peter | Countries like Switzerland have been at this a long time and have proven solutions. Electric trains are clearly the best solution, just expensive to build. Let's go for a train and obtain matching federal funding to make it happen. | 32.2.2I | A32.2.2I |
| 27196 | Hathaway, Robert | Thank you for planning to minimize vehicle traffic in the canyons! | 32.2.9D | |
| 37375 | Hatt, Gordon | I don't believe the budgeted dollars for little cottonwood gondola is money well spent, let alone be enough to complete the project! This is being put in place to benefit two businesses Snowbird and Alta ski resorts. It is being pushed as a clean and better way to transport people up the mountain, but not good enough to be used to transport people year round, Stating it would be too expensive to benefit the people who do do use the canyon during the winter months. If it will only be beneficial for the ski resorts they need to be the ones that are funding this project. I also believe the visual continuation the the canyon with towers being placed that would block the view. How will it affect those who use the north side of the canyon for rock climbing? Will moving the parking lot, do anything but move the congestion a little further west? What hours will the gondola run up and down the canyon? Will there be a ride back to the parking lot for those who decide to stay after a day skiing for dinner? What about those (ski patrol)who need to be up on the mountain to prep the area for public use? Will the gondola be there for them? How does this benefit the residents of Salt Lake County and the residents of the state of Utah? | 32.2.9E; 32.1.2D; 32.2.6.5E | A32.2.6.5E |

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| 37014 | Hauer, Peter | Please do not put a gondola in our canyons. Please limit the number of humans going up canyon like powder mountain does. Money grabs like paying for parking and tolls are overtaxation. We already pay taxes on these roads. Thanks | 32.2.9E; 32.2.2K | A32.2.2K |
| 28930 | Haugen, Richard | I support the gondola plan. It is a forward looking solution. | 32.2.9D | |
| 37479 | Hauley, Richard | ██████ you UDOT!!!! You spend money as if you are printing it. We don't need anymore out-of-state ██████ coming here....if you have more trouble getting to the ski resorts, maybe you won't come....! | 32.2.9D | |
| 30134 | Haupt, Kevin | The construction of a gondola would permanently alter the historic and iconic look and feel of LCC. This is unacceptable while other alternatives are on the table. Enhanced bussing, tolls, and carpooling resources and incentives would all serve as remedies that do not require altering the character or beauty of the canyon. | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 34104 | Hauritz, Ian | I am was born and raised in holladay, and have been an avid skier since i was a child. I strongly believe that the gondola is not a proper solution to any of the issues facing transportation to and from little cottonwood resorts. I do not believe that anybody who doesn't already want to take the bus up the canyon would opt to take the gondola instead, and it will only serve to crowd the ski resorts with more people, while not reducing the number of cars in the canyon. A more robust and efficient bus system that is heavily incentivized over driving would be a far cheaper and more effective solution that would serve more people and maintain the beauty of the canyon. | 32.2.9A; 32.2.9E; 32.7C | |
| 34509 | Hauser, Susi | <p>I am one of the citizens who preferred the train option. Electric trains are relatively quiet, can be part of a larger city wide transportation system, and once built don't pollute the air or water. Unfortunately, the committee only evaluated the most expensive and environmentally impactful train route and determined that it would be among other reasons too expensive. I think that is a shame.</p> <p>Between the two choices of a gondola or expanded lanes and bus service, I preferred the bus option. I really resent the gondola option as this only serves the ski areas and, therefore, they should be the one paying for it. Telluride, Colorado, has a similar gondola transport system that is paid for through a surcharge or tax on ski lift passes and from hotel/real estate taxes or fees. While the EIS video states that there isn't a current funding source for the gondola, I want to make perfectly clear that I don't want one cent of taxpayer money building a gondola. Huge public investments should benefit many types of users not one exclusive group. Furthermore, the gondola will forever ruin the incredible vistas in Little Cottonwood Canyon.</p> <p>As far as tolls (canyon passes) and carpooling as ways to reduce canyon traffic, I am all for it. I like the idea that tolling would only happen on the high use days so that lower income groups are not priced out of the canyon. I also think that snow sheds in the most dangerous avalanche terrain is a sensible idea. And, of course, the expanded trailheads are a necessity and long overdue.</p> | 32.2.9F; 32.2.6.6B; 32.2.2CCC; 32.2.2Y; 32.2.9K; 32.2.9O | A32.2.6.6B; A32.2.7F |
| 34510 | Hauser, Susi | <p>I am one of the citizens who preferred the train option. Electric trains are relatively quiet, can be part of a larger city wide transportation system, and once built don't pollute the air or water. Unfortunately, the committee only evaluated the most expensive and environmentally impactful train route and determined that it would be among other reasons too expensive. I think that is a shame.</p> <p>Between the two choices of a gondola or expanded lanes and bus service, I preferred the bus option. I really resent the gondola option as this only serves the ski areas and, therefore, they should be the one paying for it. Telluride, Colorado, has a similar gondola transport system that is paid for through a surcharge or tax on ski lift passes and from hotel/real estate taxes or fees. While the EIS video states that there isn't a current funding source for the gondola, I want to make perfectly clear that I don't want one cent of taxpayer money building a gondola. Huge public investments should benefit many types of users not one exclusive group. Furthermore, the gondola will forever ruin the incredible vistas in Little Cottonwood Canyon.</p> <p>As far as tolls (canyon passes) and carpooling as ways to reduce canyon traffic, I am all for it. I like the idea that tolling would only happen on the high use days so that lower income groups are not priced out of the canyon. I also think that snow sheds in the most dangerous avalanche terrain is a sensible idea. And, of course, the expanded trailheads are a necessity and long overdue.</p> | 32.2.9F; 32.2.6.6B; 32.2.2CCC; 32.2.2Y; 32.2.9K; 32.2.9O | A32.2.6.6B; A32.2.7F |
| 32580 | Hausman, Kelsey | Protect backcountry access for all seasons and sports. The gondola effects more than just climbing, ice climbing, snowboarding, skiing, paragliding, parachuting, backpacking, snowshoeing, birdwatching, trail running...and basically all the things that make this State worth spending time in. Please deny the gondola as a solution. | 32.2.9E; 32.1.2D | |
| 32572 | Hausman, Kelsey | I urge UDOT to find a solution that benefits our whole community, not just a small margin. A more equitable solution exists with increased bus transit. No gondola! | 32.2.A; 32.2.9A | |
| 32574 | Hausman, Kelsey | Do current office holders expect re-election if this gondola is built? Hear the voices of the voters and community! Please no gondola | 32.2.9E | |
| 32573 | Hausman, Kelsey | Please remove the gondola as a transportation "solution". How is this equitable for all community members and travelers to LCC? | 32.2.9E | |
| 32576 | Hausman, Kelsey | Protect climbing and the tranquility of LCC for future generations. No gondola! | 32.2.9E | |
| 32571 | Hausman, Kelsey | How will years of construction impact access for everyone to LCC? No Gondola! | 32.2.9E | |
| 32578 | Hausman, Kelsey | Gondolas are un-American. ?? #ThisIsntEurope | 32.2.9E | |
| 38543 | Hausman, Kelsey | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.4B | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 38544 | Hausman, Kelsey | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 31688 | Hawe, Ruth | I believe that the gondola is a misguided and less satisfactory solution for transportation in Little (and Big) Cottonwood Canyons. The gondola would be a two-stop transit straight to ski resorts, not for all the other uses within the canyons. Further, this only addresses Little Cottonwood's issues, and ignores the fact that Big Cottonwood also has issues. The taxpayers would, whether through Federal grants, state tax dollars, or otherwise, be required to provide two lucrative ski resorts with a huge hand-out of corporate welfare - providing them with additional sources of revenue. Some of the other alternatives considered, including increased bus transportation and tolling, provide much more flexibility in adjusting the levels of necessary transportation, whether winter or summer ebbs and flows, increased or decreased usage, and regardless of at what point in time climate change makes skiing infeasible in Utah. As is often the case in transportation decisions, it seems this selection was made to maximize the number of people accessing resources during limited periods of time, to the exclusion of determining how to better manage and regulate the number of people who can (and who should) be availing themselves of the natural resources provided in these canyons. I STRONGLY urge the reconsideration of the gondola as the preferred alternative. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 31832 | Hawke, Jenny | I've been climbing in Little Cottonwood Canyon since 1995 and I DO NOT support the gondola proposal. There are many less-impactful options that need to be trialed first before such drastic, canyon-altering steps are taken as a massive gondola! Let's do better with bus options, shuttles, tolls...Why are we even contemplating such an expensive, destructive and skier-centric option before trying other things? Again, I do NOT support the gondola. I don't want the climbing areas destroyed! | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 25490 | Hawkes, Gregg | I'm against any gondola proposal and consider it a very poor use of my tax dollars. I also ski Park City and Deer Valley and find their bus system much more efficient. A Central Bus Station could receive bus traffic from the entire valley and express it up and down ANY canyon stopping ANYWHERE in the canyon to embark passengers for ANY canyon use. Autos should be very restricted from canyon use. | 32.2.9E; 32.2.6.3C; 32.2.7A; 32.1.1A; 32.2.2B | A32.2.6.3C; A32.1.1A |
| 37551 | Hawkins, Angela | I am opposed to the proposed gondola in Little Cottonwood Canyon. Beyond the damage that it will do to the habitat, both flora and fauna, it will also be visual pollution to the iconic canyon. In the interest of environmental justice, it leaves a large part of the population unable to enjoy the canyon through prohibitive costs of parking. Other options without the large environmental impacts that the gondola option brings with it should be implemented first instead of going straight to such a detrimental and exclusive option. I support funding with my tax dollars enhanced (electric) buses and appropriated lanes, widening the road where necessary for peak period driving. I support tolls (similar to Mirror Lake Hwy format) as well as incentivizing those that carpool as well as locals that steward the canyon. Ultimately, I support preserving the natural canyon as best as we can and that should be the top priority. Following that, providing transportation up the canyon that is available and feasible for the majority is key. | 32.2.9E; 32.1.2D; 32.2.6.3F; 32.2.4A | |
| 33598 | Hawkins, Catherine | Do not approve the gondola for Little Cottonwood Canyon. It will ruin the canyon in order to serve a small amount of individuals. Our taxes are high enough without this \$billion gondola with its 15" towers and there may be no snow!! Our tax dollars and the environment will suffer dramatically if this is approved. Remember climate change and the forever drought in Utah and the West? I do and I am living here. Vote no!! There are other options that could serve everyone instead of a select few, including politicians bank account. Shame on all of you for even thinking it is a good alternative to traffic congestion for the already rich people in this valley to ski. It is an environmental disaster and serves very few. My taxes are high enough and I want to be able to enjoy the beautiful canyon for a long time. Utah works for the wealthy people only. Who else could afford to use this gondola and ski? Not my family. Shame on you!! | 32.1.2B; 32.2.2E; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35467 | Hawkins, Jameson | My wife and I are Sandy residences. We personally believe there is a business agenda here more than a solution for daily traffic. I don't live near the mouth of the canyon, but I believe this will adversely impact those who have lived near the mouth of the canyon. Many of those homeowners have lived their for decades. Great example of this being an agenda, seems the comments of the "Gondola," are hidden in the the comments above. Seems there should be more open public discussion, especially from this homeowners that would have the Gondolla in their backyards. I am not here to say whether or not you should move forward, but rather, as public officials, make sure you have considered all options before making a decision. Thank you! | 32.2.9E | |
| 35491 | Hawkins, Janice | The drive is beautiful and safe, if you drive responsibly. Considering the amount of traffic there are very few accidents. Please do not disturb the beauty of this Canyon by installing a Gondola or any other way of destroying the beauty. My vote is No. | 32.2.9G | |
| 32869 | Hawkins, Katie | UDOT should conduct a capacity/visitor management study to better understand how many visitors LCC can support before completing the EIS. The gondola won't solve Little Cottonwood Canyon's traffic problems, but we already have solutions that are proven to work, including enhanced buses, tolling, parking reservations and enforcement of traction laws. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of Little Cottonwood would destroy the canyon's natural beauty. Committing hundreds of millions of taxpayer dollars to the world's longest gondola without a commensurate effort to reduce auto traffic in the canyon nor addressing spring/summer/fall traffic amounts to a government-paid lift for two ski resorts. | 32.2.0B; 32.1.2C; 32.2.9E | |
| 30239 | Hawkins, Kristopher | Please listen to the people. We have made it clear that this not the solution we want. | 32.2.2PP; 32.2.9E; 32.2.9N | A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35810 | Hawkins, Larry | We need the gondola, already can't get bus drivers. It's the most effective way to transport people | 32.2.9D | |
| 30531 | Hawkins, Riley | To whom it may concern, I am writing to voice my opposition to the proposed little cottonwood gondola. The increased skier traffic is a problem. The proposed solution will likely decrease the number of skiers driving on weekends. However, the gondola (if paid for by the salt lake public via taxes or by diversion of city/state funds from other potential projects) strikes me as a shining example of tax on the many to benefit the few. Skiing is not an activity that is affordable to the general public (see cost of lift tickets, equipment, etc.) and while the increased traffic must be an inconvenience, it is not an inconvenience to the general public who would be stuck with the bill. In summary, I do not believe that pursuing the gondola is a wise, civic-minded decisions and that the money could be better spent in other realms, for example, on water preservation. If we do not do something to slow the drying of the Salt Lake, the increased traffic may become less of an issue as the valley becomes uninhabitable. Thank you for your time and the work that you do. Riley Hawkins | 32.2.9E; 32.1.2B | A32.1.2B |
| 30865 | Hawkins, Todd | HORRIBLE Solution. Doing exactly what the public doesn't want. This wrecks of kick backs and back rooms deals. This is dirty. UTA is dirty. It is very clear the citizens do NOT want this solution. Don't vote for anyone who has supported the Gondola. | 32.2.9E | |
| 35414 | Hawkins, Todd | This is DISGUSTING! How much money/trips/gifts have UTA employees taken from the ski resorts or the organizations they setup? Is that public information? Does that have to be disclosed? | 32.2.9E | |
| 36467 | Haws, Betsy | I'm strongly opposed to constructing a gondola in LLC. I don't believe it will solve the traffic problems in the canyon and will exacerbate ancillary issues related to overuse, including environmental impact from construction, impact to bio diversity and wildlife, degradation of the views, all at a huge cost. Close the road and set up a bus service. | 32.2.9E; 32.2.2B | |
| 30377 | Hawthorne, Tiffany | Don't destroy our canyons for an expensive form of transportation most people can't afford to ride anyways. Keep our mountains beautiful!!! | 32.2.9E | |
| 31146 | Hayden, Bob | I am opposed to a gondola solution in little cottonwood canyon in its present form. It is a classic privatize the profits and publicize the costs project. Having stops at only Snowbird and Alta would exclude most backcountry users summer and winter yet they would be paying for it anyway. | 32.2.9E | |
| 31342 | Hayes, Amanda | Please do not go through with the gondola B plan. This will not solve the issue of increased use and access needs and will degrade a resource very important to the valley. Instead please consider a bus shuttle system that would decrease traffic up canyon, have a larger transportation capacity, and the ability to modify stop locations/frequencies depending on need. | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 30841 | Hayes, Brendan | I just recently read the Q&A that was posted. It's clear that the EIS has not incorporated ANY environmental impact from the second- and third-order effects from increased visitation of Little Cottonwood Canyon, regardless of season, but particularly winter. Without limiting / metering the number of people who enter the Canyon daily, there is absolutely no way to limit the environmental impact on the Canyon. The simplest solution - and the most obvious and cost-effective - is to simply limit the daily number of people (or cars, or both) entering the Canyon. People who work / stay / live in the Canyon would have credentials that would allow them in regardless. In addition, this could be done via a lottery system to make it available to all and avoid traffic line-ups that might occur as a result of this system. Additionally, gates or other checks at the base of the Canyon would not be required. The daily access to the Canyon could be tied to a license plate (or phone ticket, if someone were taking a bus) and the technology exists to have a few traffic officer cars check license plates in the parking lots at Alta and Snowbird to provide costly tickets if they don't have access rights. This theoretically could also be done with the gondola, but to not have this as part of the plan and have a so called "final" EIS is obviously incomplete. It needs to be comprehensive, working with other groups, including Alta, Snowbird and USDA Forest Service. Otherwise the problems that this plan seeks to solve will undoubtedly lead to other environmental problems, and sadly end up solving nothing. | 32.20C; 32.20B; 32.2.2K | A32.20C; A32.2.2K |
| 36568 | Hayes, Carol | I am a user of little cottonwood canyon year round. I enjoy hiking and skiing, and love this canyon which offers so much in the way of wilderness and solitude. I believe that the gondola "solution" would simply destroy our canyon. The environmental impact alone would be catastrophic, and last forever. It would never be the same place. The experience that one person can have in this canyon is more valuable than this far-fetched and over-reaching "solution" to our vehicle problem! There are more reasonable and conservative solutions that would fix traffic, decrease environmental impact, minimize cost to taxpayers, and ease vehicle use. I believe that most of these problems can be solved by a creative use of buses, transportation hubs, additional "free shuttles" which are already in use, and lots more thoughtfully created places for people to park their cars in the valley. Alta has been successful at implementing a parking reservation system that has helped--Snowbird should be pressured to create solutions for this avalanche of vehicles in the canyon. In conclusion, the gondola is an ineffective traffic solution, has massive negative environmental impact, and is costly to taxpayers. In addition it would be horribly ugly in a pristine natural canyon. We can't afford to make such a huge mistake. Thanks you for taking time to read my comments. | 32.2.9E; 32.2.9A; 32.2.2I | A32.2.2I |
| 32732 | Hayes, Daniel | I support Mayor Wilson's common sense alternatives to Gondola B. Further, a public transit solution needs to be affordable for the general public to use, not just the affluent. | 32.2.9A; 32.2.2I | A32.2.2I |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25583 | Hayes, Fiona | The trade off of destruction of LCC by adding a gondola is not worth lessened commute times - which could be resolved through alternative means - not to mention this is a gimmic for ski resorts funded by taxpayer dollars - the vast majority of whom don't support the gondola as the appropriate solution. How can it be justified to spend this large amount of tax dollars - public funds - on something an overwhelming majority disagrees with? It does nothing to facilitate access points other than those that directly service the ski areas. | 32.2.9E; 32.2.7A; 32.1.2B; 32.1.2D; 32.2.9N | A32.1.2B; A32.2.9N |
| 31497 | Hayes, Jeanne | Not in favor of a gondola! The cost and impact of this project seems way out of line for what can besloved by forced busing or carpool requirement. | 32.2.9E; 32.2.2Y; 32.2.9A | |
| 29178 | Hayes, Ryan | I don't want a gondola in Little Cottonwood Canyon. I use LCC year round, and particularly in the winter months which would make me someone who would end up using the gondola if it was built, but I think it would be a regrettable decision. Is the traffic up SR 210 terrible in the winter time- yes, but is it worth changing the scenic qualities of this canyon for the foreseeable future- no. This alternative is only effective for resorts in the winter. I think it's unfair for Taxpayers to help Snowbird and Alta sell a few more lift tickets and ruin this canyon forever. I think greatly improved bus system with mobility hubs throughout the valley, without widening the road is the way. How will the gondola help traffic in SR 190? Pls ease don't tell me there will be a gondola there too!? Despite being a tax payer, and the fact that the majority of people don't want this, I feel powerless in stopping this from happening. | 32.2.9E; 32.2.9A; 32.2.2I; 32.1.1A | A32.2.2I; A32.1.1A |
| 30594 | Haymond, Jeff | What happened to the increased bus service option? UTA just announced bus service reduction. This is an unacceptable choice. It will increase canyon traffic and decreased parking. I am an employee who rides the bus and now I will not be able to rely on the bus and will have to drive and park. Add more busses especially on weekends and holidays. Busses should be the priority now! | 32.2.9A; 32.2.6I | |
| 32030 | Haymond, Jeff | Please more busses! Try more busses. Employee busses! Busy day busses! Charge toll to drive and fund MORE BUSSES! | 32.2.9A; 32.2.2Y | |
| 32029 | Haymond, Jeff | Busses!!! Busses!!! Busses!!! | 32.2.9A | |
| 37957 | Haynes, Karen | I am not in support of building a gondola. It will cost way to much money to benefit private business. We have too many other real needs in the state to spend this much, again, for private business. | 32.2.9E | |
| 34942 | Hays, Brian | The Gondola is a mistake. It is a massive visual impact that can never be undone. It costs \$550+ million dollars. This is money that should be spent on Utahs water crisis (put all irrigation into pipes not in ditches). We don't need more people at the ski resorts they are already full enough. The parking and road capacity actually acts as a good limit to the carrying capacity of the resorts. Carpooling and buses are a much better option. Inter lodge is a worldwide phenomenon why take that away for the few lucky people that experience it. Do not destroy the visual beauty of Little Cottonwood with an ugly and irreversible gondola. | 32.2.9E; 32.2.9A | |
| 27604 | Hays, Brian | I oppose the LCC gondola. The gondola is a mistake for several reasons: 1 It is an eyesore. LCC is a beautiful, natural escape from the urban sprawl of the valley. A giant aerial gondola will alter this forever. 2. Public funding at this large of a scale should not be used to benefit two private businesses (Alta Snowbird). 3. Climate change, lack of snow, and lack of water are larger issues for the state than congestion in LCC. We should be addressing and funding these problems as our highest public infrastructure priority. | 32.2.9E; 32.2.2E | |
| 30845 | Hays, Emily | We must have improved bus service in our canyons to resorts and our many wonderful backcountry trailheads and front country recreation amenities. | 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 34905 | Hays, Jill | I have lived in the Millcreek area my whole life. I have skied at Snowbird most of my life, I'm 44. I love Snowbird, but I'm concerned that they have zero skin in the game and yet have the most to gain. Over the last several years, ski passes have continued to be more expensive. We have to pay to park. Parking passes sell out in weeks, but to people who aren't from Utah. I realize we need travelers, but I am concerned that Little Cottonwood Canyon is going to be taken from it's locals who have grown up spending their summers and winters up those amazing mountains. I worried about water? Has that been truly thought about? I know we are concerned about clean air, but water seems pretty important for Utahns. I worry that the gondola will tear down more trees. Do we not think about the long term damage? I this really beneficial to Utahns? Especially those who never go up Little Cottonwood, but they get to pay for it with their taxes? Seems shady. Again, why is Snowbird or Alta not helping with the cost? I really hope there is thoughtful consideration of these concerns. Thank you. | 32.2.9E; 32.1.5C; 32.1.2B; 32.2.7A | A32.1.5C; A32.1.2B |
| 33821 | Hays, Mont | It really doesn't need to be done, let's move away from municipal expansion and find a better solution that's more sustainable and affordable | 32.2.9D | |
| 28719 | Hayward, Jake | With everything going on, how is this the best way to spend such an extreme amount of money? Something like this benefits only the users of the canyon and its respective businesses. How much better would this money be spent on the homeless? The Salt Lake drying up? Education? Heck, even land preservation? I received a mailer from the manufacturer of the gondola about how positive it would be, and it deeply frightened me. If they were willing to spend marketing budget on mailers like that, were they involved in the decision process? | 32.2.9E; 32.1.2B; 32.2.6E; 32.2.9N | A32.2.9N |
| 32606 | Hayward, Mark | I feel a gandola would take away from the natural beauty of the canyon. Also a lot of money to be paid by taxpayers who already struggle to make ends meet. | 32.2.9E | |
| 35460 | Haywood, Brendon | I do not believe the the gondola is the best option at this point of time. I would like to see a bus only option implemented similar to how Zion national park operates. | 32.2.9E; 32.2.2B | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35824 | Hazel, Lisa | The idea of a gondola is a terrible. I do not like the idea of destroying the view of Little Cottonwood Canyon to bring in more profit for Snowbird and Alta. The gondola will also be horrible for wildlife habitat and health as well as water quality. We live in a part of the world that gives us fantastic water quality. The gondola will cost millions of dollars to destroy Salt Lake City's watershed that makes it possible for us to enjoy mountain spring water from our tap. For these reasons, it continues to be time to put nature, water quality, and wildlife habitat above profit and skip out completely on the gondola. Additionally, I want to see Wasatch Blvd have the same width it has now with lower sped. To make safety first, people must be first and to do this we must continue to implement road diets and low speeds. I want to see UDOT progress to a road diet on Wasatch Blvd with a 30 mph speed limit. Reflect the healthy choices our planet needs us to make; skip out on the gondola and implement a road diet and a lower speed limit of 30 on Wasatch Blvd without widening the street. | 32.2.9E | |
| 31805 | Hazlehurst, Annie | Please stop destroying the mountains!! Why do you think it's a good idea to harm earth for the sake of profit?? Without a healthy mountain region we will have no water as in zero and this project is catastrophic. This is funded by corporate profit not for the sake of health and viability of the area for any living creature. It should be halted. | 32.1.2F | A32.1.2F |
| 38141 | Hazlett, Zak | Please just chill for a sec and don't do anything irrational. Nobody wants a Gondola except the people making money from it. Gracias. | 32.2.9E | |
| 34884 | Head, Lauren | I oppose building the gondola in little cottonwood. I support ride sharing/increased public transportation and parking reservations. | 32.2.9E; 32.2.9A; 32.2.2K | A32.2.2K |
| 28284 | Healy, Robert | Gondola.....YES-YES-YES.....safer for everyone | 32.2.9D | |
| 25271 | Heaney, Cj | I believe that something major needs to be done with the overcrowding of the Cottonwood Canyons, however I think there are a multitude of things that can be tried before a permeant mark if left in LCC. I think the buses should be attempted to be maxed out, more parking in the canyon for bus access and possible tolling (besides employees and homeowners) should be implemented. I hope the current resources will be exhausted before large scale projects are started. | 32.2.2Y; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 27217 | Heaney, Cj | Hello, I believe something needs to be done about the overcrowding of LCC. However, I do not believe that the gondola is the answer. There are many other less environmentally impactful solutions than having gondola towers lining the entire canyon. I think there are many lessons to be taken from national parks and their shuttle systems and tolling. Please exhaust all existing solutions before putting an irreversible mark on the canyon. | 32.2.9E; 32.2.2PP | |
| 35438 | Heap, Shauna | NO GONDOLA!!! Please please no. | 32.2.9E | |
| 31558 | Heaps, Nathan | I have a condo in Big Cottonwood Canyon. Are you going to charge tolls to residents driving up to their homes? I am strongly opposed to this!! | 32.2.4A | |
| 30413 | Heath, Colin | This whole process of discussion and collecting public comments is sad from the lack of transparency with the gondola. The most asinine thing I've learned is the gondola is not going to run in the summer. Not everyone skis. You're removing a couple climbing problems forever in exchange for a seasonal mode of transportation, when the less obstructive option is running more buses. | 32.2.9A | |
| 26389 | Heath, Eric | I fully oppose the financial debauchery imposed by 2 already wealthy institutions. NO GONDOLA! | 32.2.9E | |
| 38195 | Heath, Geoffrey | <p>I live on the corner of [REDACTED]. My wife and I will be affected as much as anyone by whatever final decisions ultimately are made. I disagree with the local voices who are screaming against the gondola proposal, and am in the minority who support the gondola (based at the La Caille site) as the best concept, for reasons summarized below. I think several points must be kept in mind. They include the following:</p> <ol style="list-style-type: none"> 1. It seems that most (not all, but most) of the opponents of the gondola in the local area here really want to turn Wasatch Blvd. back into a quiet road with traffic more like it was 30 or 40 years ago. They don't like the commuter traffic or the volume of recreational traffic. While that is understandable, they seem to think we could turn the clock back by lowering the speed limit to 35 along the whole road and making current commuters from Sandy and Draper so frustrated that they will use Highland Drive or some other route to avoid having to go slower on Wasatch Blvd. That perspective strikes me as utterly unrealistic and unreasonable. Because of how the southeastern part of the valley has developed over the last few decades, Wasatch Boulevard will always be a commuter artery. It will remain a commuter artery even if Highland Drive is eventually extended southward. 2. Additional bus service up Little Cottonwood Canyon (LCC) during peak ski days will not solve the traffic problem, or probably even significantly affect it favorably. The estimates of how much additional buses would reduce traffic are misleading because they are based on either transparently false or unrealistic assumptions. (1) The estimates assume that there would be no affect on bus traffic from snow and ice on the road up the canyon. That is so laughable as to require no further comment. Even if a bus can handle snow and ice better than most cars, the buses will still suffer the consequences on the traffic of the cars that can't handle it as well. (2) Taking the bus will not reduce the time needed to access the ski areas, because the buses will be stuck in the same traffic jams as the cars. So those who take the bus will have to drive to one of the bus hubs from their home(s), wait for the bus, then climb on into a crowd with several dozen of their best friends who they've never met, and then go through the same traffic nightmare as they do when driving in their cars, and then be subject to the bus schedules in coming back down. In their cars, they have complete control over who they are with, when they go and when they return, are not jammed together with strangers, and the situation is physically a lot more comfortable. The only real incentive for folks who do not now take the bus to switch over to the bus is if a big enough fee were imposed to drive up the canyon so as to make enduring the discomfort of the bus financially worth the trade-off. (What that dollar amount would be I don't know, but it probably would have to be relatively stiff.) But the EIS doesn't actually propose to do that. If I read it correctly, it proposes a fee only for single-occupancy vehicles. I suspect most people who drive now are driving with at least one other person. Consequently, the proposed fee for only single-occupancy vehicles would have little effect. (3) Fortunately, the EIS does not recommend adopting the proposal for additional bus-only lanes up the canyon itself. Construction of additional lanes on the canon road itself would have some of the worst environmental effects and would mar the canyon more than any of the other proposals and still cost an enormous | 32.2.9D; 32.2.7A; 32.2.6.5F; 32.2.6.5G | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>amount of money. LCC simply is not wide enough at several points to accommodate significant widening of the road. (4) The engine exhaust and noise from a large number of additional buses would be more environmentally unfavorable to the canyon and more annoying to patrons and visitors than gondola options.</p> <p>3. I am personally pleased that a Swiss firm was retained to evaluate and work on gondola options. My wife and I have extensive experience with the gondola/tram systems in and above Zermatt, Switzerland, which is a major reason we favor the gondola concept. However, I would urge UDOT to reconsider the design concept and consider smaller and more cars. The model would be the 6-people-per-car system that operates from the southern end of the town of Zermatt and goes up to Furi, then to Schwarzsee and up to Trockener Steg. The system operates (or at least seems to us to operate) at faster speeds than the larger tram cars on other lines (for example, Trockener Steg up to Klein Matterhorn), and carries more people per hour. The smaller 6-person cars depart every ten seconds or so, with automatically opening and closing doors. From Furi to Trockener Steg, passengers can disembark at Schwarzsee as the car temporarily slows and the door opens, or stay on the car and continue up to the final station. The cars are light, and the towers are smaller and lower in height than the larger towers needed for the larger and heavier big tram cars on other lines. No human operators are needed except to run the motors at the bottom and top stations. While a smaller-car system would require more towers than the big tram option proposed in the EIS, the overall environmental and visual impact likely would be less than for the big towers needed for the proposed system. I would urge UDOT to reevaluate the gondola design concept.</p> <p>4. For any gondola system, one of the most important questions is: What's the power source? Is the plan to have Rocky Mountain Power build a big increase in generating capacity to meet what would be required to power the gondola system, or to build an independent generating system? Either alternative involves lots of questions that require analysis.</p> <p>5. The proposals in the EIS for Wasatch Boulevard between Big Cottonwood Rd/Ft Union Blvd and the "T" junction where Wasatch Blvd splits from North Little Cottonwood Rd don't seem to make a lot of sense and appear to be an attempt to placate some of the opposition to the overall proposal. (1) Many of the proposed noise walls would be located along segments of the road where housing does not abut Wasatch Blvd and is located higher on the hill or mountainside above the road and well above the height of the proposed noise walls. What good would the walls do in that situation? (2) There is not enough room on this portion of Wasatch Blvd to make five lanes plus a bike lane plus a special use lane without taking a lot of property adjoining the road by eminent domain---at huge cost and major prejudice and disadvantage to abutting landowners. The road can be made two lanes on both sides for the entire stretch between BCC Rd/Ft Union and the T junction, with shoulders wide enough to serve as bike lanes (as the majority of it is now) without taking very much adjoining property by eminent domain. That would have a somewhat favorable effect on traffic flow. Trying to turn Wasatch into a pedestrian-favorable road at the same time is a pipe dream and would cost far more than it is worth (not to mention the volume of litigation that would ensue).</p> <p>6. A proposal to widen North Little Cottonwood Road between the T junction and the actual mouth of the canyon makes no sense. It would simply change the point where the road narrows to one lane and the traffic jam begins, with no discernible benefit to the canyon or traffic.</p> <p>7. None of the proposals in the EIS will make any actual difference for many years to come, because any alternative ultimately selected involves hundreds of millions of dollars that have to come from sources that no one can now identify. Obviously, the State Legislature is not going to vote to raise about 500 million dollars to fund whatever the final selected alternative is. Nor should it. Clearly, the resort owners need to pony up a major portion of the costs, since they will be primary beneficiaries. The EIS essentially acknowledges that not very much is going to happen in the next many years. At the same time, much of the proposed effort to implement "elements" of the non-gondola alternative in the meantime will cost huge amounts of money that will further delay or subtract from obtaining the funds needed for the gondola alternative. My suggestion would be that if a gondola proposal is selected, scale back the "elements" of other alternatives not selected and focus on action to do limited improvements to improve traffic flow on Wasatch Blvd to the extent practical and undertake the difficult efforts and negotiations to raise money for the main project sooner.</p> <p>8. The smaller-car gondola alternative also has the advantage that it would be easy to build an optional stop near Tanners Flat (similar to the Schwarzsee arrangement above Zermatt in Switzerland), which would open the option to run a gondola in the summer and not just in the winter. That would help greatly in reducing peak summer season vehicle traffic. The parking problems in the canyon during the summer are now acute, and a stop within a relatively short distance of a large portion of the starting points for hiking and other activities could mitigate that problem greatly.</p> | | |
| 38036 | Heath, Karen | <p>After reading all the interim plans prior to maybe getting a preferred gondola in 2050, I hardly know where to start.</p> <p>1. Interim use of buses is totally useless unless a toll is initiated way before the lower Snowbird entrance or the lower Solitude entrance. It needs to be initiated at a much earlier point-like the mouth of the canyons. Additionally, it needs to be charged on ALL cars going up the canyon not just solo drivers. Of course, this option would require ramping up purchase of buses.</p> <p>1a. However, where would said buses be stored when it is not ski season, and this is a huge investment, so how are funds actually raised for a Gondola? Extra buses do seem to defeat the potential need for the Gondola, and maintenance of them could kill the Gondola project-that is if you can force people to take the buses (which they mainly do not take now)</p> <p>2. The proposed wall system along Wasatch is totally ridiculous. The indicated areas on Wasatch are either where homes are actually above the walls, or where there are currently no homes. I live on Wasatch and there is no wall where I live, but I currently hear all the traffic noise now. (Not that it bothers me, and I don't want</p> | 32.2.4A; 32.2.9R; 32.11B; 32.2.6.2.2A; 32.2.9D | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.2.2A |

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| | | <p>my East view blocked by a wall anyway). I suppose if you are just looking at doing retaining walls for dirt that would be affected by widening Wasatch, then, So be it, but the map is not clear on that.</p> <p>3. Wasatch road desperately needs to be the first thing taken care of. Despite what many commenters will say, the traffic is terrible between 4:30-5:30, virtually every workday, when Oktoberfest is happening at Snowbird on the weekends both in the morning and in the later afternoon, weekends during ski season AND any day of the week if there happens to be a snowfall the night or day before (cause it's sick of work day so they can get fresh powder skiing). Where we live on Wasatch does not have a light or a traffic circle, and getting out on to Wasatch is just waiting for an accident.</p> <p>4. Many of the commenters will say that speeds need to be lowered. That is ridiculous and obtuse thinking. Wasatch IS and will continue to be a commuter route. Speeds rarely reach 50 during rush hour due to the lights at 7200, Bengal Blvd, 3500 East connector to Wasatch and the High T light combined with the volume of traffic. It certainly never reaches 50 MPH speed on a good snow day or during Oktoberfest or during the rush hours. The road originally was designed for faster speeds, and lowering them hinders those trying to leave earlier or later to avoid the rush of other times.</p> <p>4. Having been to Zermatt Switzerland several times in the last eight years, I do not see the gondola towers spoiling any scenery. I do believe that the six-seater cars are more efficient than the larger tram cars currently used at Snowbird and some other places in Switzerland. While requiring more cars, the car doors do open and close automatically, requiring less personnel to load and help unload, so the whole system runs more efficiently. The bigger team cars are much more of an eyesore than the smaller gondola cars.</p> <p>5. Finally, I can't emphasize enough the need for dedicated lanes for joggers, walkers and bicyclists. Wasatch is dangerous for all of them, and yet I have no other choice than to walk part of Wasatch to get to a place in a less-trafficked neighborhood to walk or bike.</p> <p>Thank you for your work on this project and all the time you must spend to read all the comments. Sincerely, Karen W. Heath 3416 East 8350 South</p> | | |
| 38181 | Heath, Karen | <p>One last comment I forgot.</p> <p>1. I am definitely for the gondola system, but I think it would be much more likely to pay for itself if there were an interim platform placed near the Tanners Flat Campground, and that the gondola could then be used year-round for skiers, hikers, cross-country skiers. It seems a very real lost opportunity to only have it operating during the winter. The summer traffics for hiking ist horrible, and there definitely are not enough parking places in the Tanners Flat area for hikers in the summers. Even on the weekdays.</p> <p>Thank you, Karen W. Heath</p> | 32.2.9D; 32.2.6.5G | |
| 33345 | Heath, Stephen | <p>I am glad to see UDOT taking into account the publics desire to see alternative options for reducing traffic issues within Little Cottonwood. However it's disappointing that the gondola is still an option that's being seriously considered. The impact to the canyon of building a gondola is far more harmful than the very slight improvement it might bring to reducing traffic issues. I live at the mouth of little cottonwood, and I'm familiar with the red snake that goes on during the winter season, particularly during powder days. However I still believe that these things could be addressed by other, less impactful ways; and, those other less impactful ways (such as increasing bussing, monitoring parking numbers, tolling, alternating days, parking passes, etc) would be effective and useful for the other 80% of the year when the canyon is not socked in. The impact to the whole of LCC's many recreation opportunities is unconscionable. The gondola is akin to cutting off our leg because we scraped our knee - it's a drastic overreaction, being driven by people who are simply looking to make money off of the places that we love, to a problem that can be solved with other means. Please, for the sake of all of those who love little cottonwood canyon as a whole, and not just a place to come vacation with their family once a year.</p> | 32.1.2B; 32.1.2D; 32.2.4A; 32.2.2K; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N; 32.2.9R | A32.1.2B; A32.2.2K; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 26405 | Heaton, Brian | <p>The gondola only serves the ski resorts. it should not be a tax burden. this is a private company issue. I do not ski, but use the canyon to hike and hunt and recreate. this is going to be a terrible eyesore, and long term regret.</p> | 32.2.7A; 32.2.9E | |
| 36207 | Heaton, Cheri | <p>I don't this gondola is in the best interest of our community. The price is outrageous and I believe we could work with what we currently have to improve this situation. There is no need to spend over half a billion dollars to remedy this situation. Even if the gondola were built, there would still be plenty of negative repercussions from building it. The congestion it will cause in the surrounding neighborhood concerns me. We live nearby and we chose the location due to the peaceful, quiet nature of the area.</p> | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 28014 | Heaton, Jeff | <p>Dear UDOT,</p> <p>To say I'm disappointed with UDOT's decision is an understatement. How can a recommendation in spending \$500 million in tax payer money to address a solution that only benefits two business (Alta and Snowbird (plus Niederhauser and McCandless) be justified? This solution will truly only be utilized on "snow" days, which the EIS calculates at 50 days a year. What about the other 315 days of the year? Why destroy the canyon and the neighborhood at its base for so few day a year? How does moving the traffic out of the canyon and into a residential neighborhood solve the problem? It doesn't. I would assume that UDOT can admit that we, as</p> | 32.2.9E; 32.1.2B; 32.2.6.5E | A32.1.2B; A32.2.6.5E |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | Americans, will always defer to using our automobiles first and foremost. As long as the canyon remains open to vehicular traffic we will simply bypass the gondola whenever possible. I don't see this \$500 plus Million expense as justifiable. Assuming that the surveys are correct it appears that there was overwhelming support for solutions other than this eyesore of a Gondola. This would be a massive failure for our community and state. We can do better! | | |
| 37002 | Hebblar, Zayne | Per NEPA, UDOT is required to consider all user groups that spend time in the canyon. This proposal is big, shiny, expensive, and seems to disproportionately benefit the skiing community. With that said, the climbing community is being greatly under considered in this scoping process. Climbing near a metropolitan area is highly precious, and boulders of such quality are a finite resource. By impacting these boulders, UDOT is drastically damaging the quality of climbing near Salt Lake City. Alternative B should be reconsidered, and there should certainly be an aim to lessen the impact on the climbing community - a major recreation group in SLC. | 32.1.2D; 32.2.9E | |
| 29300 | Hebl, Franz | Good afternoon. I am writing in opposition to the plan for a gondola in the LCC as currently proposed. The gondola will not solve the problems resulting from the overcrowding of ski areas in the canyon. I am a 40+ day skier and feel that the citizens of Utah should not fund or operate a piece of transit equipment that will solely benefit a private corporation. Furthermore, this plan will not solve the core problem of overcrowding in the canyons. | 32.1.2B; 32.2.9E | A32.1.2B |
| 36764 | Heck, Janelle | This gondola is a very poor solution to a few days of traffic in the canyons. Our taxpayer dollars should not be used to benefit a few, mainly snowbird and alta. Utah needs to get real...less snow due to climate change. This whole thing reminds me of the giant pumps in the west desert... what a joke. | 32.2.9E; 32.1.2B; 32.2.7A; 32.2.2E | A32.1.2B |
| 30673 | Heck, McKenna | As someone who enjoys the outdoors and skiing very much, I urge UDOT to reconsider the gondola as their leading solution. Putting gondola parking at LaCaille does not solve Little Cottonwood's congestion. It just moves it downhill. Gondola supporters expect taxpayers to spend nearly \$600 million for a system that directly profits two private companies, benefits less than 7% of Utahns, to solve a problem that happens only a handful of days each year. The gondola is the wrong choice for Little Cottonwood Canyon and an unfair deal for Utah taxpayers. Improved bussing can be explored, and scaled up or down as needed. This will also benefit those interested in going up LCC for a variety of activities/attractions, not just those interested in the ski resorts. Bussing as a solution is scalable, and does not require multiple 100+ feet tall towers scarring the canyon and forever impacting the pristine views. I urge UDOT to reconsider the lasting and irreversible damage that a gondola will have on our beautiful Little Cottonwood Canyon. Thank you | 32.2.9E; 32.2.6.5E; 32.1.2B; 32.2.9A | A32.2.6.5E; A32.1.2B |
| 33054 | Heckmann, Heidi | I am opposed to the gondola. Please vote no. | 32.2.9E | |
| 33095 | Hedberg, Anthony | This is a horrible idea and NOT the best solution and you KNOW it. It's money, it's greed, it's corruption. Be better than that. Be good and decent humans. | 32.2.9E | |
| 38545 | Hedllh, Danielle | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.5A; 32.2.9A | |
| 36669 | Hedrick, Chris | I oppose the gondola in it's current form. I do not believe this is a wise use of public funds as it only benefits a small number of Utahns. The ski resorts are welcome to use their private dollars to build a gondola. Buses are the answers to canyon congestion. All over the world buses are used to transport people efficiently; it doesnt have to be a mystery. | 32.2.9E; 32.2.9A; 32.2.7A | |
| 30002 | Hedrick, Larry | Finding ways to put more people up the canyon does not solve a problem it escalates it. | 32.1.2B | A32.1.2B |
| 25349 | Hedrick, Phil | Please do not destroy this beautiful place with big metal towers. People move to slc for the beauty. There's other sports besides skiing to consider | 32.1.2D; 32.2.9E | |
| 25398 | Heeger, David | I am a resident of Park City. I ski at Alta/Snowbird frequently throughout the season. I'm pleased to learn that the gondola option is preferred. I agree that's the best option. But I do have a concern about both the gondola and the interim bus service. We have learned over the past few years, from the covid pandemic, quite a lot about health consequences of enclosing large groups of people in a limited space. There are millions of people in the US alone who are struggling with long-term effects of covid (long covid). Some are literally disabled. Even young people who were extremely healthy prior to the pandemic are now debilitated. Covid is not going away. And we must expect that there will be another pandemic with another novel virus in our near future, followed by yet another. Any public transit solution (bus, gondola) must take this into account and deal with it appropriately. The key factors are: 1) Each bus or gondola car must not be overcrowded. Standing in close contact with complete strangers from around the world is a serious health concern. 2) Ventilation. We now know that covid (and most respiratory viruses including the common cold and the flu) are transmitted primarily by air. When the virus is exhaled by an infected individual it stays in the air for a surprisingly long period of time. So the risk of infection is greatly reduced if the air is completely replaced with fresh air from outside sufficiently frequently and if the space is not over-crowded. Look to air quality standards for operating rooms as an guideline. Importantly, the current standards for air quality are wrong, based on incorrect and outdated information. Please take a look at this article for background on this topic: The 60-Year-Old Scientific Screwup That Helped Covid Kill https://www.wired.com/story/the-teeny-tiny-scientific-screwup-that-helped-covid-kill/?fbclid=IwAR0dH6RjxSN8uA2h-dvD2OwmHoEBxJzBJ8_Nm7LgeV1Zxbr15vDzQLScoMc | 32.2.9D; 32.2.6C; 32.2.6.5U | |
| 33710 | Heffron, Alex | We don't want a gondola! | 32.2.9E | |
| 29629 | Hegerfeld, Steve | I am in favor of the gondola | 32.2.9D | |

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| 34574 | Hegmann, Kurt | <p>Thank you for the opportunity to comment.</p> <p>There are many elements to examine. Durability over decades, functionality/ease of use and environmental impact are probably the most important concerns as no solution is cheap. As well, it should be noted that each aspect of dysfunction, individually and in aggregate, puts pressures on people to use cars.</p> <p>Examining these in no particular order: Durability with Bus is by far the lowest, Tram moderate, and Train is highest where rail lines last a long time tho eventually need replacement.</p> <p>Pollution is highest with buses (both from car tires + lesser component of exhaust driving to the canyon mouths/lots and the buses themselves), moderate with tram (primarily car tires driving to the parking lots but less from the in-canyon perspective) and lowest with trains (less driving to reach a nearer/dispersed parking lot). Other pollutants track similarly.</p> <p>Parking lots buildout is high with the buses and trams but least with the trains.</p> <p>Traffic jams are high with either the gravel pit parking structure for buses and/or probably are even higher with the LaCaille lot for the tram, but dispersed if not negligible for train where the many parking lots are distributed closer to people and buses become more viable to go to the trains.</p> <p>Carrying capacity (including carrying the most people at the 0800-0900 starting times) is lowest for buses, moderate for tram but best for train.</p> <p>The ability to get people in/out of the transit mode is an under recognized, but major issue as it is by far slowest with buses (i.e., annoyingly slow one at a time, and pace set by the slowest person to get up/down stairs who can be wearing ski boots) while it is moderate for trams and fastest for trains (large doors open, and divulge large numbers who quickly go around the slow ones).</p> <p>Ability to access hiking areas is moderate with buses, impossible with the trams and highest with 30-60s whistle stop train stops which can be varied by time of the year/seasonal demand (ala Zermatt, CH, to which IMO decision makers should take a paid trip to allow for a better understanding).</p> <p>The ability to eliminate/reduce rental cars is poor to negligible with buses or the tram option, but is high with a train where direct connection with the airport is possible.</p> <p>There is no leveragability (\$) with the bus or tram, but the train then becomes more leverage able as by obviating the need for a car rental, there are considerable cost savings for the vacationing public (e.g., can charge higher prices on tickets because someone no longer needs the expense of a rental car)</p> <p>Another important aspect is the ability to function when most needed (i.e., snow), which is poor with the buses, but good with either the tram or train option.</p> <p>Functioning when windy is poor with the tram, but good with either bus or train options.</p> <p>Neighborhood traffic jams are Moderate to high depending on the option, e.g., gravel lot, there will be high volume traffic jams on Wasatch and the La Caille neighborhood will be complete bedlam for the tram option, while trains allow for dispersion throughout the valley's parking lot areas and airport.</p> <p>The overall environmental impact is highest with buses, moderate with trams and lowest with the train option.</p> <p>In sum, the key facets of long-term durability, ease of use, minimizing dysfunction, demonstrated successful implementation internationally, environmental impact all align with the train being the superior option, not buses or trams.</p> <p>Thank you.</p> | 32.2.9F | |
| 27336 | Heider, Emily | <p>There is no reason public funds need to be spent constructing in our canyons for an industry that is struggling due to the conditions caused by global warming and the destruction of the great salt lake. Can we focus on preserving and saving the great salt lake first please??</p> | 32.2.2E | |
| 36247 | Heil, Reed | <p>I find it interesting that LCC is pushing so hard for something when you haven't acknowledged the success of the parking lot reservations or the bus system never running at maximum capacity. Until that happens, there is no reason to pursue the gondola but I would recommend a toll like in millcreek with season passes available for super users</p> | 32.2.2K; 32.2.2Y; 32.29R | A32.2.2K; A32.29R; A32.1.2H; A32.2.6S |
| 28843 | Heilesen, Josh | <p>As a local resident, I strongly urge that UDOT do not move forward with the gondola. There is little to no evidence that the gondola will be an attractive option for people who want to get up the canyon. The worst case scenario is that the gondola gets built and significant traffic problems persist, which is an issue that the data has yet to convincingly quell. Additionally, the little cottonwood gondola does nothing in regards to big cottonwood traffic. I suppose this same, extremely expensive solution will eventually be implemented in that canyon as well? A modern, dedicated bus system designed to be appealing to the average skier is a more practical</p> | 32.2.9E; 32.2.4A; 32.2.6.5E; 32.20D; 32.1.1A; 32.2.9A; 32.2.9N; 32.7C | A32.2.6.5E; A32.1.1A; A32.2.9N |

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| | | and broadly implementable solution whose effects could be realized much sooner. At the very least, with the public's great interest and sensitivity to this issue, it feels appropriate that it be voted on by citizens. Thank you for your attention! | | |
| 33674 | Heimark, Craig | <p>My son wrote me on September 30 with a link to an article. The article had the headline "UTA Cuts Public Bus Service to All Utah Ski Resorts Due to Staffing Shortages". In his email was the one line question:</p> <p>"Can't do this... but can build a gondola? What the heck is wrong with Utah?"</p> <p>It prompted some thinking on my part. I have worried for some time, that US politicians have become disconnected from the general citizenry and no longer pursue actions in the common good, instead aiming their initiatives at a very narrow political base. It seems the UTA's persistent and single-minded pursuit of building a gondola for Little Cottonwood Canyon is but the latest example of this trend. I have attended in person hearings on the Gondola. I have also tried as best I can to stay abreast of news reports and skim some of the comments that have been submitted during the public process. While my observations are only anecdotal it seems well more than 50% of the residents are opposed to building the gondola. My estimate from the public hearing I attend was north of 65%. I also know that most of the mayors of the cities and towns most affected are opposed to building the gondola.</p> <p>I do know the benefits of the gondola largely accrue to a very narrow set of business interests but are financed by the public. That is not my definition of political action "for the common good". Rather, it feels like corruption of the democratic process where politician's highjack public servants and public funds for the benefit of a few connected individuals and businesses. It is no wonder that recent surveys all document a marked erosion in the trust between the general populace and the government in the US.</p> <p>I did note that Michael Maughan, the General Manager of Alta Ski Lifts, and one of the obvious beneficiaries of the expenditure of public funds, wrote a very balanced note that identified many far, far cheaper solutions to control and reduce traffic congestion in LCC. Despite his overt conflict of interest, in my opinion, Mike has a more balanced view of the pros and cons of building a Gondola than the UTA or the public officials who are ostensibly elected to serve the public interest.</p> <p>If I were a conspiracy theorist, I would think that the failure to hire enough bus drivers to staff the LCC bus service this coming season was designed to put pressure on the public to support the gondola project. I am not (a conspiracy theorist), so I will instead attribute this unfortunate choice to institutional incompetence.</p> <p>Unfortunately, the incompetence is massive. It seems patently silly that we can spend what will likely be more like \$750m - \$1B on a gondola (after adjusting for inflation and the fact that almost all public work projects come in over initial budget) and cannot afford to staff a busing service up Little Cottonwood Canyon. I am pretty sure if they raised the hourly pay to be the very best in the entire nation we would get a hoard of applicants</p> <p>Here is some simple math. According to Google the average trucker annual compensation is \$46,459 in Utah and \$53,594 Nationwide (Utah is about 15% lower than the National Average). The same Google search reveals that the top 3% of Nationwide truck driver earn \$76,529 per year. If we had 4 drivers that would be sufficient for 15 minute service, but let's double that number to 8 drivers for each hour of service. And instead of 8 hours of coverage let us provide 10 hours of coverage every day of the year, even though the ski season bus service from December 11 to the end of April is only 140 days. By my math this is a total of \$765,290 per year. Now I am pretty sure if the Utah Department of Transportation provided an annual salary that is in the top 3% of the National average driver salary and we guaranteed the drivers they could not be laid off for the next 30 years, we would be flooded with driver applicants.</p> <p>What would this cost compared to a Gondola? The current estimate (which I am pretty sure is WAY low because of inflation) is \$550m dollars. The current 30 year Muni bond rate is 3.95%, so the annual cost of servicing the debt needed to fund the Gondola is \$19.75m. In other words hiring and paying drivers to service LCC canyon on a year round basis at an average service interval of 7.5 minutes (way more than is needed) is more than 25 times cheaper than the Gondola (\$19.75m divided by \$765,290)</p> <p>As my son, Jake, said - What the H E double L is wrong with Utah?</p> | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 32849 | Hein, Derek | I love Little Cottonwood Canyon and Snowbird has been at the top of my family destinations since I was a kid. I would like to see the Gondola put into place and used! Modern technology can protect the environment and move forward into the future safely. Additional safe transportation option to this wonderful location are needed. Gondolas exist throughout Europe and are a wonderful way to get to places. Lets let this happen!! | 32.2.9D | |
| 25850 | Heiner, Trent | <p>I have used little cottonwood canyon for many years, year round, and love the canyon. I've experienced the occasional 3-4 hour traffic-delayed trip down the canyon after a powder day, and yes it's a pain, but the gondola plan is NOT the answer.</p> <p>95%+ of days in the canyon, driving a car or taking a bus will be faster, easier, and much less expensive than a gondola ride - nobody in their right mind would try using the gondola to hike red pine in the summer, or use it to get the resorts when the road conditions are normal. The gondola would be useless, and an eyesore, the majority of the time.</p> <p>The above ignores the costs, which will be substantial - I would be against the gondola even if were free, even if snowbird/alta (as far as I can tell, the only</p> | 32.1.2B; 32.2.6.5G; 32.2.9E; 32.2.2E; 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.2PP | A32.1.2B; A32.2.2K |

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| | | <p>beneficiaries of the plan) offered to pay 100%. But of course, they are not, and enormous unnecessary costs to taxpayers is another reason to be against the gondola proposal.</p> <p>Having used the canyon for 20+ years, it's fine 95%+ of the time, and if you're not willing to wait in some traffic you can merely avoid the canyon on those occasional powder/traffic days (if the weather continues warming, it'll be 99% of days soon).</p> <p>Simply doing nothing is much better than the outlined gondola plan, but if UDOT wants other solutions it's simple: charge a toll / hefty parking tax for all skiers heading up the canyon (\$20+ per vehicle, enough to make a dent, the skiers can afford it) and use the proceeds to have more frequent busses that are free to all. Do this only the rare days when traffic is high; most of the time it's fine as is.</p> <p>PLEASE DON'T AGREE TO THE TERRIBLE, NATURE-TAINTING, TAX-LEECHING GONDOLA! KEEP THE CANYON FREE FROM INDUSTRIALIZATION</p> | | |
| 32311 | Heinig, Matt | Put that gondola in! It is the least impactful environmentally in the long run and most dependable mode of transport for the canyon. The only negative is that you can't connect it to big cottonwood as well. | 32.2.9D | |
| 35927 | Heinith, Samuel | <p>I would like to voice my opposition to the Gondola plan. I am a recent transplant to SLC and access to Little Cottonwood Canyon for rock climbing was part of what brought me here. I am aware and agree that currently the canyon has too much car traffic in it and I support the proposal to add a toll to the canyon, especially if it can be implemented using electronic toll collection. I do not support the gondola plan because I think it will do little to help the traffic situation, especially in the off-season when the gondola will not be running. I think it would be worth it to trial a tolling system, especially during peak use times, like weekends or during ski season, before going ahead with the costly and inflexible gondola system.</p> <p>Thanks, Samuel Heinith</p> | 32.2.9E; 32.1.2F; 32.2.2Y | A32.1.2F |
| 32804 | Heinlein, Danielle | You need a bigger parking lot for the gondola anyway... why not make your big parking lot first then increase the bus schedule and make the bus reliable and see how that goes. I would take the bus if I could actually park at the park and ride (it's always full) and be able to rely on the bus showing up in time. | 32.2.29R; 32.2.2000; 32.2.9A | A32.2.29R; A32.1.2H; A32.2.6S |
| 34308 | Heinrich, Ed | No Gondola. Too expensive. Too invasive. I ride the bus regularly and it works well. Electric busses would be great. Gondola would take too long. None of my Snowbird regular friends plan on waisting time on the gondola. Will gondola be heated and comfortable like the bus? 35 minutes in the cold will be uncomfortable. No gondola with my tax money to benefit private parties. | 32.2.9E; 32.2.6.3F; 32.2.6.5U | |
| 27745 | Heinrich, Terry | A question has always been why is UDOT Deciding on all of these changes. Widening Wasatch Blvd, putting in a 2500 parking spot garage, and a Gondola when 80% of Utah's surveyed do not want to Gondola. Do you people at UDOT ever look at social media? If you go onto the Nextdoor app if you go onto Gondola works video and look at the comments after that video you can see most everyone is against the gondola. Why are you deciding that you want this when all of the Utah does not want it. If you're going to put in snow sheds and they don't work 100% of the time then that is hard to digest. And if you think there isn't going to be any road congestion because you're going to put two lanes past the high T to the parking garage then you are not aware of the every day traffic. There will definitely be slowed traffic going into that parking structure. Have you ever gone downtown to the Marriott hotel and waited in a queue to get into their parking structure? Or have you ever gone to the mall downtown City Creek and got into their parking lot? These are the issues that are going to be extremely important and they're going to slow all the traffic down. And if your whole entire concept is all about commuter traffic then why are we even considering the gondola why don't we just stick to the commuter traffic. And you also said in 2050 that the traffic on Wasatch Boulevard Would be very much increased. Well by 2050 don't you think that ski traffic will be decreased ? we will not have as many skiers because skiing has decreased over the years. Finally I still don't understand how UDOT In good conscience can make this decision about the gondola. Please remember that it isn't too late. We can have a better solution & work harder to save the beauty of LCC. It's not always about the money. | 32.2.9E; 32.2.9N; 32.1.2B; 32.2.6.5E; 32.2.2E | A32.2.9N; A32.1.2B; A32.2.6.5E |
| 27293 | Heinrich, Terry | Why do we have to even consider putting a 10 story parking structure in our housing community next to our homes? Why can't you put it at the gravel pit so BCC & LCC people can have access. Are we only spending 600 million for Snowbird & Alta? What about Brighton & Solitude? This parking structure is enormous. It is already so difficult to get out onto Wasatch. Then you have all the "commuter" traffic coming up 9400 south. They will have to compete with ski traffic in the morning & after work. What about getting into the parking structure? Won't it be all backed up bumper to bumper? All those skiers are going to take one look at that & drive up LCC. Who's idea was this addition to the parking? McCandless Neiderhauser Snowbird & LaCaille? This is a very bad solution we do not want the parking structure. Why are you doing all of this when 80% of Utahns want something besides the gondola. Don't you care what the people want? | 32.1.1A; 32.2.6.5E; 32.2.4A; 32.2.9N | A32.1.1A; A32.2.6.5E; A32.2.9N |
| 27511 | Heinrich, Terry | Please do not build a gondola or parking structure. Corporate welfare, 600 million tax payer dollars, upkeep every year. Why not invest with fast frequent free bus service express up the canyons BCC & LCC. If you have to build a parking structure why not in the empty lot at Hillside Plaza that could service both canyons. Or any area that has existing structure. Or by the gravel pit. Let's make some intelligent common sense decisions please. | 32.2.9E; 32.2.9A | |
| 32991 | Heinrich, Terry | Just wondering how people will be able to stand for 40 minutes with there boots & skis on a crowded gondola. What will you do to provide for an emergency ? What if the gondolas malfunction & stop from high winds or electric storms? Not too confident in Doppelmayr after the tram incident at Snowbird. | 32.2.6.5K | |
| 27407 | Heinrich, Theresa | I read a lot of the 14,000 comments on your website. I thought you told us a long time ago that this comment period wasn't for keeping score for ot against. You implied in your video that wasn't the case. Why do we have to spend so many tax dollars on a gondola that will be bypassed my most drivers up LCC? Let Snowbird solve THEIR problem. Seems like all UDOT Snowbird LaCaille McCandless Neiderhauser care about is \$\$\$\$. There is more to life & to the people in our community | 32.2.7A; 32.2.9E; 32.2.2PP | |

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| | | who Will have to put up with more traffic and more difficulty getting out of their residences. We don't want to drive up beautiful Little Cottonwood Canyon and have to look at a 10 story parking structure and 260 foot towers everywhere. Doesn't Utah care about how the beautiful canyon will turn out? There are other ways to solve the existing traffic. | | |
| 31400 | Heinrich, Theresa | Josh & Carlos, Will the gondolas have heat? Just wondering. The Snowbird tram does not have heat but it is only a 7 minute ride. Won't it be cold to ride something for 35 minutes? What about emergencies? I realize everyone has a cell phone but as a nurse I wonder if UDOT has thought of any problems that you can anticipate. I know from working at the Snowbird Clinic we often took care of patients from the tram who fainted or were having chest pain etc. Some needed oxygen. Just wondering if you have thought of any of these problems because it is such a long ride. Thanks | 32.2.6.5U; 32.2.6.5K | |
| 29898 | Heinrich, Theresa | I am concerned about our tax money paying for 2 hub parking lots that will not be permanent. 110 million spent on 2 parking hubs that will only be in existence to accommodate enhanced bus service during the phased approach. I thought UDOT & GW decided together that they would increase capacity to 2500 instead of 1500 in the GW parking garage. If this isn't true & I don't understand the EIS I would like this defined. Seems like a waste | 32.2.29R | A32.2.29R; A32.1.2H; A32.2.6S |
| 25922 | Heinrich, Theresa | When you talk about a phased approach is Snowbird onboard for this? what have they committed to? Park City is making people have reservations & fees for parking & capping ski ticket sales. How can we see what Snowbird is doing in a phased approach to make things better? Or do they want everything to be status quo & congested so they can get their free gondola? | 32.2.2K; 32.2.2Y | A32.2.2K |
| 30628 | Heinrich, Theresa | In the past few days we have heard that UTA cannot find enough bus driver employees to man the ski busses this winter. How will UDOT be able to get enough employees to work on the gondola, parking garage & everything that entails a gondola? | 32.2.6I | |
| 25804 | Heinrich, Theresa | If 80% of Utahns want something else, not the gondola, Then why did UDOT choose it? | 32.2.9N; 32.2.2PP | A32.2.9N |
| 37126 | Heins, Kate | The gondola will greatly increase environmental stressors on the canyon ecosystem. Construction, increased tourist traffic, etc. will compromise the delicate balance of the area. | 32.2.9E; 32.1.2B | A32.1.2B |
| 25989 | Heinz, Joan | I have come to Utah for more than thirty years to ski at Alta. The image of a gondola marring the view of this beautiful canyon is heartbreaking. | 32.2.9E | |
| 26092 | Heinz, Rick | I would love to take a Gondola over driving or taking a crowded bus, but these are my concerns. I would not enjoy it if it is going to be as crowded as the busses currently are during peak times. A Gondola would be slower than a bus, and I wouldn't want to be standing in my ski boots that long if there is no seat available like with the bus. I would not like it if a gondola invited more crowds to the ski resorts. The lift lines are long enough, and the ski resorts will need to cap how many can be admitted if this inadvertently attracts more people to the mountain. The Ski resorts probably would welcome more people even if it ruins the customer satisfaction, so maybe get more regulation on capacity size on the mountain to force the resorts to cap the admittance if it gets too crowded. I would not want to take the gondola if I have to pay for a pass. It should be paid for with my resort pass. This is primarily to get customers to the ski resorts, so the resorts and those visiting the resorts should be the ones that pay for the bulk of the project, not through taxpayers. The Gondola should only stop at the ski resorts if the ski resorts pay for them. More stops along the way would not be necessary for this reason, but more stops would be welcome in the summer months when there isn't even a bus. If more stops will be added in the winter, they need to be during non peak hours. The gondola should start at a transportation hub that would be easy to get to via trax and bus from all over the valley (again, should be free with ski pass). Do not expect the majority of users to park at the base of the gondola, because you will not make a lot big enough to accommodate that. It needs to be a better option for most people to take public transit to the base of the gondola. | 32.2.9D; 32.1.2J; 32.2.7A; 32.6A; 32.20C | A32.20C |
| 32151 | Heisler, Dale | I am very strongly opposed to any gondola (specifically here gondola alternative B) as transportation up / down either Cottonwood Canyon. They are unsightly, create noise, waste public resources, don't go where most locals want to go, and are a poor substitute for the bus. I've used and watched UDOT for 50 years. UDOT doesn't listen to its ridership, but rather follows its own empire building dreams. It is an over priced, poorly managed obstacle to public transportation in SLCounty. The gondola is its ridiculous extreme concept. It's construction and maintenance are an invasion both to the natural environment in Little Cottonwood Canyon and also would further reduce any sense of solitude or escape from the big noisy city below to those countless folks who hike, climb, run and back-country ski the canyon. NO GONDOLA IN Little Cottonwood Canyon. They serve 2 private businesses and would be funded publicly. No to public funds for any gondola. NO GONDOLA! | 32.2.9E | |
| 32207 | Heisler, Shauna | I am so sad that our beautiful canyon has been made into a vehicle for a few people to make a lot of money at the expense of the canyon and the people of Utah. The gondola will only serve two resorts, and only during the ski seasons, yet will cost millions and stop any discussion about real solutions. While raising money, it is proposed that buses will work to relieve traffic. If this will work, why isn't this the solution? Instead, UTA will obstruct this solution as they have announced they are doing, and the people are the only ones who will suffer. The gondola will create a huge eyesore, noise, years of destructive construction and will be too expensive for most people. It is environmentally damaging, and will only serve the resorts. Why is this the preferred solution? | 32.2.9E | |
| 35548 | Heister, Daniel | No Gondola, it will ruin the aesthetics of little cottonwood canyon. How about limiting the number of people at the resorts. The gondola will ruin many rock climbing areas. Have it udot, the state and sk in resorts way and soon locals won't be able to enjoy the canyon. The gondola caters to the rich and people from out of state, yet tax payers will have to pay. | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.7A | A32.1.2F |
| 34225 | Helbling, Abbie | I do not want the gondola installed. It will ruin the natural aspects of the canyon and construction periods will be terrible for hiking/climbing/etc. Views will forever be obstructed and the beauty of the canyon will be negatively impacted forever. | 32.2.9E; 32.4B | |
| 29174 | Held, January | Before breaking ground on a giant gondola, I hope you consider that studies have determined that the west will likely face a low to no snowpack future in 35-60 years. The snowpack is expected to decline 25% by 2050. The future of skiing doesn't look good at this point and we may be seeing a peak in ski interest right now. | 32.2.9A; 32.2.2E; 32.2.6.5G | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | If this turns out to be the case, the tolling and enhanced bus service without road widening may be sufficient to alleviate the current problems. If you're determined to build a gondola, it ought to stop at other points in the canyon besides the ski resorts so it can be useful in a low to no snow future. | | |
| 32736 | Helfrich, Christine | The longest gondola in the world is only 4 miles long. This whole proposal has not been thought out carefully. With extreme storms increasing with climate change, dangling people from gondolas over a narrow steep canyon is insane and a potential public safety nightmare... all to accommodate the "10%" who can afford the ever increasing cost of ski passes. Do not ruin a beautiful canyon that is loved by more than skiers. | 32.2.9E | |
| 26248 | Helfrich, Ilene | Totally against gondola - it will change the entire feel of the canyon experience... and i am a skier. Public funds should NEVER be used for this gondola... | 32.2.9E; 32.2.7A | |
| 33578 | Helgren, Sam | I'm in strong support of increasing bus service, including more centralized pickup locations in metro areas direct to the resorts. I'm also in favor of tolling. We should the very best to TRY alternatives before resorting to the extreme waste of taxpayer funds and environmental destruction that is the gondola B option. However with UDOT announcing cuts in bus schedules, before the season I have concerns about UDOT seriously attempting to try other options than the gondola. Also the onus should be on the resorts, as they are the ones that are creating the congestion. Public dollars should not be used to solve a problem created by private entities. | 32.1.2B; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 28759 | Heller, Donald | Buses and car pooling Are sane. So many drivers are solo or far less than full Going up and down. Not That hard to solve The problem with voluntary ride sharing and busing. A gondola will take one of the great and accessible Canyons of The world and turn it into a man made theme park. NO TO A GONDOLA !!! | 32.2.9E; 32.2.9A; 32.2.2Y | |
| 33882 | Helmer, Gary | The gondola is best option for the Canyon. More environmentally sound than other options. | 32.2.9D | |
| 31871 | Helmer, Vilma | I had submitted in past my comments, the Gondola will generate money income all year round, it will give Utah the Olympic bid which generate money & will improve the Mormon LDS image internationally, likely convert into Mormonism. The SLC people don't like it bec they don't want to spend local taxes for the gondola. Those against it are so ignorant that buses even if it's electric cause unsightly & noisy pollution from people boarding it. Buses needs maintenance of Bus & roads & traffic. U don't get those from Gondola. Even third world countries Vietnam n Thailand have Gondolas. I laughed at Utah who Wants buses. Is Utah a third world country ?? I supposed so , Utah wants to go cheap. When you spend on cheap stuff like Bus, u get cheap results. Gondolas are the answer & I am not even a skier. Gondolas cause no traffic in Alta & Sandy neighborhood. Get a toll road for the Gondola so the legislature will approve it. Utah u r in 21st century . | 32.2.9D | |
| 30726 | Helmer, Vilma | Gondola cause no pollution in air, no noise, no traffic congestion, no snow to shovel on the road, no road maintenance, no ugly traffic bus to see, cheaper in the future to come, can operate summer for tourism, will generate more money. The funding is being provided by combination of private & public funding. Thank u. | 32.2.9D | |
| 30133 | Helmer, Vilma | I am still for Gondola: no pollution generated, less diseases for our mormon kids & seniors in future, no gas traffic, its for all average income, middle income, high income, it will attract tourism just like Swiss alps winter & non winter seasons, generate funds for Sandy, Alta. Most of all it will preserve nature. | 32.2.9D | |
| 25341 | Helms, Rachel | The decision to build a gondola when literally thousands of people do not want this to happen is disgraceful. While so many oppose this decision, you maybe hear one or two who are for it. There are so many more options to reduce congestion in the canyon, like tolling, incentivizing carpooling, etc, which would be way better options to explore before committing to an expensive gondola that the vast majority of the public does not want. This decision needs to be rethought and reversed before you irreversibly destroy our public lands. | 32.2.2Y; 32.2.2PP; 32.2.9E; 32.2.9N | A32.2.9N |
| 28050 | Helms, Rachel | We do not want you to build the gondola!!! Please kill this wasteful project. We do not want it. There are much better and cheaper solutions for the problem at hand. | 32.2.9E | |
| 28681 | Helsel, Luke | This an incredibly terrible decision. There is no way that the public has chosen this as the preferred alternative. A massive waste of money that will benefit two private businesses. You will ruin the canyon with this option. | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 29246 | Helton, Austin | This is a very costly project to ask tax payers to fund when very few would benefit. If you want an alternate method have the wealthy ski resorts fund it. Also, it seems to be a major eye sore | 32.2.7A | |
| 31490 | Hemenway, Molly | NO GONDOLA!!! This is an incredibly shortsighted proposal that will DESTROY the natural beauty of LCC. There are better solutions! Increase buses! Mandatory carpool! Ban cars! Look at Zion np as a model! NOT EVERYONE SKIS!!! | 32.2.9E; 32.1.2D; 32.2.2B | |
| 27066 | Hemingway, Cole | With the gondola, the changes that happen will effect not only Utahns, but the canyon and the life there. It will destroy the natural beauty as well as climbing, hiking, and other spots for us Utahns. The construction will destroy the natural water stream, that and the drilling will make the area less structurally sound. It will cost way too much, has the potential to break, and will drive wildlife away. The alternatives are better than building something that runs through our beautiful canyons, the people don't want to have to take up anymore of the places to see nor take away from the view going up little cottonwood. There are better alternatives that everyone can get behind that will be left likely to ruin our beautiful states canyons and tourism. | 32.2.9E | |
| 31238 | Hemingway, Henry | To Whom it may concern: I am totally opposed to the building of a gondola up LCC for these reasons: | 32.2.9E; 32.2.2E; 32.2.7A | |

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| | | <p>1. The construction and the presence of the towers will permanently damage the beauty, viewscape and ambiance of the canyon.</p> <p>2. To subsidize Snowbird and Alta in the amount of \$600,000,000+ is a total ripe-off of the State of Utah taxpayers. If it's such a great deal, make them pay for it.</p> <p>3. The construction of the gondola could be obsolete within years with global warming. Like the pumps in the west desert, who know what our climate will be in the next few years.</p> <p>Call me if you have any question.</p> <p>Henry Hemingway [REDACTED]</p> | | |
| 37673 | Hemming, Janet | <p>I oppose the Gondola recommended by UDOT to solve traffic congestion in Little Cottonwood Canyon. It is a terrible waste of taxpayer dollars and will result in this beautiful canyon being permanently scarred with 20 steel towers -- the height of sky-scrapers. For what? So traffic can be alleviated for a mere 55 days of the year? It doesn't add up. A half billion dollars is the estimate for the gondola -- and that's in 2022 dollars, which could escalate each year before the project even begins. UDOT has not secured a funding source and we've learned from Secretary of Transportation Buttigieg that the project doesn't qualify for federal money. It is unfair to place this burden on the backs of hard-working Utahns who are already burdened with severe pocketbook issues -- inflation, a housing crunch, sufficient funding for education, a drastic water shortage, a dwindling Great Salt Lake and more. This is a frivolous project that should not come to fruition. It's a huge giveaway that only benefits a small interest group -- skiers who wish to use two ski resorts during the busiest ski days of the year. Let's find better ways to achieve a win-win by preserving our beautiful canyon and keeping these man-made monstrosities out, while either limiting access to the canyon, getting skiers to "draw" for certain ski days, using electric buses, or something else.</p> | 32.2.9E; 32.1.2B; 32.1.2D | A32.1.2B |
| 36400 | Henderson, Allie | <p>As a Utah voter that is a frequent user for hiking and rock climbing I do appreciate UDOT trying to find an effective solution to the transportation congestion in Little Cottonwood canyon. I do think it is important to find an improvement to the current conditions, but I do not believe that the gondola is the best choice. By adding the gondola it will take away from the experience of non-ski users of the canyon. It is not a responsible choice in consideration of cost, recreation user equity, and environmental impact. It will negatively impact the use of many historic climbing resources. In addition, many seek the canyon for the full experience of being in nature. Having a gondola will take away from that solitude due to the noise from machinery and construction. It would be more ideal for all parties to consider adding a toll to the road. That will encourage people to ride share and drive revenue to upkeep the canyon. Increased bus service would be another great improvement. Thank you for your time.</p> | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.9A | |
| 29134 | Henderson, Blake | I am wholly supportive of the gondola in little cottonwood canyon | 32.2.9D | |
| 32898 | Henderson, Charles | <p>As a former member of the UTA's Board of Trustees, representing SL County, I applaud the bipartisan position on the proposed gondola. As noted, there are several less expensive and taxing alternatives, many of which you have mentioned. I would add to the list exploring the potential for a COG Rail System, like the Pikes Peak COG Rail System.</p> <p>In any case, while serving on the UTA board, we had many discussions about how best to solve the congestion issues in our canyons, and how to serve the need with the least environmentally detrimental approaches. Some of which are proven to reduce some congestion and others with the potential to reduce even more congestion if properly executed, and still allow visitors to enjoy the natural wonderment of our canyons. However, I don't think there's any one solution that solves the problem entirely. I strongly believe we should do what we can now, with low cost or no cost approaches and see where we land before spending dollars on a gondola that will only address part of the problem, cost significantly more money than it is worth and require ongoing costly maintenance. At the end of the day, we should look deeply into the ROI of every option before doing anything that commits significant amounts of public funds. I don't see how the gondola pays for itself and/or provides equity access across the community or solves the congestion issue in all the impacted canyons.</p> | 32.2.9E; 32.2.9F; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 32299 | Henderson, Emily | <p>While I am not completely against the gondola, I am against using taxpayers money for it. It is a lie that it will reduce traffic. Each parking spot will continue to be filled and used. The private entities up the canyon will continue to allow as many cars up the canyon that will spend money in their resorts. The issue at hand is the traffic at the bottom of the canyons. I don't see how adding another high capacity parking lot will ease the burden of those trying to get there and further up The canyon. My neighborhood is directly effected by this traffic each winter. And while it is inconvenient many days of the year, people are fools to think the gondola will solve that.</p> <p>Furthermore the busses are full as well. Reducing the bus fare won't solve or even change the issue except reduce the revenue of UTA. The busses are already at capacity. Good luck with this. Keep looking for new solutions. Consider putting a second parking lot in Alpine. That will divert a lot of traffic, Shorten the travel distance for many and in turn reducing emissions.</p> | 32.2.4A; 32.2.2PP | |
| 29136 | Henderson, June | I support the gondola in little cotton wood canyon | 32.2.9D | |
| 29132 | Henderson, Kirsten | I fully support the gondola in little little cottonwood canyon! | 32.2.9D | |
| 29135 | Henderson, Mac | I support the gondola in little cotton wood canyon | 32.2.9D | |

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| 29137 | Henderson, Neil | I support the gondola in little cotton wood canyon | 32.2.9D | |
| 31531 | Henderson, Norm | <p>The preferred alternative is ridiculous. If UDOT desires to eliminate traffic problems in LCC, eliminate parking along the highway and require that the ski areas implement a parking reservation system. This will eliminate the severe clogging in LCC. There will be no reason for skiers to travel the canyon since they can't park. If you don't want to remove all parking along the highway, then implement a reservation system for access to the resorts. The county or the town of Alta could require land use restrictions at the resorts based on water quality concerns. The general public understands and supports reservations on public lands to preserve a quality visitor experience. Trying to reduce demand by charging for parking or tolling roads without use restrictions is never going to work since high end skiers will always pay the price on desirable days. It will become even more a rich persons activity. A parking reservation system was put into place, it would eliminate the need to add additional paved lanes to the LCC road or Wasatch Blvd. Reservation systems work as evidenced by past experience in Park City during the 2020-21 ski season.</p> <p>I don't see how UDOT will be able to secure federal funds when the preferred alternative is completely contrary to the request made by Salt Lake County through the Regional Transportaton Plan. In essence, it appears that UDOT is attempting to push through its own version of the road to nowhere.</p> <p>The WFRC is a group required by federal law to propose projects from the ground level to prevent such boondoggles.</p> <p>My recommendation is to formally select No Action and describe future management prescriptions to include road upgrades and a simple parking reservation system for the two LCC ski resorts.</p> <p>Finally, I still believe that UDOT should be evaluating a mountain transportation system that connects all seven Wasatch ski resorts. Access to such a system cannot be at the base of LCC or BCC. Lets talk about a gondola system to connect all seven ski resorts and not one that benefits only two resorts and two well connected politicians.</p> | 32.2.9E; 32.2.9G; 32.2.2K | A32.2.2K |
| 29133 | Henderson, Shaye | I am supportive of the gondola | 32.2.9D | |
| 36768 | HENDERSON, WENDY | I am all in for the Gondolas. I don't want to fill the canyons with heavy big buses, big lanes going down the canyon still having problems with avalanches etc. yes I live in Cottonwood Heights, yes we have traffic, I am happy with the decision. | 32.2.9D | |
| 36893 | Hendricks, Brenda | <p>I am a Utah resident.</p> <p>I strongly oppose the building of a gondola in Little Cottonwood Canyon!!!</p> <p>The impact of the development on the canyon and the pristine wilderness area would be devastating and far too expensive for Utah taxpayers.</p> <p>As a professional art teacher, I highly recognize the importance of aesthetics and beauty. A gondola would destroy the aesthetics and beauty of Little Cottonwood Canyon!!!</p> <p>This project is NOT NEEDED!!!</p> <p>Stop squandering our precious tax money. Instead, put all the money where it is most needed - to help save the Great Salt Lake.</p> <p>Earlier this year, "The New York Times" wrote an article on our record low, dying Great Salt Lake. It called the Great Salt Lake an "environmental nuclear bomb." Its all-time record low water level is destroying the lake's fragile ecosystem. It is making the Wasatch Front hotter and drier. It is expected to fill the Wasatch Front with dangerous dust containing mercury and arsenic. It is expected to cause Wasatch Front residents to lose 2 years of life expectancy. It is expected to cause less snow and severely hurt Utah's ski industry.</p> <p>With this emergency going on, why would you even consider wasting over half a billion dollars building an unnecessary gondola that would make Little Cottonwood Canyon ugly?</p> <p>Shame on you for wanting to destroy our beautiful Little Cottonwood Canyon for filthy lucre to fill the pockets of two rich ski resorts.</p> <p>I want NO GONDOLA, NO BUSES, and NO ROAD WIDENING. LEAVE THE CANYON ALONE!!!</p> <p>Something this important and expensive should be voted on by all Utah citizens of voting age, NOT decided by bureaucrats and engineers in the Utah Department of Transportation.</p> | 32.2.9G; 32.2.7A; 32.1.2D; 32.2.9N | A32.2.9N |
| 30557 | Hendricks, Ima | I truely believe this is the only option as we used to have our home in Butlerville. | 32.2.9D | |
| 32479 | Hendricks, Lisa | I am 100% against the proposed gondola project. It will ruin the mountainside, affect the beautiful views, the animals in nature and is completely unnecessary. I don't know one individual who is in favor of the gondola and the exorbitant tax dollars this will require. If this goes through I will NEVER go up that canyon again and will encourage all I know to boycott this. I am so disappointed and disgusted that UDOT isn't listening to the masses of people who don't want this. I wish you were more interested in the public's wants and needs. There are multiple other options that would be a much better, logical fix for the canyon. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26099 | Hendricks, Michael | As a SLC resident, please do not build a gondola. Thanks | 32.2.9E | |
| 35887 | Hendricks, Wanda | I am opposed as this project would impact wildlife and impose too much destruction to surrounding areas of natural canyon. | 32.2.9G | |
| 37601 | Hendricksen, Diana | Please try everything before building the tram. I don't think I should have my tax dollars pay for it at all. Ski reservations should be tried first. | 32.2.9R; 32.2.2K | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K |
| 37203 | Hendrickson, Holly | As a local taxpayer, I don't want to foot the bill for a gondola. We already subsidize public transit, force people to use it, rather than pay for an ultra overpriced alternative. | 32.2.7A | |
| 29712 | Hendrickson, Tim | Agree with Gondola B. There is no perfect solution but the status quo must change and we must look to the future on how to improve Little Cottonwood Canyon. It will be a change and will take getting used to but people will adapt. The Gondola B solution is a reasonable and well thought out. The parking in La Caille parking area is critical to have ample parking close to the bottom of the canyon. Sure some refining will be needed over the years but great work the key issues planned and keep moving forward as quick as possible. Don't let doubters, deniers and lawsuits keep meeting the objective. Thank you! | 32.2.9D | |
| 31762 | Hendrickson, William | I'm 100% in favor of Phased Implementation of Gondola Alternative B as it provides safe access to skiing during major snow events, as well as safe egress. A single central parking area at LaCaille is ideal for efficiency (i.e. car to gondola as opposed to car to bus to gondola). This solution also reduces emissions in the LCC. Please incorporate electric buses (only) when supplemental busing is necessary to serve LCC as part of this gondola solution. Gondola solution should reduce environmental and cost risk of widening the road that would be required for enhanced bus lane. A recent Idaho Highway 55 slope stability project along the Payette River recently tripled in cost due to differing site conditions. Let's build the LCC gondola! | 32.2.9R; 32.2.6.3F | A32.2.9R; A32.1.2H; A32.2.6S |
| 34366 | Hendron, Richard | The entire comment process has been extremely interesting. Well done! The best ideas to come forward are the phased approach, with: (1) Needed road modifications, including better road access for residents living at or near the bottom of the canyon; (2) Timed entry at really busy times, (weekends December through March);(3) Tolloed access beginning at the Snowbird entrance; (4) Snow sheds to counteract bad weather access; (5) Publish the 'secret' formula to predict vehicle traffic numbers and canyon load. It should absolutely be public knowlege! This is a publicly funded project.; (6) Move 'protection of canyon beauty' to #3' on the UDOT list of objectives, rather than at the bottom of the list. Its priority should have been much higher, reflecting our community values for the value of our mountains. Thank you very much- Rich Hendron | 32.2.9R; 32.2.9W; 32.1.4D | A32.2.9R; A32.1.2H; A32.2.6S |
| 26214 | Hendry, Chris | Yes on Gondola ? option. Thank you | 32.2.9D | |
| 34908 | Hendy, Seth | Please don't put up a gondola until we have a sustainable solution | 32.2.9E | |
| 34389 | Henke, Steven | I am very concerned and disappointed with UDOT's support for the Gondola. This is not a worthwhile use of taxpayers funds. It also does not support my needs in the canyon. I would love to use public transit year round in the canyons if they were to stop at trailheads...the gondola only supports ski resorts. It may address some air pollution but better options exist that would be cheaper. I do not want to see or pay for a gondola. You received 14,000 comments several months back, what was the public consensus? What are you hiding? This is alarming and not a well thought out plan. SLC may not have snow in 30 years, why are you planning to spend millions of money for something that does not last and will not be if it the majority of locals. Locals who both use and don't use the canyon? Please rethink your solution. You have come to the wrong conclusion. | 32.2.9E; 32.2.9N; 32.1.2B; 32.2.6.3C; 32.2.2E | A32.2.9N; A32.1.2B; A32.2.6.3C |
| 32844 | Henneman, Rowan | I don't think this gondola is a good idea. Not only are you going to be spending nearly \$600 million of tax payers money, you'll be interrupting the views of granite rocks and pine trees that people find serenity in, you'll be only serving the skiing community, which impacts all of the other people who recreationally use this canyon for however long this project takes (years, I'd assume). You'll be negatively effecting the natural beauty of the canyon with the whirring of construction machinery, and I'd much rather my money go towards something to save our Wasatch, not destroy it even more. | 32.2.9E; 32.1.5C | A32.1.5C |
| 27601 | Henning, Moriah | Thanks for opening another public comment period on the Final EIS around Little Cottonwood Canyon travel improvements. I do not support the final decision to implement a gondola, as I believe the environmental impacts of construction outweigh the benefits. Because I don't want my taxpayer money going to support the construction of a gondola, I support it being as privately funded as possible. I do support the phased approach of implementing increased bus service and tolling, especially tolling only in the upper canyons to leave the lower canyons accessible for all. I also support tolling in Big Cottonwood to ensure that LCC tolls are impactful. I support toll funds going into better bus service, canyon road and trail maintenance, but not to the gondola. | 32.2.9E; 32.2.7A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 29110 | Henrickson, Erik | Hi UDOT team, Just reaching out to submit my comments about the Little Cottonwood Canyon traffic issue. It seems to me that there has been complete disregard about the public opinion, and has been pushed to the most expensive, environmentally degrading, visually disruptive, short term solution when other solutions haven't been tried yet. Let's try a proper bus schedule or toll booth for private vehicles before ripping the canyon apart for a gondola. It's such huge expense for something that will only be utilized for 2 to 4 months of the year max that is serving 2 private business. While I understand getting people up and down the canyon is the issue, have you been up to the resorts on these busy days? The resorts are already at capacity, | 32.2.9E; 32.2.9N; 32.2.9A; 32.2.9R; 32.2.0C | A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.0C |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | and increasing the amount of people that can get up there is only going to make it worse. Please listen to the public opinion. Thanks, Erik Henrickson | | |
| 33234 | Henrie, Ashley | I agree with Mayor Jenny Wilson that Common-sense solutions, on their own, have the potential to solve the traffic problem and provide an opportunity to collect data on efficacy and canyon capacity. Not an expensive gondola. | 32.2.9E; 32.2.2I; 32.2.29R | A32.2.2I; A32.2.29R; A32.1.2H; A32.2.6S |
| 32634 | Henrie, Erin | I am adamantly opposed to the gondola. It is NOT what the citizens want. It seems those elected to represent us are more concerned with partnering with corporate interests. It's so disappointing that this idea has come this far, in spite of clear and widespread opposition from the community. | 32.2.9E | |
| 25851 | Henrie, James | The gondola is the worst of the proposed plans. Please stop the gondola nonsense. Doing nothing is better than the suggested plan. | 32.2.9E; 32.2.9G; 32.2.2PP | |
| 37650 | Henrie, Jenessa | A gondola up LCC is not going to do anything to alleviate the amount of traffic going up the canyon. It will just provide another avenue to get more people up the canyon. The money for the Gondola can be better spent on a better bus/shuttle service, incentives for carpooling, better infrastructure, etc. It would be nice if priority could be given to Utah residents on peak days as it relates to getting up the canyon (i.e. tolls or reservations required for non residents). Hopefully the beauty of LCC can be preserved with whatever decision is made! | 32.1.2B; 32.2.9A; 32.2.4A | A32.1.2B |
| 37800 | Henrie, Lauren | I strongly oppose Gondola Alternative B, and am frankly surprised that this proposal has made it so far. Not only would a gondola be a permanent eyesore and scar on the beautiful landscape that is Little Cottonwood Canyon, it would also exacerbate the overcrowding issues at our ski resorts and recreational areas. Please protect the canyon by NOT moving forward with the gondola. | 32.2.9E; 32.2.0C | A32.2.0C |
| 37879 | Henrie, Lauren | Please do not implement Gondola Alternative B. Not only would it be a permanent eyesore and scar to the landscape of Little Cottonwood Canyon, it would also add to the crowding problems we already have in the canyon. | 32.2.9E; 32.1.2B | A32.1.2B |
| 36779 | Henrie, Marty | Little Cottonwood Canyon is a geologic wonder. The traffic in the canyon is problematic but preferable to the eyesore that would be a gondola. The expense of the gondola can be better used to improve the existing infrastructure and incentivize more car-pooling / mass transit. Please do not proceed with Gondola Alternative B. | 32.2.9E | |
| 25784 | Henriksen, Bridger | I believe it is quite apparent public sentiment is against a gondola. Especially since you have listed the source of funding as unknown, we all know where its coming from. If it was any source other than tax payers it would have been publicized already. Please reconsider a bus expansion. If such massive amounts of funds were to be used I think a two rail train system between both cottonwood canyons would be better suited for public access and environmental protection. No gondola please. | 32.2.9A; 32.2.9E; 32.1.1A; 32.2.9N; 32.2.7A; 32.2.2Q | A32.1.1A; A32.2.9N |
| 30035 | Henriksen, David | I think the phased approach with busses make sense. I think we will find that folks just don't want to take public transportation. We need to take the gondola off the table. It will just make for really long lines at the resorts and ruin the great experience we have here in Utah. | 32.2.0C; 32.2.9R | A32.2.0C; A32.2.9R; A32.1.2H; A32.2.6S |
| 30099 | Henriksen, Jb | I submitted a comment already pointing out all of the reasons I think the Gondola is a terrible idea. One thing I wanted to mention is a possible better use of the funds. The use of the canyons is not a safety, mobility and reliability issue, it is more of an over use issue. The canyons are just too busy and too crowded. A gondola will not solve that problem. It will simply put more people on the mountain sooner, especially during avalanche times. That is a HUGE safety problem. More people will hike in the back country, even if the resorts are closed. More people will die. Keep the canyons closed until they are safe. Use Gondola money to build a new resort in the Oquirrh mountains. It is the only way to get some relief for the cottonwood canyons. Build another resort on Mount Nebo. Just give people more options of places to go in the mountains. NO Gondola | 32.2.9E; 32.2.0C; 32.2.2V | A32.2.0C |
| 28883 | Henrikson, James | I think that the best solution to the traffic problem is to toll vehicles. I like this idea because it seems like it would require the least construction and also seems like the most cost effective option. | 32.2.2Y | |
| 26384 | Henrikson, Nathan | Please dont do the gondola or widen the road! We need to preserve the scenic little cottonwood canyon which i grew up up in! Listen to the people this affects the most! | 32.2.9E; 32.2.9L | |
| 27651 | Henriod, Kynzie | I feel like we should just leave the canyon alone. I don't think we should build anything or force anyone to drive a bus. I think a fee is a little over the top too but its much better than taking so much out. | 32.2.9G | |
| 28125 | Henriod, Kynzie | I feel like the bus transportation is the best option because its not damaging our canyons and the enviornment even habitats. it also wont be shut down for a long period of time so people will be able to visit. | 32.2.9A | |
| 29615 | Henry, Arthur | Having skied in Europe where you can take a train or a gondola to the mountains, I believe that an alternative to the automobile is a good choice. It will help with both summer and winter travel. It would be good if the cost was close to the cost of driving a private car. | 32.2.9D; 32.2.4A | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29025 | Heppe, Chandler | Modify the infrastructure already marring the beautiful canyon (the road) by closing it to private vehicles and making it bus only (hopefully electric someday), or some other way of not further damaging this national treasure while there is a perfectly viable road that will need to be there regardless of whether or not there is a gondola. | 32.2.2L; 32.2.2B | |
| 32786 | Hepworth, Cynthia | As someone who likes to hike and picnic, but who doesn't ski, I would like to see an alternate to the gondola plan. Since the gondola will only make 2 stops at the ski resorts it will do little to improve the congestion in one of our most beautiful canyons. I'd like to see solutions that would benefit more people and enable our growing population to better utilize our canyons without overrunning them. | 32.2.9E; 32.1.2D | |
| 27262 | Herbert-voss, Daniel | Since the ski resorts are the largest beneficiary of this gondola, let them pay for it. No public money should be used that truly benefits only a limited part of the public. I think it is a bad idea to use public money for what in effect is "private" infrastructure (the Real Salt Lake stadium comes to mind). | 32.2.7A; 32.2.9E | |
| 26486 | Herfurth, Michael | Please consider less invasive options before installing the eye-sore of a gondola. Furthermore, this solution is narrow and would likely create new traffic to wherever the massive parking lot is put. Bussing and tolling solutions should be tried before this unnecessarily large and expensive gondola solution is tried. I do not want my tax money to go to a gondola please try less invasive solutions first. No gondola! | 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.9E; 32.2.9A | |
| 33335 | Herman, Danny | Please do not construct the proposed gondola system in little cottonwood canyon. The environmental and aesthetic impact would be disastrous. | 32.2.9E | |
| 34502 | Herman, Jordan | It is clearer now more than ever that the majority of taxpayers do not want to fund an excessively expensive gondola that mainly serves to rake in profits for ski resorts, while at the same time doing truly nothing to limit vehicle congestion in the canyon in the first place, thus, not achieving the goal of reducing vehicle congestion in LCC which led to the idea of constructing the gondola in the first place. Moreover, the gondola does nothing to preserve the value of the Wasatch Mountains, or the fragile watershed, environment, and wildlife that we all care about. We must explore common sense, lower-cost, and lower-impact solutions before "resorting," to the gondola. Please hear us! Sincerely, Dr. Jordan Herman | 32.2.9E | |
| 28218 | Hermansen, Ryan | A gondola would NOT serve the members of this community or Utah as a whole. As a resident of this area for almost 20 years, a gondola would be a stain on the scenery and beauty of the canyon as it stands. Increased congestion, traffic, and crime would take place as parking would dramatically increase at the bottom of the canyon. This would greatly impact residents of the area and only limit who has access to the recreation available by car or bus. Please reconsider NOT installing a gondola and preserving the natural skyline of Little Cottonwood Canyon. | 32.2.9E | |
| 38546 | Hernandez, Alexander | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 35700 | Hernandez, Laura | I write this today with a heavy heart and tears in my eyes to see that we have stooped down to the level we're this is even a actual discussion we need to have. The fact that we haven't settle on a decision and there is so much fight back should be answer enough to understand the people Vote NO to the gondola! We can not devalue or put a price point on something many cherish, call sacred and hands down one of the most breathtaking canyons around. The gondola can not be the right and only answer. This seems like a quick and easy fix for a payout for the tourist, big developers and the resorts. Leaving the rest of us who call it home and make use of its beauty year round what this canyon actually has to offer to sort through the shambles of what will be left after such a destructive construction site. I leave a list of some of my views points below in hopes that other feel the same and share other views that will show you why we as the LOCALS will not cave and sell out to the highest bidders! VOTE NO TO THE GONDOLA!! * How would one access all of the middle points of recreation the canyon has to offer(not just Alta/snowbird) * How long is this going to take, the construction alone would worsen the traffic until completion. * Why can't we find other ways to spend \$550 million dollars into making sure the wasatch will still get snow in the next 40 years! * Destroying all the ecosystems of all plants/animals that's okay a major roll in our day to days. * Putting the money towards others alternatives! Like helping UTA with buses/shuttles, tolls, parking structures. * What's is the maintenance going to look like. In one of the most active avalanche canyons what are the plans if there is severe damage and or how to respond to a stuck cart! * The gondola will only create more traffic for it gives false hope that it will speed up one's time to get up the canyon. I'm reality's you are going to be creating nothing massive and unbelievably long long line. | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.2E; 32.2.6.5K | A32.1.2F |
| 34791 | Hernandez, Maia | The gondola is going to significantly alter the natural landscape of one of SLC's most popular canyons. A toll on the road and/or more accessible UTA buses would achieve the same goals for the canyon, without ruining parts of the canyon that add to its popularity for locals. Please please please reconsider - the consequences of this construction far outweigh the proposed benefits. | 32.2.9E; 32.2.9A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29379 | Hernandez, Michelle | <p>I am against a Gondola project for Little Cottonwood Canyon. My property taxes are increasing each year but my block remains without sidewalks or appropriate street lighting. The pool in our neighborhood closes early and often. The schools are under performing. Traffic is getting more dangerous as there are more cars on the road but less policing. This project would require more of my tax dollars with ZERO benefit to me. Essentially this is a theme park ride for the wealthy paid for by those of use struggling to literally put food on the table and gas into our cars so we could get to work. NO THANK YOU.</p> <p>This would serve non residents who don't care because they are only here temporarily and the wealthy who can afford the expense and even throw parties in the things making them even harder to access.</p> <p>What we need is a road for buses ONLY and plenty of bus service. Our snow belongs to EVERYONE not just those who pay top dollar and play golf with the Utah state representative class. It's EMBARRASSING that this is the project UDOT picks but why the surprise? You guys also approved more idling truck traffic for one the most polluted states in the union.</p> <p>Utah has enough natural beauty and kindness of heart in it's population to draw travelers from across the world. We are already feeling the effects of too much tourist travel. We cannot put the genie back in the bottle. All we can do is expand the current services we have and make them as equitable and air pollution free as possible.</p> | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 31301 | Hernandez, Michelle | I am new to climbing, and have loved getting outdoors more and exploring the beautiful cottonwoods. No to the gondola!!! | 32.2.9E | |
| 35800 | Hernday, Nathan | Implementing no solution and suffering through continued canyon congestion would be more acceptable than the destruction, eye sore, and cost of a gondola | 32.2.9G | |
| 36457 | Herrera, Jonathan | <p>I oppose UDOT's preferred alternative: Gondola B (From La Caille).</p> <p>As evidenced by the original public comments for S.R. 210 Draft EIS, I, and most the public, strongly oppose building a Gondola in Little Cottonwood Canyon, and support an enhanced bus service, tolling, and other restrictions be implemented before any new construction is considered.</p> <p>In UDOT's executive summary for the Final EIS, UDOT claims there is "support for gondola and bus alternatives." While this is true, it misconstrues the overarching message from the 13,443 public comments UDOT received. While UDOT's 258-page public comment response is quite comprehensive, it failed to statistically summarize major themes of the public's wishes.</p> <p>Because UDOT's 258-page public comment response sufficiently documents all the reasons the gondola is a bad idea, there is no reason to expand on that here. Rather, I call on UDOT to present a statistical summary of the major themes from the original public comments and act in accordance with the majority themes, that is: enhanced bus service, restrictions to single occupancy traffic, and no gondola in Little Cottonwood Canyon.</p> <p>Thank you for your careful consideration!</p> | 32.2.9E | |
| 37335 | Herrera, Vincente | I hate this don't do it. It's just a way for snowbird to make more money. | 32.2.9E | |
| 32462 | Herriott, Lise | A gondola is a terrible idea. It mainly benefits the rich and the ski resorts and will destroy access to climbing and other and will be horribly ugly and expensive to maintain. | 32.2.9E | |
| 35535 | Herron McKinney, Lisa | Please do NOT build a gondola. This would be extremely costly to residents when a very small percentage would use it. The damage to the environment, scarring of the beautiful Wasatch Front should be not be an option. Please look into the bus enhancement. | 32.2.9E; 32.2.7A; 32.1.2F | A32.1.2F |
| 28449 | Herron, David | As a Salt Lake County resident, I support the gondola. I think it will provide better safety, lessen road congestion and be somewhat of a draw to visitors. Utah ski resorts need to stay competitive and keep visitors safe. The gondola is the best option. | 32.2.9D | |
| 27145 | Hershgold, Aaron | The fact that buses isn't the first option is not smart. The cost of buses instead of gondolas is \$200 million cheaper while also having a shorter transportation time. If gondolas are built, roads will be widened which leads to houses being taken down, forcing citizens to relocate against their will. | 32.2.9R; 32.2.9A; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S |
| 29347 | Hertig, Michael | Big waste of money as most people will skip it in preference of their car, even with the associated fees. I know I will. Whether we like it or not, we're a car-centric place. Who is gonna add an hour to their trip on both ends to park, unload all their stuff, walk to the gondola, load all their stuff back up, and head up the hill (in a slow gondola) with a bunch of strangers (especially sweaty, smelly strangers on the way back down at the end of the day), when you can drive up and pay a fee. I know I wouldn't, and my bet is the vast majority of other people won't either. Widen the road and build big parking structures at the resorts. That's the only thing that's gonna work, whether you guys want to admit it or not. | 32.1.2B; 32.2.1P; 32.2.2QQ; 32.2.9E | A32.1.2B |
| 25507 | Heslop, Knox | How exactly would the Gondola reduce traffic? The worst traffic days are when the canyon is closed, and cars collect at the base. Now, on every busy day, there will just be horrible traffic getting into the parking structure at the base of the gondola. This idea won't even work, and will impact the Canyons climbing, and natural beauty. This idea really sucks. Please listen to the voices of the people who live here, rather than the companies who only seek profits. The mentality that is driving the decision to put in a gondola is the same mentality that it ruining the entire planet. Please do what's right. | 32.1.2B; 32.2.4A; 32.2.6.5E; 32.4B; 32.2.9N; 32.7C; 32.2.9E | A32.1.2B; A32.2.6.5E; A32.2.9N |
| 31420 | Hetz, Tara | <p>I am a student at the University of Utah. I am an avid outdoor recreationist. I am a lover of nature. I am a conservationist. I am a woman dedicated to protecting our natural environment. I oppose the gondola being built in Little Cottonwood Canyon.</p> <p>I have several questions regarding the decision to choose a gondola as the preferred alternative to transportation.</p> <ol style="list-style-type: none"> 1. How much will a ticket cost to ride the gondola? 2. Who will collect that money? 3. Who will manage that money? 4. What will that money be used for? 5. Will the gondola only stop at Alta and Snowbird? What about all the other points along the canyon that I stop at? I will still have to drive my car up the canyon in | 32.2.9E; 32.2.4A; 32.2.6.5G; 32.19A; 32.2.6.5D; 32.2.6.5O; 32.2.6I | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>order to access these points. 6. How will you mitigate environmental damage from the construction of the gondola? What measures will be put in place? How will you prevent spills into our waterways? 7. Where will people park to get onto the gondola? 8. Will people be able to fit all their stuff onto the gondola? 9. Is the gondola just for day trippers? What about hotel guests and lodge guests? Are you expecting them to bring all of their luggage on the gondola? 10. How long will construction take? 11. What will the towers be made of? What color will they be? How tall will they be? 12. I am really concerned about the future of the natural environment in LCC. If you are planning to destroy it by building a gondola, without considering other alternatives, you are jeopardizing this area for many generations. Why not pilot test a better bus system that runs year round? 13. What do you estimate the economic impact to be of this gondola? 14. Who will pay for the construction of the gondola? 15. Who will you hire for the construction of the gondola? 16. Who will maintain the gondola?</p> <p>thank you and I would like answers to all of my questions.</p> | | |
| 36190 | Heumann, Jenny | I am not in support of the gondola as it will overpopulate our canyons and force taxpayers to move. I would likely move out of the area to avoid tax increases related to this costly suggestion. The road still closes and UDOT still has to work during storms, so it doesn't solve it 100%. Thanks | 32.2.9E | |
| 33724 | Heuscher, Zach | I am a public health worker and business owner in Utah and I oppose to the LLC Gondola project. I am a user of Little Cottonwood Canyon and I was a skier when that activity was affordable. The ski resorts and pass holders and visitors would be the only beneficiary of the gondola for a few busy days of the ski season at the expense everyone else. The ski areas can limit the skiers utilizing the LCC to prevent traffic jams and still provide plenty of people with great skiing but not on the dime of non-skiers. I would promote other solutions including tolling, increased bus service, and working with the ski areas to prevent traffic jams and improve safety in LCC. | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.6A | A32.1.2B |
| 33884 | Hewitt, Greg | The gondola is unneeded and a waste of taxpayer money. There are only a few days per year when canyon traffic is unworkable. UDOT could easily restrict traffic or implement a toll on those days. Besides those few days, people are not going to want to pay \$35+ to take a gondola up the canyon when they can drive up the canyon for free. Thus, the gondola will barely be used except for the busiest days. Yet it will permanently alter the landscape and significantly affect outdoor recreation. Large amounts of historic rock climbing will be destroyed. And the gondola will ruin views for the many hikers, skiers, snowshoers, and other outdoor enthusiasts, who venture into nature to escape the city. For these reasons, and many more, UDOT should not construct a gondola up Little Cottonwood Canyon. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.9E; 32.4B; 32.6D | A32.1.2B; A32.2.2K |
| 38037 | Hewitt, Justine | The gondola simply is not a solution for Utahns. It will severely damage the beautiful canyon and only serves the owners of snowbird and Alta. There are far better and less intrusive solutions. These are much easier to explore before making such a drastic change. Listen to the people. We don't want a gondola. | 32.2.9E; 32.1.2D | |
| 25688 | Heyerdahl, Jacob | <p>Issues to be addressed</p> <p>1) Wasatch boulevard widening will likely not decrease the amount of traffic. As countless traffic studies have shown, when there are more lanes for cars to use more people will drive on them until the lanes are once again congested (induced demand). 1a) What we need is a TRAX line that runs along the wasatch front and connects to downtown so that the people commuting have another option other than driving. 1b) Bike gutters / shoulders /"lanes" are extremely dangerous and especially when they are paired with an even wider busier road. Instead of having two bikes lanes going in either direction can we make the road itself smaller and make a bike specific pathway separate from the road next to the multiuse path. Or if its easier just make the multiuse path wider and make half for bikes and half for walking/running.</p> <p>2) There is no plan for if phase 1 solves the congestion issue. What if having more buses and limiting private cars up the canyon solves the problem. 2a) Is there a plan for what do with the money for Gondola if it turns out that we do not need it?</p> <p>3) Is there a step we can take before tolling or can we limit tolling to only single occupancy vehicles? 3a) What if we required all of the resorts to implement parking reservations? 3b) Can we have a free pass for cars with 4 people in them?</p> <p>4) None of the proposed traffic solutions take into account anyone not going to the ski resorts. So hikers, climbers and backcountry skiers are stuck driving regardless of road conditions. 4a) Why build new trailheads if the new solutions are not going to stop at them?</p> | 32.2.2.2A; 32.2.2I; 32.2.4A; 32.2.2K; 32.2.6.2.4A; 32.2.9R; 32.2.2Y; 32.1.2D | A32.2.2I; A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |
| 33496 | Heyman, Evan | I am truly disgusted with and opposed to the plans to build a gondola in LCC. This "solution" is an incredibly narrowminded approach to the problem of traffic in the canyon. This solution will only cause more issues around parking at the base and allow for an already over crowded canyon to be even more crowded. The downsides to the gondola are glaringly obvious: incredibly expensive wasting tax payers money, significant destruction and alteration of the canyon and it's other attractions, and generally not an effective solution. My biggest issue is the gondola's inability to address overall traffic issues in the valley/parking areas and the | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N; 32.7B; 32.7C | A32.1.2B; A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | limited service to resort visitors only. This is clearly only benefits resort visitors and the resorts. Unfortunately, I do wonder if these comments will even make a difference. It is pretty clear to me everyone who spends any real amount of time in LCC is opposed to the gondola. I fear that the gondola project has no regard for frequent users and really only is catering to those who spend and make money at/from the resorts. | | |
| 35454 | Heyman, Kevin | I support the construction of a gondola in Little Cottonwood Canyon. | 32.2.9D | |
| 26019 | Heyn, Jordyn | Please reconsider the gondola as a solution to traffic in little cottonwood canyon. The environmental deficits that would come due to the gondola are not worth the little benefit that the gondola would bring, especially since there are other options. Besides the environmental disaster that this would bring, the gondola will only service the ski resorts that already can't handle the amount of people that ski each year. The gondola will provide little service to hikers, backcountry skiers, rock climbers, picnicians etc. It's a shame that you would be putting the needs and wants of large businesses before the wants and needs of Utah locals. There are many other options to the traffic and pollution problems that come from the current situation with the canyon. Have a bussing system similar to what Zion NP implemented would be one option. It would be especially beneficial if those buses were electric, such as the BART system in Provo. Please reconsider the Gondola as the option to solve the dilemma in the canyon now. Implementation of a gondola in little cottonwood canyon would truly be a tragedy. | 32.1.2D; 32.2.2B; 32.2.6.3F | |
| 36740 | Heyn, Jordyn | My name is Jordyn Heyn and I am a constituent from East Millcreek. I am commenting because my relationship with LCC is related to skiing and hiking. I urge UDOT to abandon Gondola B. I do not support it because of the crucially negative environmental impacts as well as a disregard for canyon users other than skiers and snowboarders. Have you considered alternative traffic solutions such as an electric bussing system such as that used in Zion National Park or simply increasing UTA bus routes to and from the canyon with enforced parking fees at the resorts? Thank you for your time and effort to accurately represent your community. Best, Jordyn Heyn. | 32.2.9E; 32.1.2D; 32.2.6.3F; 32.2.2K | A32.2.2K |
| 36935 | Heyn, Mitchell | My name is Mitchell Heyn and I am a constituent from Millcreek. I am commenting because my relationship with LCC is very important to me. I urge UDOT to abandon Gondola B. I do not support it because of the environmental impact it'll have as well as the fact that it will only serve the ski areas and no hiking or climbing areas. Have you considered alternative traffic solutions such as a bussing system similar to Zion or expanding the current UTA bussing system? Thank you for your time and effort to accurately represent your community. Best, Mitchell. | 32.2.9E; 32.2.2B | |
| 36971 | Heyn, Shana | I am a constituent from Millcreek. I urge UDOT to abandon Gondola B. I do not support it because I want to protect our amazing canyons. We need less people, development and traffic, not more. Thank you for your time and effort to accurately represent your community. Sincerely, Shana Heyn | 32.2.9E; 32.1.2B | A32.1.2B |
| 31087 | Heyrend, Ridley | I'd like to count among the many making public comment on the eventual commuter change to little cottonwood canyon. As someone who visits LCC a few dozen times per year for hiking, skiing, or to see the resorts I am fully comfortable utilizing ground transit by means of bus and bus routes. I like there would be more jobs for drivers, there's less visual obstruction, and is more adaptable over time. As for air quality, Is there a means by which we could use electric powered vehicles to shuttle individuals up and down the canyon? In regard to the gondola, when it needs maintenance, what then? Could it compensate as flexible to another pandemic as ground transportation likely could? I think the gondola is an exciting idea and may be fun to actually ride but I'm concerned about the long term adaptability and flexibility of it as compared to improved ground transportation. Thank you! | 32.2.9A; 32.2.6.3F; 32.2.9E | |
| 36176 | Heyward, Cameron | A gondola is not only impractical, but charging a fee to ride is ridiculous. | 32.2.9E | |
| 34305 | Hiatt, Paula | I am opposed to the gondola plan. I love nature and I think this would damage our natural environment. I do not think it is necessary to widen State Road 210. I think the principals behind the gondola plan are self serving in their motives. I think this plan is a Trojan Horse for commercial development at the mouth of LCC. It is unreasonable to expect the taxpayers to pay for this. Don't tear up Little Cottonwood Canyon, no gondola, no four lane highway. | 32.2.9E; 32.2.9C | |
| 38547 | Hibdou, Dwight | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 31801 | Hickenlooper, Matthew | Please no gondola. It irreparably harms the nature of the canyon and directly affects my family's enjoyment of this amazing resource in our back yard. | 32.2.9E | |
| 30220 | Hickerson, Nathan | I could not be more against the proposed alternative to canyon access. This is a huge waste of money that could be used to improve our community elsewhere. There is no research anywhere that concludes that the gondola will reduce traffic to the resorts. In fact, the research suggests that this will only increase the number of people who visit the resorts in the winter. It does not solve any of the public's problems. The only thing that makes sense is significantly limiting the number of personal vehicles that can drive up the canyon in the winter. Busing and tolls do much more to reduce emissions and traffic than this plan ever could. Do not go forward with the gondola plan. | 32.1.2B; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E; 32.7C | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33721 | Hickey, Alexander | I am firmly opposed to the little cottonwood canyon gondola. It will do irreparable environmental and scenic damage to our canyon. this gondola WILL severely harm the scenic natural beauty of our canyon and for what?? It doesn't fix the canyons congestion, it does nothing during the off season, and it will cost millions to construct. I am not okay with my tax dollars going to a massive money pit that does nothing of value and actively harms the incredible, one of a kind beauty present in little cottonwood canyon. The amount of harm this will do majorly outweighs any good that would come from it. Do not do this. | 32.1.2B; 32.2.7A; 32.2.9E; 32.7B; 32.7C | A32.1.2B |
| 32028 | Hickey, Ed | I support Alternative B, phased implementation. | 32.2.9D; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 30568 | Hickey, Madison | Born and raised in Cottonwood Heights, UT., I feel immense gratitude to have been able to frequent Little Cottonwood Canyon in each phase of my life. From learning to Ski with parents and grandparents, to forming an almost addictive love for hiking in my teen years, to now raising my own daughter to love LCC as much as I do. The images of gondola towers in LCC bring me great sadness. I see so much of LCC's wonder and solitude being lost to this permanent and invasive "solution". I feel it would be an unforgiveable mistake to resort to such extreme measures without first sincerely attempting to resolve the transportation issues in LCC with less extreme solutions. It is imperative that alternate transportation options such as busses running on a timely schedule and with ample routes be available. It is also imperative that a solution meet the needs of more than just the individuals visiting resorts. As an individual who utilizes LCC for far more than the resorts, I do not feel that a gondola would be a solution for myself or my community at all. I urge you to consider the voices of our community who oppose the gondola as the use of our tax dollars and the future of Little Cottonwood Canyon. - Madison Hickey | 32.2.9E; 32.2.9N; 32.29R | A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 36020 | Hickey, Robert | Hello, Thank you for the opportunity to comment. I love to ski, but the traffic and parking congestion that I have experienced in recent years trying to access the resorts in Little Cottonwood Canyon (LCC) has really made me question if I want to continue skiing in LCC and enjoy the sport I love. To alleviate this traffic and associated negative environmental impacts, I fully support the Gondola Alternative B as proposed and look forward to its expeditious construction. Thank you, Rob Hickey Sandy, UT | 32.2.9D | |
| 25377 | Hickingbotham, Hilary | A gondola is not the solution! It will destroy the canyon without solving the real problem. | 32.1.2B; 32.2.9E; 32.7C | A32.1.2B |
| 25468 | Hickman, Blair | I watched both videos and really appreciate the detailed information. To me, the high visual damage and cost of gondola B is just not worth it. I would urge UDOT to consider a reevaluation after phase 1, rather than committing budget and pre work toward a gondola before even evaluating the real results of enhanced bus service....especially as we don't know how the climate will change over the next several years. Start small. | 32.2.9E; 32.29R; 32.2.2E; 32.2.2PP; 32.2.9N | A32.29R; A32.1.2H; A32.2.6S; A32.2.9N |
| 30404 | Hickman, Matt | I've yet to meet a single person that thinks a gondola is a better choice. Create toll stations, get more buses, but don't make a gondola. It's not going to fix the traffic problem but it will ruin many of the sites and trails up that beautiful canyon. It's also a world class climbing canyon and the city will lose revenue in the long run with the popularity of climbing increasing. Please, no gondola. Anything but. | 32.2.9A; 32.2.9E | |
| 32141 | Hickman, Matt | Little cottonwood is absolutely breathtaking and a gondola would be an eyesore. It would seem to be that more buses and tolling would preserve everything much better. If that's not enough for everyone to go up the canyon then perhaps not everyone should always be able to go up the canyon. The line of thinking of constant expansion will inevitably be the downfall of all of our natural lands. | 32.2.9E; 32.2.9A | |
| 34286 | Hicks, James | Hello Thank you for the opportunity to comment on the S.R. 210 Project. I have to disagree with moving forward with the Gondola B Alternative. The visual and environmental impact is unacceptable. Two private companies will unfairly benefit from the installation of the Gondola. | 32.2.9E; 32.2.9N; 32.17A | A32.2.9N |

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| | | It is impossible to make a decision of this magnitude without determining the fiscal responsibility beforehand. The project is big enough that it should be decided based on public opinion. Sincerely James Hicks [REDACTED] | | |
| 37155 | Hicks, Scott | I must admit, I don't understand the fight against it. I really like the idea of a gondola going up the canyon for the skiers and visitors. I wholeheartedly support it. | 32.2.9D | |
| 29852 | Hiekel, Bill | My family lives in Sandy and we are adamantly opposed to a gondola in Little Cottonwood canyon. We are year-round users of the canyon... whether skiing in winter, snow-play for the little kids at White Pine trailhead (a slice of paradise) and summer drives to the ski areas to eat and hike. The gondola with its 200' towers along this beautiful scenic canyon represents permanent destruction to the natural beauty of Little Cottonwood, and appears to be a solution in search of a problem (for a handful of powder days that clog the canyon... by choice for those skiers/boarders). Not to mention the astronomical cost to burden current and future taxpayers. This appears to be a "free government money" endeavor that doesn't pass the "common sense" test. Hopefully there will be a reversal of this decision that would destroy Little Cottonwood and permanently take away its spectacular beauty. Thank you, Hiekel family | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 37584 | Hiekel, Iuliia | I am adamantly opposed to a gondola for Little Cottonwood canyon, which would permanently destroy its incredible natural beauty with giant towers to support the gondola cars. This project is destructive in so many ways... along with scarring such a beautiful local place with such massive and irrevocable construction, the cost to current and future taxpayers is beyond irresponsible. Hopefully the right decision will be reached and an absolute stop will be put to this ruinous project. Thank you, Hiekel family | 32.2.9E | |
| 27783 | Hiestand, David | It would appear to be a done deal before the 2 "alternatives" were made public. Great job trying to defuse public push back on the money grab. Just wish the money grabbers had some skin in this game. Maybe they will when it doesn't pan out with over runs and low rider ship. Wouldn't it be surprising if the interim measures prove cheaper and more effective than the "solution". You all better make that someone's full time job to make sure they don't end up looking that way cause that would be embarrassing for udot and you buddies you are in bed with. Have fun living on the backs of the masses u don't really listen to. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 26746 | Hietpas, Kirk | I oppose the purposed gondola solution. I believe construction of a gondola will be an eyesore in the canyon and will only benefit the ski resorts. I hope UDOT will consider less destructive alternatives that will benefit all canyon users. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.2B |
| 32654 | Hiett, Alice | The residents of this canyon should be listened to. They are the ones who will live with this decision. | 32.2.9N | A32.2.9N |
| 32868 | Higbee, Jonathan | I very strongly approach the "Gondola Alternative B" plan. Please do not implement. This is an approach, which solely benefits Rich People and Two Ski Resorts, not the "common man" as such. This approach, will mar the landscape, forever. This approach is unnecessary, and really is a gift and gift to the in my view nefarious gondola developers. This approach is not environmentally friendly, wastes tax dollars, represents government malpractice and mismanagement, grift, and corruption. Do, not, implement, a gondola for Little Cottonwood Canyon. | 32.2.9E | |
| 35580 | Higbee, Lindsay | Seems like the majority of us are very much opposed to this. I'm not sure it does much good to add my voice to the throng, but here I am. Please don't do this. The people don't want it. The animals don't want it. There are many other solutions. No to the gondola. | 32.2.9E | |
| 33860 | Higbee, Stacy | Force everyone to ride a better, safer and more efficient bus service. No special exceptions for skiers to drive up. Gondola would be next option. Widening the road is the worst solution and, I think, has the most destructive environmental impact. Thank you | 32.2.2B; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 30094 | Higginbottom, Mark | Hi , i live in the [REDACTED] close to little cottonwood, I ski on average 100 days a year at Alta and Snowbird and 100% support the gondola and hope the concept is expanded across the Wasatch front, linking all our great area's. World class infrastructure for world class skiing. | 32.2.9D | |
| 31736 | Higgins, Brian | First of all, I think the importance of protecting our one-of-a-kind natural spaces should be put ahead of the needs of private businesses. But that aside, we should at least TRY other, easier solutions to the traffic problem before resorting to the most expensive, complicated, and environmentally impactful option immediately. Now is a turning point in Utah's history where we need to put the needs of our land and its living things and wild spaces first. Please be on the right side of that history. | 32.1.2F; 32.2.9R | A32.1.2F; A32.2.9R; A32.1.2H; A32.2.6S |
| 25319 | Higgins, Gwyn | Please do not support this gondola. It will have a massive impact on the canyon and all we need is more buses. | 32.2.9A; 32.2.9E | |
| 37927 | HIGGINS, JACK | Just charge \$100 per car to go up the Canyon during ski season!! Add more busses and SAVE OUR CANYON!!!! Please NO GONDOLA!!!!!! | 32.2.4A; 32.2.9A; 32.2.9E | |
| 37659 | Higgins, Kelsey | As a resident of SLC and someone who regularly commutes up LCC for work I understand the beauty of the canyon and the desire to preserve it. The move towards reviewing and altering our current transportation system to preserve the lands we have access to is long overdue and very welcome. This being said, I do not feel that the proposed gondola is the best solution. The issues I see with the proposed plan is that the gondola will not benefit those who access the canyon for lands | 32.2.9E; 32.1.2D; 32.2.7A | |

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| | | below the resorts, many of whom are residents who will be contributing tax dollars to this project. I also feel that this does that appropriately address the issue of environment equity. Those of us who are able to regularly access the canyons do not represent the greater population of Salt Lake City and the greater valley, all of whom are equally impacted by climate change and will be contributing monetarily to this project. While I have a desire to work to keep the canyons and other natural lands healthy I do not think we can do this while the same amount of funding is not being given to projects to reduce emissions and the environment impact of the greater valley. I feel that the funding needed for the gondola would be better spent improving transportation infrastructure in the valley and other projects such as increasing free transportation programs, electrifying school buses and incentivizing large employers to offset transportation costs. Again, I support the effort to reduce the environmental impact of our transportation however I do not feel the gondola is the most equitable solution. | | |
| 37966 | Higgins, Reese | NO GONDOLA.!!! Charge \$200 per car load.! add more busses.!! Don't Kill the beautiful View up the canyon.!!!! | 32.2.9E | |
| 25310 | Higgins, Will | Busses are fine. Don't literally destroy the natural environment that is enjoyed by climbers and many other canyon users just so that those who want to go to the resorts don't have to sit in a bus. | 32.2.9A | |
| 32602 | Hight, Monica | I oppose the Gondola. It will bring more traffic and cause more harm than good. | 32.2.9E | |
| 38120 | Hilbck, Manina | Please consider a tollbooth like in Millcreek Canyon. 5.00 fee. When so many cars the canyon can hold is accounted for, send the overflow to Smiths Parking on Bengal where UDOT Busses are waiting for skiers with Specific Alta and Snowbird Destinations. | 32.2.4A; 32.2.9A; 32.2.9E | |
| 33368 | Hilbig, Bridget | The environmental impacts of this are not justified. It is a horrible idea. There is already a form of public transportation that people choose not to use. The ski bus is free transportation up the canyon and yet people would rather have the comfort of their own car at the base. It is so short sighted to believe that a gondola will change human behavior. If the road is not closed to traffic nothing will change. Instead of further damaging the ecosystem for the ski industry, we should force people to use the already available buses on the already available roads by closing the road to anyone that does not live or work up the canyon. Spending 550 million on this is benefiting only the wealthy that have been lobbying for this. | 32.1.2B; 32.2.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 25694 | Hilbig, Greg | The gondola option only helps skiers and ruins climbing areas in the canyon. It will be an eyesore. The Central Wasatch had more visitors than the "Mighty Five" You need to do what Zion and Arches to with shuttle buses and reservation system. | 32.2.9E; 32.1.2.D; 32.4B; 32.2.2K; 32.2.2B | A32.2.2K |
| 31985 | Hildebrand, Marilyn | Please no gondola! It will ruin our beautiful canyon. We need to fully study and use other options. I'm thinking about beauty and our wonderful wildlife. | 32.2.9E; 32.2.2PP | |
| 30926 | Hildebrand, Susan | While UDOT proposes the gondola as the best solution, please look closely at the many critiques of this decision. Bottom line, who does this gondola project benefit? Not the many users that enjoy the canyon year round. Your own criteria is NOT met when you say this preferred alternative benefits all users. IT DOES NOT BENEFIT ALL USERS. It is mainly to funnel people to Snowbird and Alta during ski season. What about all the users in between? The hikers, backcountry skiers, sightseers? And at whose expense? Public money? Probably the majority from whom would never use it? You still will have traffic congestion and delays, crowds backed up trying to jockey for parking, then for shuttles, more lines to wait in to get onto the gondola. You can bet many will choose to bypass this and still drive up the canyon to avoid that headache. And is it worth permanently disfiguring the absolute beauty of LCC and what Utah promotes itself to its own natural treasure? This is acceptable? This is not Life Elevated. Even as a volunteer employee of Snowbird, I do not support the company behind this and I know they are lobbying hard. PLEASE go slowly and reevaluate each step of your phased process, to continually critique your own decision making for the general good and best interests to ALL. The eyesore is permanent and obtrusive. What should be supported by UDOT, the state and the ski resorts is more bus service and prioritizing funds for salaries to attract more bus drivers, more buses and frequency. And seriously making bus-only designated lanes to expedite and reward users. Case in point: the recently reported closing down the 953 bus route from Midvale, 6200 Park and Ride, to Snowbird/Alta this winter. Where are the priorities to try to make this work? That's one of the busiest routes out there. As a Snowbird employee, you were unable to board the bus at 0700 or 0730 to get to work on time as it was already full. That translates to that many more cars on the road. There IS a demand. That is what should be supported in short and long term. And it will maintain the attractions and beauty of our canyon and state. Please don't listen to the select few, the companies that will most benefit at tax payers dollars, ie the ski resorts. This gondola does not give access to the canyon for other users. Respectfully submitted, Susan Hildebrand | 32.6A; 32.1.2B; 32.1.2C; 32.2.4A; 32.2.9B; 32.2.6.5G | A32.1.2B |
| 32985 | Hildebrand, Susan | I have already sent in a lengthy comment against the gondola idea. I agree with Mayor Jenny Wilson who has pointed out even more downsides to this idea. How will we ever tell our children and grandchildren how we let that happen, that forever mars our outstanding beauty of the canyons? Something that has always brought in visitors to marvel at. Please listen to the common sense and the view of the majority of citizens, not just two commercial ventures that will profit from this idea. Respectfully submitted, Susan Hildebrand | 32.2.9N | A32.2.9N |
| 38041 | Hildebrand, Zachary | Bad idea! A gondola ONLY helps the ski resort owners. It does NOT help with summer hikers or back country skiers. Public tax dollars should NOT be so 1 dimensional. Let's create a dedicated bus lane. Offer service all year long. I'll fund that with a smile. | 32.2.9E; 32.2.9B; 32.1.2D | |
| 31734 | HILDEBRANDT, ross | The resorts should be paying for this, not the public. If it is the public, the ones that are using the resorts should be footing the bill. | 32.2.7A | |
| 27455 | Hildebrandt, Ross | I do not approve of this. | 32.29D | |
| 35576 | Hilding, Emily | Please please please NO!!! Little Cottonwood Canyon is a treasure. Please don't destroy it to line the pockets of greedy corporations and politicians. This is not how I want my tax dollars spent! Emily Hilding | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 38548 | Hildorn, Dwight | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.20B; 32.2.9A; 32.2.6.3F; 32.2.2I | A32.2.2I |
| 25705 | Hileman, Maddie | The gondola is a permanent, damaging choice that will only lead to worse traffic at the mouth of the canyon. Nobody wins with the gondola, except the greedy people who make money from it. | 32.2.9E; 32.7B; 32.1.2B; 32.2.9N; 32.6A | A32.1.2B; A32.2.9N |
| 25589 | Hilker, Daniel | Hi, I OPPOSE the building of the gondola up Little Cottonwood Canyon. I believe we could better accomplish the access but running a bus rapid transit that could ultimately be converted to a light rail eventually. I believe the this creates better access to the trailheads along the way as well. Running the gondola seems to only serve the financial interests of the ski resorts, but doesn't serve the overall canyon access issues. | 32.1.2B; 32.2.9, 32.2.2I; 32.2.2PP; 32.2.9E | A32.1.2B; A32.2.2I |
| 37083 | Hill, Chris | Don't put a gondola in the canyon!! You will totally destroy the beauty and appeal of it. If you go through with this, I will vote others into office. | 32.2.9E | |
| 33791 | Hill, Connor | Stupid idea. Waste of tax payer dollars. Havoc on wildlife and much much more. | 32.29D | |
| 27164 | Hill, Connor | We do not need a gondula. It's a waste of money and habitat and resources. | 32.2.9E | |
| 32540 | Hill, Eldan | Why even consider a gondola. One lane added so two up in the AM and two down in the PM would accomplish the same thing without destroying property in the canyon. Damage that can not be mitigated. | 32.2.2D | |
| 37974 | Hill, Jane | Please reconsider other options instead of the gondola. The proposed gondola will do irreparable damage to our natural resources and does not serve the needs of the local community who will pay for it. There are many interim solutions that should be put in place. No to the gondola! | 32.2.9E | |
| 34665 | Hill, Jed | As a Utah resident and Little Cottonwood Canyon outdoor user I'm 100% opposed to the proposed gondola and wish to see it removed as a option for transit. Jed Hill Taylorsville, Utah | 32.2.9E | |
| 27564 | Hill, Jeremy | I think the Gondola is an excellent idea. I fully support it. It will be far less impactful on the environment than adding more fossil fuel vehicles, buses, to the canyon roads and far less environmentally impactful than expanding the road to add more lanes all the way up the canyon. | 32.2.9D | |
| 26986 | Hill, John | The Gondola is a terrible idea; and I'm one of the Alta skiers that could benefit. Worst of all is the massive infrastructure and tall towers that would destroy all site line and vistas in LCC. And really, how many people will actually use it, especially if there is still a road. There are only so many snowy days when the crowds rush to the canyon that it would possibly be needed. And with global warming, the ski season is getting shorter and the expense to taxpayers for two companies to benefit: Alta and Snowbird, is bad for all Utahns! Expand buses first and foremost! | 32.1.2B; 32.2.2E; 32.2.9A; 32.2.9E; 32.6A | A32.1.2B |
| 32525 | Hill, Mike | I own property in one of Snowbird's lodges. If a gondola is built, will I be allowed to travel the canyon by automobile without paying a toll? | 32.2.4A | |
| 37092 | Hill, Nathan | Please DO NOT move forward with the Gondola Project. There are better ways, this project will only make it more difficult to get up the canyon and more expensive. | 32.2.9E | |
| 25336 | Hill, Rebecca | I am shocked that this is the proposal accepted. Anytime I talk to members in the community, they are against it, specifically those of us who live near the canyon and it could significantly impact. I do not believe this isn't the best interest of all parties involved, you are simply trying to make certain parties happy. Let's go back to truly consider the other options. There are better ways to deal with the traffic that won't have an irreversible impact on the area. | 32.1.2B; 32.2.2PP; 32.29G | A32.1.2B |
| 35157 | Hill-Filben, Marley | The proposed gondola in LCC is an abomination. My community of hikers, climbers, bikers, and both backcountry and resort skiers are adamantly opposed to this gondola. It would limit access to an amazing resource, nature. We need places we can go where we don't see massive towers and thick cables. Not only if you are wealthy. Why not try one of the many other options that would cause less ecological damage first? It is environmental racism to only cater to those who can afford to downhill ski, as one of those people I would like to encourage and support marginalized groups to access the mountains and the activities that everyone deserves to enjoy. | 32.2.9E; 32.29R; 32.2.2PP | A32.29R; A32.1.2H; A32.2.6S |
| 32204 | Hillock, Christy | I strongly oppose the gondola project. It will have a detrimental effect on the beauty of the canyon. It isn't scalable for increasing crowds/usage. It isn't user-friendly, as users will still have to park somewhere and move gear to the gondola. Finally, it requires new infrastructure rather than making use of the roads already built. I would support enhanced bus systems with origin points located closer to people's homes in the valley. | 32.2.9E; 32.2.9A; 32.2.2I | A32.2.2I |
| 30529 | Hillock, Joe | The gondola is not the solution. It will not solve traffic issues for locals and will only be used by tourists and those that can afford to stay at the resorts and hotels that will be developed at the base station. Public money should not fund private development. Traffic to and from the gondola base station will still be a problem. Parking will also be a problem at the base station. Enhanced bus service is the preferred and logical solution. It would allow more canyon users to get on buses closer to their homes and hotels. It can be scaled as needed. Let's try busses first before putting in this gondola. The announcement that ski bus service is being reduced this year is a total joke and a clear sign that the general publics opinion is not being considered. | 32.2.9E; 32.2.6.5E; 32.2.9A; 32.29R; 32.2.6I | A32.2.6.5E; A32.29R; A32.1.2H; A32.2.6S |

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| | | NO GONDOLA! More frequent and Enhanced bus service picking up canyon users closer to their trip starting points is the real solution. That combined with tolling, car pool requirements, and/or private vehicle restrictions in LCC on heavy use days. | | |
| 32506 | Hillock, Jonah | In my opinion I think that UDOT should not build the gondola. I think doing that would take away the beautiful scenery of the mountains because if they do that I will always see giant metal poles up the canyon. I wish that UDOT would make all the other improvements that they are planning to do but just not the gondola. I would also like if UDOT put mobility hubs scattered around the Wasatch area and a bus would leave every morning, and I don't want the bus to be full because one day I was going skiing and we got on the bus and the bus was completely at full capacity and I was stuck in the middle of the giant crowd. When we finally got off the bus I almost vomited. It was horrible, that's why the bus can't be completely full. To make more people use the buses there would be tolling stations at the mouth of the canyon if there is only one person in the car they would be tolled \$25-30. In conclusion I think that they should improve all the problems and not put the gondola up the mouth of the canyon. | 32.2.9E; 32.2.2I; 32.2.4A; 32.2.9A | A32.2.2I |
| 27360 | Hillock, Jordan | Stop using tax payers money to fix a private industries problem. A tourist attraction built by the state tax payer. It won't solve any problems. Its only going to be used as an attraction to bring more people to the area and overload the system. Waste of tax payer money. Ski resorts should have to pay for it. Only building it as a tourist attraction and to further alienate locals. | 32.2.7A | |
| 33227 | Hills, Kim | I'm opposed to this project. the cost is too much for a Gondola that benefits too few people. I for one will not be benefited in any way that I can see & my taxes continue to go up every year. Do not fund this project!!! | 32.2.9E | |
| 28201 | Hillyard, John | I think it's a terrible idea to put a gondola in Little Cottonwood Canyon. In the first place, much cheaper alternatives have not yet been tried. These would include a mandatory reservation system at the two ski resorts for people to park. With no reservation, you don't enter the canyon. This would encourage more people to use buses. If you didn't or couldn't get a reservation or don't want to use the bus, go to a different ski resort and too bad for the out-of-state skiers. Another untried alternative would be to have a tolling system in the canyon and make the tolls on so-called "powder days" very high. Any of these alternatives would have the people actually using the canyon pay for it. The idea of putting all the towers in the canyon and stringing cables between them for the gondola would absolutely and permanently ruin the canyon forever. The money needed to build this monstrosity will certainly be more than your estimate and the billionaire owners of the two ski resorts shouldn't get corporate welfare to build this anyway. I think it's shameful how they have been buying ads on TV and elsewhere to try and sway your decision at UDOT, but it looks like it worked for them. Why don't you put this up for a vote, or does big money know it would lose? I intend to lobby my state representative and senator to ensure that this project never gets funded by the legislature. Thank you, have a nice day. | 32.2.9E; 32.2.4A; 32.2.2K; 32.2.9N; 32.2.9R | A32.2.2K; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 27392 | Hillyard, Robert | I am OPPOSED to the gondola option. I support charging fees for private vehicles using the road and additional bus alternatives with less cost than for private vehicles. | 32.2.9E; 32.2.9A | |
| 33231 | Hilterbrand, Amelia | I love the idea of a gondola, but PLEASE don't toll this canyon. Nature should be for everyone, not just those who can afford tolls. | 32.2.9E; 32.2.4A | |
| 36062 | Hilton, Douglas | There needs to be more information provided to the citizens such: how much is a round trip going to cost skiers, travel time from pick up to arrival, estimated maintenance costs. | 32.2.4A | |
| 31059 | Hilton, Kirk | No. Just no. This does not resolve the traffic problem, but does create an environmental and ecological disaster. You can't "undo" this gondola and the traffic will persist regardless. No! | 32.2.9E | |
| 29165 | Hilton, Kristie | We have to destroy everything we touch... what happens to the wildlife and the natural mountains we all enjoy. This is about skiers and you expect the taxpayers to pay for whatever you do for a select group of people. We cannot replace what you intend to destroy ever! It's incredibly sad. | 32.2.9G | |
| 33017 | Hilton, Kristie | I think it's a terrible idea for all the reasons already stated. It will change our beautiful mountains forever and the wildlife will be affected, how can they not. It only serves a certain group of people yet you want all the tax payers to pay for it. I am absolutely against it!! | 32.2.9E | |
| 28096 | Himbert, Caroline | First, i would like to make clear that i strongly believe the increase in bus services, especially e-buses will be the best option to solve the traffic issue in LCC. Parking reservations and paid parking over the past season at Alta and Snowbird have already shown a substantial effect on the traffic and show that it is NOT needed to spend a billion dollars to build a gondola. Although, I recognize that the UDOT team has made an effort to accommodate concerns regarding building a gondola in LCC, they do NOT eliminate major issues and risks for our canyon. Let me summarize my arguments against a gondola: - Costs: A gondola is cost-intensive to build. Although the organization believes that it will save money in the long-term, I strongly believe that the organization misses an important aspect: If individuals have to pay for the gondola + parking at the gondola while the road remains open, people will still take the car up the canyon and not use the gondola leaving us with a destroyed canyon with an empty gondola and same traffic issue. - Accessibility: Charging for gondola rides and parking on bottom of gondola limits the access to our canyon to those who can afford paying for a ski pass plus gondola ride (mostly tourists from out of state) - Recreation: Building a gondola will have a tremendous negative effect on the recreational areas in LCC. 20 gondola towers will not simply be flown into their place, construction roads will be required to each one of them and destroy any nature and habitat for many animals around them. Climbing areas will loose their privacy and have a gondola car pass by every 2 minutes staring at them climbing. - A gondola will only be beneficial for a very short amount of time during the year while have such a huge impact on the canyon. | 32.2.9A; 32.2.6.3F; 32.2.2K; 32.2.4A | A32.2.2K |

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| 36479 | Hinckley, Kait | This is a terrible idea, I'm shocked that Utah would consider ruining one of it's prized canyons with such a horrendous looking thing, not to mention the implications of what the construction would do to the ecosystem. I really, really hope that this awful gondola gets shut down. Money would be better spent investing in electric buses to eliminate emissions and traffic up the canyon. They wouldn't require billions of Utah's dollars in construction either. NO to the gondola! | 32.2.9E; 32.2.6.3F | |
| 27111 | Hindley, Jack | I would just like to add my voice to those of so many others who disagree with the proposal of a gondola up Little Cottonwood Canyon. This canyon means a lot to a lot of people. I personally have grown up skiing exclusively this canyon and use it all the time year round. The view of the canyon literally fills my heart with joy every time I see it. After serving a 2 year LDS mission, the first thing I did with my family was to drive up Little Cottonwood to Alta and just enjoy my favorite view in the world. I know there are many benefits to having a Gondola, but I know that for me, none of those will ever mean more than the current unobstructed view looking down the canyon. Waiting in a long line of cars at the end of the ski day is a small price to pay for such a pristine and beautiful canyon. Please try out the bus system, see how it works, and seriously consider not putting a gondola up the canyon. Thank you. | 32.2.9E | |
| 33951 | Hines, Peter | Dear UDOT, I do not support the proposed Gondola project in LCC. I think it is an overkill and too expensive non-solution for the problem at hand that will mainly only benefits Alta/Snowbird and will create a permanent eye-sore in the canyon. Being a native Utahn [REDACTED] I'm an avid outdoorsman and regularly visit the Wasatch Mountains to hike and ski including Little Cottonwood Canyon. I'm well aware of the overcrowding and the traffic problems in the canyons and LCC which is particularly acute on powder days; however, I think there are other solutions that can address the problem that are much more cost effective and less environmentally impactful than a ugly gondola defacing the natural beauty of LCC. Feel free to contact me directly for additional commentary. Peter Hines, [REDACTED] | 32.2.9E | |
| 37437 | Hinkley, Ron | The gondola is a bad idea | 32.2.9E | |
| 32816 | Hinkson, Elizabeth | I oppose raising my taxes to support a handful of private businesses. Only those who will use the gondola (or other modes of transportation) should have to pay for it. I live on the other side of the valley and don't ski, so I don't want to have to pay to benefit those few businesses. | 32.2.9E; 32.2.7A | |
| 34454 | Hinman, Elise | I represent a hiker, climber, and snowshoer in Little Cottonwood Canyon. I do not agree with the preferred alternative to build a gondola in Little Cottonwood Canyon. Please try less invasive options like increased bus service or a toll or a lottery before building a gondola. Let's face it: traffic often comes with powder days and those will likely come less and less often with climate change. It doesn't make sense to build a gondola that only really has utility on these few winter days. I do not want my taxpayer dollars going to this invasive, gluttonous, wasteful project. Please try other options first. Please. Thank you for your consideration. | 32.2.9E; 32.2.9R; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S |
| 30509 | Hinn, Peyton | Please DO NOT PUT A GONDOLA HERE!! please try to save a little adventure for people! More importantly save the environment!! | 32.2.9E | |
| 34333 | Hinrichs, Pamela | Every piece of land saved is critical for biological diversity of plants and animals. Since this land is going to be disrupted, PLEASE use the LEAST INVASIVE Gondola Alternative B. Thank you. | 32.2.9D | |
| 30760 | Hinrichs, Pamela | Of course, keep the wild wild, protect our wildlife, use our land and energy sources wisely. It is critical in an overpopulation (people) world. Thank you. | 32.2.9G | |
| 30761 | Hinrichs, Pamela | Please do all you can to preserve our lands, our wildlife, our open space. Use our energy wisely. THANK YOU. | 32.2.9G | |
| 26705 | Hinrichs, Pamela | Keep the wild wild. Please. | 32.2.9D | |
| 33298 | Hintze, Caleb | I am an avid skier and recreational user of little cottonwood canyon. Though the gondola sounds interesting, it is not a good solution to traffic and will damage the canyon otherwise. Please do not waste my taxes on this expensive and pointless solution! | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 36217 | Hirn, Evan | Gondola is not the answer!! Please consider year round mandatory bussing! The gondola does not fix any problems and will only lead to a worse situation! It won't fix any summer traffic, bcc traffic, or lcc traffic. People will still try to drive up the canyon in the morning to try to get parking at the resorts. A huge construction project such as the gondola will affect wildlife and local recreation such as climbing and backcountry skiing. The resorts are not the only attraction in lcc. Utilize the parking you would have to make for a gondola, and make it a bus hub! Force people to take busses, and have the occasional backcountry bus that has the ability to stop at any fork along the road by request. Try it out without widening the road and if need be, that can be an option for the future. I know some people don't like riding busses, so nicer busses may help, or make them fit the skiing theme somehow. Please don't let the wealthy resorts sway your vote, it's clear what the community wants and this isn't a reversible decision. In the end, it's the taxpayers money so please please do what the community wants :) | 32.2.2B; 32.2.9E; 32.2.2B; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 28634 | Hirsh, Jaime | I am an Alta/Bird passholder and please, no gondola. Nobody wants this outside of tourists and the ski resorts. We do not need to spend taxpayer dollars on a solution that will benefit private businesses 50 days a year. It is absurd. We can manage the need with added bus service and capping the capacity of the canyon. | 32.2.9E; 32.2.9A; 32.2.2K; 32.1.2B; 32.2.7A | A32.2.2K; A32.1.2B |
| 33986 | Hirth, Debbie | NO gondola!! This is a terrible idea for our environment! | 32.2.9E | |
| 33987 | Hirth, Harold | Being a retired biology professor this gondola is a terrible idea for the ecosystem in our canyons! I vote NO | 32.2.9E; 32.2.9N; 32.1.3A | A32.2.9N; A32.1.3A |
| 36730 | Hise, Patricia | DO NOT built gondola for 2 private ski resorts on tax payer \$ many other alternatives Use \$500m towards The Great Salt Lake !! You won't have skiing without the salt lake | 32.2.9E; 32.2.7A | |

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| 36532 | Hiskey, Sandra | I am against the gondola proposal, as I think that is the most expensive option, plus I think it will severely impact the environment. I think they will be an eyesore and will not serve the public good. It's so expensive, and I (as a taxpayer) am totally against investing so much tax money into this proposal. There must be other options that would be more feasible and affordable. | 32.2.9E | |
| 30788 | Hite, Cody | Don't build the little cottonwood gondola! | 32.2.9E | |
| 33925 | Hjelde, Hans | Hello- I'm in favor of the Gondola proposal. I have lived in Utah for 25 years and think it's a no brainer. It's the best way to get cars off the rd and have access year round. Thanks | 32.2.9D | |
| 27691 | Hlas, Michael | The gondola is the best option for the canyon. Widening the road will only kick the can down the road for a few years until traffic catches up with the added road capacity. We don't want to increase the number of cars going up the canyon. A gondola is a carbon free, reliable means of transportation and will help preserve the beauty of the canyon for much longer. Please support the preferred alternative and build a gondola. | 32.2.9D | |
| 29523 | Hoagland, Max | I am opposed to a gondola up little cottonwood canyon. While I don't think it's a horrible option, the fact that 80% of people oppose it makes me think building it is not very democratic. Listen to the people and don't build it. The other option of widening the road and expanding bus services seems a lot better, especially since I have heard that in the summer the extra bus lane could be used for Bicycle road space. Little Cottonwood is one of the jewels of the Wasatch and of Utah; please don't muddle it up. | 32.2.9B; 32.2.9E; 32.2.9N | A32.2.9N |
| 27698 | Hoang, Hong-yen | I support expansion of bus routes. The gondala needs to end and not be built. | 32.2.9E; 32.2.9A | |
| 32974 | Hoban, Carol | NO ██████████ GONDOLA!!!! Is that clear enough????? | 32.2.9E | |
| 37184 | Hobbs Orme, Nancy | I am totally opposed to the gondola for several reasons: 1) who benefits: Snowbird and Alta skiers. Period. 2) who pays: All of us (literally and figuratively), regardless of whether we ski or not; 3) visual pollution - probably my strongest objection. (These are not listed in order of importance.) 4) Better alternatives, ie, electric buses. Thanks to SL valley mayors, this alternative has been tested and seems to work. Certainly put electric buses to the test (don't scrimp on trips - consider the gondola cost!) for a couple of years before throwing a bunch of money at a hyper-expensive gondola. 5) Speaking of which, how about invest some of that prospective gondola \$\$\$ into the Great Salt Lake's restoration? Without the lake, the snow's not going to be "the greatest." First things first. 6) Saving our environment for future generations. So much is already lost; we owe the canyons to our grandchildren and our great-great-great-great-grandchildren. The cost of a gondola ride up the canyon is going to be so prohibitive that, even as someone I believe is probably better able to afford it than most, I don't believe, I could -- or would -- pay for it. Is it anything beyond a Snowbird (and big development investors) pipe dream? | 32.2.9e, 32.1.2d, 32.2.7a, 32.2.6.3F; 32.2.2E | |
| 28909 | Hobbs, Daniel | Very poor use of our tax dollars. Find homelessness, addiction services, mental health, children. This is a ridiculous use of our money. | 32.2.9D; 32.1.2B | A32.1.2B |
| 27916 | Hobby, Joseph | UDOT, I am extremely disappointed in your decision. I am local and homeowner who resides at the base of the canyons (████████). Your decision is impulsive and negligent, thinking only of tourism and convenience not efficiency and long term resolution. How is the gondola going to help with the 200 cars parked at White Pine TH each weekend in the summer. How is a 550 million (which will probably be 1 billion given how projects like these typically end up) project going to be rationalized when there are more important issues like finite water in this valley, poor air quality and a drying lake, all of which that could benefit from this money instead. Easiest solution... take a look at Europe and the Alps or even solutions within this very state in Zion NP. Buses are used all around the world and make the least amount of impact with the greatest amount of flexibility and efficiency. If it requires closing the canyon (like ZION NP) I am all for it and would force all of us to use a parking hub and public transportation. I work as a Mountain Guide taking my guests backcountry skiing, ice climbing and teaching avalanche courses in the winter time and commute 5-6 days up the canyon each week most of the time taking the bus or carpooling with my clients. My guests would be happy to take public transportation and we will benefit ZERO from a gondola that only serves private entities of Alta and Snowbird, which will probably eventually serve Park City when you approve the Canyon Link(?) gondola project. Correction will serve capitalism and the filling of private entities pockets. Think about what you're doing, don't take the easy way out. Remember those passes you handed out a couple years ago that had a snowflake to show our vehicles were approved to travel up canyon but you not the police rarely checked at the mouth of the canyon. I understand that is a hard job and the gondola seems like it is not but a bus system would not be as well. The amount of times the canyon is closed due to avalanche activity is FAR less than due to traffic or a wreck. Think about it and don't change the landscape with this decision, we can NEVER go back once the land is changed to accommodate those towers. | 32.2.9E; 32.2.6.5G; 32.2.2B; 32.2.2M | |
| 33806 | Hobday, Eric | October 14, 2022 355 N. Quince St. SLC, UT 84103 Little Cottonwood Canyon EIS c/o HDR 2825 E Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121 Dear UDOT Project Team, I have resided in the Salt Lake Valley for more than 20 years. I am, and have been, a frequent visitor to LCC throughout this entire time. I hike, trail run, bike, resort ski, back country ski and rock climb in LCC. I am opposed to the Gondola Alternative B (and A for that matter.) UDOT and the USFS have failed to meet the NEPA requirements for an EIS. In the words of Peter Dahlgren in the Salt Lake Tribune on 28 July, 2022, "Shame on UDOT. They should be sent back to the drawing board." I could not agree more. | 32.1.1A; 32.1.2B; 32.1.5B; 32.2.2E; 32.2.2PP; 32.2.6.5A; 32.2.6.5C; 32.2.6.5F; 32.2.6.5K; 32.2.6.5N; 32.2.6.5U; 32.2.7A; 32.2.9E; 32.2.9N; 32.2.4A | A32.1.1A; A32.1.2B; A32.2.9N |

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| | | <p>My comments to the EIS are as follows:</p> <ol style="list-style-type: none"> 1. The traffic congestion problems in LCC are caused solely by resort skiers at Snowbird and Alta. 2. These resorts are owned by large and profitable companies. Taxpayers should not be burdened with the cost of fixing a problem the resorts intentionally caused for their own private financial gain. 3. If Alta and Snowbird are subsidized with hundreds of millions of dollars in taxpayer money, it is a foregone conclusion that Brighton and Solitude will demand equal treatment. UDOT should take the cost of the taxpayer subsidy for LCC and double or triple it for BCC. This would be a more honest estimate of the cost to taxpayers. 4. No solution to the traffic congestion problem will be successful without the vast majority of the parking spaces on resort property being removed along with banning resort skiers from parking along the highway near the resorts. As long as there are parking spaces, people will use them, even if there is a good public transportation option (and the gondola is bad option.) 5. The Gondola option is so bad, no one will want to ride it. (See details below.) The resorts will profit handsomely from this as they will be able to charge high prices to park at the base of ski lift, unless they have been forced to remove the vast majority of their parking spaces. The resorts will laugh all the way to the bank while taxpayers are left holding the bill, and the canyon permanently scarred. 6. UDOT has made a tragic and fatal mistake by looking only at LCC. The transportation Needs Assessment Study Area should have included LCC and BCC together. Only by looking at both canyons together can the best alternative be identified, evaluated, debated and selected. As a result of this failure, the entire EIS process should begin anew looking holistically at the best solution for both LCC and BCC. In this regard, the best option for both canyons is a ski train tunnel built, maintained and operated at the sole expense of the four resorts, beginning in Park City, not the mouth of the canyons (see further comments below) and the removal of most of the resort parking spaces. 7. It is clear that UDOT is not the correct agency to generate this EIS. UDOT has failed in its fiduciary obligation to the citizens of Utah to evaluate a variety of alternatives for public comment and consideration. Therefore, the process should start all over again with another agency in charge of the EIS. 8. Let's be clear, UDOT only ever provided one alternative, disguised as multiple alternatives. The only alternative UDOT presented was one that required taxpayer subsidies to the ski resorts to the tune of hundreds of millions, if not billions of taxpayer dollars. No other alternatives were presented. However, there are multiple alternatives to resolve the traffic problems in LCC (and BCC for that matter) that would cost taxpayers little or no money. Why did UDOT fail to offer an alternative that protects taxpayer pocketbooks? Why did UDOT assume that the only possible alternative involved taxpayers subsidizing the very profitable companies which own the resorts? Because of UDOT's demonstrated inability to protect the taxpayer, another, independent organization should be empowered to prepare the EIS. 9. I put forth below two alternatives that would cost taxpayers little or no money. Both of these options should have been included as alternatives for public comment so that the advantages and disadvantages of them could be publicly debated. In both alternatives, the cost burden rests with the ski resorts: they created the traffic problem in their relentless pursuit of money and they can pay to solve the very problem they created. There is no reason whatsoever that taxpayers should bear this burden. I also reference a third option. <ol style="list-style-type: none"> a. The first fiscally responsible, taxpayer friendly alternative is to play hardball with the resorts: either they remove the vast majority for the parking spaces at their resorts and replace them with other means of transportations at their sole expense (likely buses) or the USFS revokes their special use permits to operate on public land. Without the ability to operate on public land, the resorts will shrink in size and with that, visitation will decrease. Problem solved at no taxpayer expense. Note, if it is not important enough for the resorts to pay for a "driveway" to their resort, it is not important enough for taxpayers to pay for it. b. The second fiscally responsible, taxpayer friendly alternative requires that UDOT look at a map and consider a solution that also resolves the looming traffic problems in BCC. It is a geographic fact that the bottom of the ski lifts at Brighton and Solitude in BCC as well as those at Alta and Snowbird in LCC are much close to Park City than they are to the mouth of their respective canyons. Therefore, it is logical to look at providing access to the four resorts from Park City, a real ski town, I might add. (This was attempted several years ago with Ski Link into BCC which was a bad idea for many reasons, but a tunnel is an ideal solution.) The State of Utah and the appropriate federal agencies should grant the resorts the right to dig a ski train tunnel from downtown Park City to the four resorts. The train would only be daylighted on resort property near the base facilities. The ski resorts would build, maintain and operate the tunnel and train at their sole expense. In return for this permission, the resorts would be obligated to remove the vast majority of the parking spaces at their resorts. A train in a tunnel would be much faster and would transport far more skiers than gondolas up the canyon. Furthermore, a train tunnel would build on the long, proud mining history of Park City. It would also transform Park City into a world class ski town. (A gondola from the mouth of the canyons does not transform Cottonwood Heights or Sandy into world class ski towns.) A ski tunnel would be a huge economic boon to Park City and Utah and would help preserve the scenic viewshed of the Wasatch. c. A third alternative, which is also much better than a gondola, was clearly articulated by Mr. Peter Dahlberg in an opinion piece in the Salt Lake Tribune on 28 July, 2022, entitled "A tunnel to Alta should have been one of UDOT's LCC options." I agree that UDOT should have made this an alternative. Furthermore, going a step further, the resorts should pay to build, operate and maintain the tunnel as it would only be daylighted at the base of their ski lifts. This tunnel could also be a train tunnel, not a car tunnel. While clearly feasible, a car or train tunnel from the mouth of the canyon does not offer the same benefits as a ski train tunnel from Park City, discussed above. 10. In addition to the overarching comments and alternatives stated above, I provide the following comments specific to the UDOT preferred alternative: <ol style="list-style-type: none"> a. After a long day of skiing, many people are dead tired and so are their children. The last thing they will want to do is stand in line for an hour or more to board a slow-moving gondola and then have to stand on their feet for another hour for the slow ride down the canyon. Children will be screaming and crying the whole time. With a ski train and its much larger capacity, faster speed and shorter travel distance, the wait to board would be much shorter and people can comfortably sit and sleep for the short ride back to Park City (or down the canyon, if that option is selected.) b. I assume the time estimates for the gondola trip are best case scenarios and that in practice the average time will be much slower due to winds, weather, avalanche mitigation, etc. UDOT needs to be truthful and transparent as to what the real travel times will be. c. Assume for the moment that the gondola was operational during the COVID19 pandemic. How would it have been affected? Would the gondola run at all? Would each gondola car only be filled to half, or quarter or one tenth capacity? People are packed check to jowl in the existing Snowbird Tram and the proposed gondola | | |

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| | | <p>would no different. (A super-spreader event if there ever was one.) A train with seats has a much lower density of people and would be much safer to ride than a gondola.</p> <p>d. What is the per person cost to ride the gondola? Would ticket prices pay for the entire maintenance and operation of the Gondola or would taxpayers be paying for the O&M costs?</p> <p>e. Did UDOT perform any studies as to how much money resort skiers would be willing to pay for a gondola ride instead of driving themselves or riding a bus? This seems to be a crucial piece of missing information.</p> <p>f. It does not appear that UDOT considered the effects of climate change upon the resorts. Nor did UDOT consider the effects of a shrinking Great Salt Lake on the snowfall at the resorts. In the not-too-distant future, the resorts will likely struggle to be viable ski resorts, skier-days will dramatically decline and taxpayers will have then subsidized a gondola to nowhere.</p> <p>g. Freight and commercial deliveries cannot be made via the gondola. Commercial deliveries can be made via a car or rail tunnel. Given that these vehicles are slow moving up and down the canyon surface road, they should be relegated to a rail or vehicle tunnel.</p> <p>11. Under no circumstance should back country access and parking for back country access be restricted. Dispersed back country users such and skiers, snowshoers and rock climbers should not have their access restricted so as to help solve a problem they did not create.</p> <p>12. The gondola will sit idle for eight months of the year. However, it will be an eyesore for 12 months of the year and an expensive one at that.</p> <p>I will close by reiterating that UDOT and the USFS have failed to meet the NEPA requirements for an EIS, they failed in their duty and protect the taxpayer and therefore this whole process should go back to the drawing board with a new agency in charge of the EIS.</p> <p>Sincerely, Eric Hobday</p> | | |
| 35354 | Hobday, Eric | <p>Dear UDOT Project Team,</p> <p>I submitted my comments via the link on your website. However, the formatting did not carry through well. I am therefore attaching a pdf of my comments which may be easier to read. Same words. Better formatting.</p> <p>Best regards,</p> <p>Eric Hobday <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.2.9E; 32.1.1A; 32.2.4A; 32.2.2PP; 32.2.2C; 32.2.6.5K; 32.2.6C; 32.2.2E | A32.1.1A |
| 34331 | Hobfoll, Ari | <p>It is ridiculous that snowbird and Alta are trying to get this gondola from public funds in order to increase the amount of skiers in an already congested resort setting. It is a raping if the natural environment, and a strongly opposed eye sore. Just increase bud service and toll the canyon. This is a special interest project with no support in the community and is a severe over reach by developers.</p> | 32.2.9A; 32.2.9E | |
| 26264 | Hobfoll, Ari | <p>This gondola would be a blight on our beautiful landscape. And a 2000 vehicle car lot!? Disgusting short sightedness. Just add more buses and charge a fee for private cars.</p> | 32.2.9A; 32.2.4A; 32.2.2Y; 32.2.9E | |
| 36600 | Hobfoll, Patricia | <p>I continue to see the creation of a bigger problem than currently exists in order to justify this enormous gondola project. I am whole heartedly against the construction of a gondola in Little Cottonwood Canyon.</p> <p>The construction of a 2500 car parking lot is a large amount of paved space and continues to look backward to the status quo of accommodating cars instead of forward towards innovation and alternative transportation as a priority. Not only that, it does nothing to alleviate the congestion at Wasatch Blvd. and the 6200 S. exit.</p> <p>We need to be looking for more mass transit opportunities in our city as a whole, and especially in regard to the winter congestion in the Cottonwoods. For example, mass transit should have been considered when planning the construction and rebuilding of I-215 that is still underway. Why couldn't we have built a Trax line (or similar) into the East/West corridor from Foothill to 6200 S? That would have created an opportunity for BCC and LCC users to access existing and very large parking lots along Parleys Way as park-and-rides, and prevent those personal vehicles from ever arriving on Wasatch Blvd in the first place. I have seen this kind of train system along freeways in such cities as Chicago, so the proof of viability is there. Perhaps it can be considered in the future.</p> <p>I understand that, even if the gondola is built, the road will continue to be a necessity. I don't really understand how the cost of the gondola coupled with the length of the ride will mitigate drivers on the road at all, even with tolling. The drive is still shorter, and I think that most people would gladly pay \$9 to drive themselves up the canyon rather than \$9 to ride the gondola. This makes the gondola moot even before it exists.</p> <p>Some ideas I have (or agree with) regarding mitigating car traffic up the canyon includes:</p> <ul style="list-style-type: none"> - Allowing and encouraging carpooling and hitchhiking at park-and-rides - Increased bussing- This has not yet been tried. Perhaps there could also be an increased incentive to ride the bus if ONLY busses were allowed up the canyon from 8-9am. Ski busses should be free. - Tolling- I believe that tolling is only needed on the busiest days. Traffic in the canyon is only a problem for maybe 30 days out of the year, so, instill a toll for those days. Residents, municipal and service vehicles, lodge guests, and employees will be able to scan a pass (or room key) to open the gate and drive up. | 32.2.9E; 32.2.2I; 32.2.9A; 32.2.4A; 32.7A | A32.2.2I |

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| 36424 | Hobfoll, Patti | <p>I continue to see the creation of a bigger problem than currently exists in order to justify this enormous gondola project. I am whole heartedly against the construction of a gondola in Little Cottonwood Canyon.</p> <p>The construction of a 2,500 car parking lot is a large amount of paved space and continues to look backward to the status quo of accommodating cars instead of forward towards innovation and alternative transportation as a priority. Not only that, it does nothing to alleviate the congestion at Wasatch Blvd. and the 6200 S. exit.</p> <p>We need to be looking for more mass transit opportunities in our city as a whole, and especially in regard to the winter congestion in the Cottonwoods. For example, mass transit should have been considered when planning the construction and rebuilding of I-215 that is still underway. Why couldn't we have built a Trax line (or similar) into the East/West corridor from Foothill to 6200 S? That would have created an opportunity for BCC and LCC users to access existing and very large parking lots along Parleys Way as park-and-rides, and prevent those personal vehicles from ever arriving on Wasatch Blvd in the first place. I have seen this kind of train system along freeways in such cities as Chicago, so the proof of viability is there. Perhaps it can be considered in the future.</p> <p>I understand that, even if the gondola is built, the road will continue to be a necessity. I don't really understand how the cost of the gondola coupled with the length of the ride will mitigate drivers on the road at all, even with tolling. The drive is still shorter, and I think that most people would gladly pay \$9 to drive themselves up the canyon rather than \$9 to ride the gondola. This makes the gondola moot even before it exists.</p> <p>Some ideas I have (or agree with) regarding mitigating car traffic up the canyon includes:</p> <ul style="list-style-type: none"> - Allowing and encouraging carpooling and hitchhiking at park-and-rides - Increased bussing- This has not yet been tried. Perhaps there could also be an increased incentive to ride the bus if ONLY busses were allowed up the canyon from 8-9am. Ski busses should be free. - Tolling- I believe that tolling is only needed on the busiest days. Traffic in the canyon is only a problem for maybe 30 days out of the year, so, instill a toll for those days. Residents, municipal and service vehicles, lodge guests, and employees will be able to scan a pass (or room key) to open the gate and drive up. | 32.2.9E; 32.2.6.5E; 32.2.9A; 32.2.4A | A32.2.6.5E |
| 38916 | Hodge, Lily | <p>Dear Utah Department of Transportation (UDOT),</p> <p>I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):</p> <ol style="list-style-type: none"> 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. <p>Sincerely, lily Hodge [REDACTED]</p> | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 31196 | Hodgson, Kyler | <p>I am against the gondola. It seems like a project that will only benefit the developers. It seems developers have a strong lobbying presence in Utah politics and within UDOT. The proposed cost to ride it is prohibitive and unfair to all but the wealthy. Currently, we would all love to ride the bus but the parking lots fill up early and there are few connecting routes from around the valley. If there were direct buses from starting points all around the valley, that would enable utahns to not drive and clog up the neighborhoods around the canyon entrances and enjoy a faster, greener commute to the ski resorts. I live in sugarhouse and if I could just park at Walmart on foothill and catch a bus DIRECT with no other stops to either big or little cottonwood for a reasonable price I would do so. I would not ride a gondola and for the cost of the Gondola over a season could afford to go outside the state to ski.</p> | 32.2.9E; 32.2.2I | A32.2.2I |
| 38176 | Hodgson, Zach | <p>To whomever is reading this,</p> <p>First off I want to say thank you for going through the process of reading each and every letter or response to both the draft and final EIS. I feel that you are the unlucky soul to have to bear the brunt of the anger and frustration that has manifested int his whole process.</p> <p>My one ask of you is to not proceed with funding of the Gondola until it is certain that it is needed and we have exhausted all options.</p> | 32.29R; 32.1.2D; 32.2.9E | A32.29R; A32.1.2H; A32.2.6S |

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| | | <p>One thing that has disappointed me is the lack of effort to put ideas into the bussing option. One of your rebuttals to the bussing option suggests that trailhead stops would increase the amount of time for the bus to ascend the canyon. While this is true, a simple alternative is to have designated express and trailhead variations of bus routes and people will plan accordingly.</p> <p>Another thing that is disappointing is the destruction of world class climbing and the restrictions that will occur around the construction of the gondola. I think it would be unfair of the USFS to restrict Alta's special use permit during the season, so why is it fair to close climbing areas during construction? Both are world class sport destinations, the only difference being one being more popular than the other. I believe part of the EIS should include timeframe and exact closures of climbing areas to be transparent and face the reality of how the construction of the gondola or extra bus lane in order to maximize fairness to all users.</p> <p>I've taken so much time trying to figure out what to say, relevant to the EIS while acknowledging that the directive that created the EIS hampered UDOT in finding the year-round solution we need. Unfortunately this is all I have time to say with the deadline fast approaching, but would be happy to sit down and have a level headed conversation to fully discuss my concerns.</p> <p>Best, Zach Hodgson 414-704-2472</p> | | |
| 26636 | Hoeg, Bendick | Widen the road to make bus-only lanes. Then the bus will be faster and people will ride it. A 55 min gondola only to the ski resorts is lunacy. | 32.2.9B | |
| 38118 | Hoeller, Grace | I climb and ski in LCC 5 days a week. The gondola is a massive waste of resources and tax dollars. I would hope that we can honestly explore more options before committing to such a massive project that many people cannot afford. Thanks. | 32.2.9E; 32.2.7A | |
| 35083 | Hoelzl, Justin | Cog rail would be least invasive, most practical, move most people, and protect the beauty of the canyons | 32.2.9F | |
| 33745 | Hoening, Kathleen | I OPPOSE the gondola! | 32.2.9E | |
| 33960 | Hoening, Valerie | I am against the gondola. It is not efficient. It will only be used in the winter since there are not enough stops to access hiking trails in the spring, summer, and fall. It will interfere with the natural beauty of the canyon. | 32.1.2B; 32.2.6.5A; 32.2.6.5C; 32.2.6.5G; 32.2.9E | A32.1.2B |
| 31849 | Hoffar, Clinton | The building of a gondola to the top of little cottonwood canyon is not a fix to a problem. It is a multimillion dollar band aid. We cannot continue to pump more and more people and things up the canyon. We need to toll the canyon and mandate eco friendly buses during peak days and holidays. If we continue to just push more and more people up the canyons there will be more and more destruction. The canyon holds a very special place to many people and continually widening the roads and taking out the natural beauty is detrimental to all who recreate in the canyon. The gondola would be unsightly and only used by two private enterprises who are not even taking the brunt of the cost. We as a people should have as much to hear about and say as too large corporations. | 32.2.9E | |
| 35590 | Hoffee, Jennifer | NO GONDOLA! Using a tremendous amount of tax payer money to benefit private businesses and politicians is incomprehensible! The gondola does nothing to help recreators get to trails, climbing, camping, picnics. It only helps the ski resorts! THIS IS WRONG. Let Alta and Snowbird pay! There should be no padding the pockets of Chris McCandless and Wayne Niederhauser either. We are very aware of what's happening here! | 32.2.9E; 32.2.7A; 32.1.2D | |
| 32631 | Hoffee, Michael | No Gondola!!! Using public money to pad the pockets of politicians and private businesses is criminal. | 32.2.9E | |
| 27208 | Hoffert, Henry | No gondola | 32.2.9E | |
| 27735 | Hoffhine, Tere | There's got to be less expensive way (for the taxpayers) to help out. A gondola is not the answer!! Sure, it'll line the pockets of a selfish few, but overall, it's a colossal waste of money, especially for those that rarely use the canyon! | 32.2.9E | |
| 32502 | Hoffman, Adam | Why is it that all the comments for the gondola in the initial comment period are about it being a great new tourist attraction. How does a new tourist attraction solve the traffic problem? Why are we spending money on a tourist attraction to put even more people into a canyon that already is struggling to handle the current load? How does this gondola serve big cottonwood canyon and it's traffic problem? The gondola is not the answer to the problem and everyone knows it, but somehow UDOT selected it as the best candidate. Then they cut the bus service a few weeks after the announcement. This all wreaks of corruption and bribe money. If we don't have money to keep the bus service going at full capacity how exactly are we going to build a billion dollar gondola. Give me a break with this garbage non-solution. Furthermore, even if it did lessen traffic in the canyon, which it won't, it's just going to relocate the traffic problem to the neighborhoods surrounding the gondolas base. This is all just a big money grab, and every single person knows it. | 32.1.2B; 32.1.1A; 32.2.0C; 32.2.6.5E | A32.1.2B; A32.1.1A; A32.2.0C; A32.2.6.5E |
| 33533 | Hoffman, David | <p>Please listen to local residents: We don't want a gondola. Let's start with tolling and a WORKING bus system. Please provide more bus service, from around the valley (including to the South), and charge a toll on high traffic days, before you even consider the gondola or road widening.</p> <p>A gondola would permanently ruin world class climbing and bouldering routes in lower LCC. Please don't do that.</p> | 32.1.1A; 32.1.2B; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N; 32.2.9R; 32.4B; 32.6D | A32.1.1A; A32.1.2B; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |

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| 33894 | Hoffman, John | I am against the Gondola in LCC. There is no way this will help our ski experience or our canyon experience. I would suggest direct buss routes from parts of the valley that pick up in various spots and go directly to the resorts without stops. This would help all of the traffic in the whole valley especially around the mouths of the canyons and that east side. | 32.1.1A; 32.1.2B; 32.2.9A; 32.2.9E | A32.1.1A; A32.1.2B |
| 32473 | Hoffman, Kevin | I have no financial claim in this issue what so ever. I am however invested in Salt Lake City as I am a lifelong resident. The LCC Gondola is the best option to deal with the population and traffic explosion we are all witness to. I do not agree with widening the LCC road and there is no way the needed number of busses can actually run on a daily basis in the winter. The gondola is a viable solution to a real world issue and "kicking the can" down the road for 20 more years is a terrible idea. At some point, the LCC road may still need to be widened and at some point a train might be feasible option as well. We need multiple solutions to the issues we all face. One day we may need a bus, train and gondola to handle traffic up LCC. Let's not wait on the gondola. I say YES to the gondola. | 32.2.9D | |
| 28653 | Hoffman, Margaret | The environmental impact of this going up, is not something I see worthy of building. I am against this 100%. | 32.2.9D | |
| 36931 | Hoffman, Marilyn | As a 45+ year resident of Utah and frequent visitor to both Cottonwood Canyons, I am entirely in opposition of building a gondola in Little Cottonwood Canyon, and outraged at the suggestion that taxpayers foot all or even part of the exorbitant costs to build this proposed monstrosity. I am opposed to the gondola because: 1. It benefits only a few, mainly the developers and construction companies (who will make oodles of money at the expense of Utah taxpayers and the canyon environment), and the ski resorts of Alta and Snowbird. It provides no transportation for points in between the resorts when only a fraction of Utahns utilize the ski resorts. Especially in the summer, it makes no sense at all, when hiking trails are located in a myriad of locations. I see this as a greedy developer's dream, and an advantage only to the ski resorts and others who will make an incredible amount of money with this project. 2. Buses will still be required to get people from parking lots to the gondola base. Why not increase but service to begin with? 3. Construction of this magnitude will destroy the pristine environment of this beautiful canyon and be a permanent eyesore. 4. How do we really know what the end cost will be to build what is bragged to be the longest gondola in the world. And what about the safety and engineering feasibility of this massive project? I am in favor of further exploration of expanding bus service preferably electric buses and building avalanche sheds where absolutely necessary. Also, why don't the ski resorts make it more user friendly to travel to their resorts by bus? Such as providing space for lockers to store gear so frequent skiers don't have to carry gear on the buses and an open gathering place for folks arriving without cars to prepare for their day of skiing. We need to get this right and not move hastily toward a project that will do permanent damage to the canyon and requiring extreme expenses for construction and maintenance. | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.9A | |
| 29748 | Hoffman, Mark | The gondola makes no sense. No locals are going to ride it. It will be an eyesore over backcountry ski zones and take away from the amazing landscape. Tolling is the obvious choice | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.9E | A32.1.2B |
| 29861 | Hoffman, Mark | If tax payers are paying for this. Tax payers should be able to ride it at no additional cost. | 32.2.4A; 32.2.7A | |
| 36057 | Hoffmann, Andy | As a ski fanatic and hiker, I'm against building a gondola up Little Cottonwood Canyon. It's too great of an expense that serves too few people. Those who have made arguments for the gondola have offered good reasons only for the ski areas; otherwise their arguments ring hollow. We can do better for a lot less money. | 32.2.9E; 32.1.2D | |
| 25876 | Hoffmann, Nicholas | This comment is in regards to the identified preferred alternative. A gondola that only stops at the two ski resorts is a blatant and despicable government giveaway of taxpayer funds to benefit just two businesses. A proposed gondola should serve all LCC users, including those who use trailheads and other locations in LCC. UDOT should reconsider this extremely unpopular and inequitable proposal. | 32.2.9E; 32.2.6.5G; 32.1.2D; 32.2.2PP; 32.2.9N | A32.2.9N |
| 29295 | Hoffmann, Ruth | I have skied at Alta for the last 20 years, and understand the problem with traffic in Little Cottonwood Canyon. However, I don't understand how so much taxpayer money can be spent for the benefit the smallest number of Utah taxpayers. The canyon really got crowded when the ICON pass was initiated. People using this pass are from out of state.? Are we spending taxpayer money to pander to out of state skiers? Does UDOT think we need a gondola to keep up with other ski areas in the US and the world? Many Utah Taxpayers do not ski, but use the canyon to hike and bike in the 3 other recreation seasons. The gondola does nothing to alleviate the parking problems in the other seasons at hiking trails. There have to be other solutions that do not cost \$500 million of taxpayer money. People who use the canon, I am sure, would be willing to pay. Have seasonal passes for locals, and charge others a fee to use the canyon, especially during ski season. Have ride share was available. Reserved parking at Alta seemed to work quite well last year. Have busses dedicated to each ski area, leaving the parking areas more frequently. Who wants to stop 3 times at Snowbird to reach Alta? | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E; 32.6A | A32.1.2B; A32.2.2K |

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| | | Construction of the gondola would take many years. Who knows, by the time the gondola construction has destroyed the natural beauty of the canyon and compromised our water supply, climate change may have done its deed on the ski industry. Someone is benefitting from spending \$500 million on the gondola, but it is not the Utah taxpayers. | | |
| 36102 | Hofmann, Nicholas | Despite being a user of the mountains and in particular the resorts which a gondola would server there are many issues that exist with that plan. First and foremost, the gondola would serve primarily as an access point to just the resorts. There are many canyon users that seek to use the canyon beyond the resorts and many that can't afford to utilize the services the resorts provide. That being said, it is unfair to create a solution that serves only those places, it is not equitable, irresponsible, and downright wrong. Next, the gondola would take away from what LCC is at the core. Not only would it diminish the view but destroy climbing areas as well as denaturalize a place that we value for the nature it holds. Finally, the gondola doesn't solve the issues that we see in BCC. LCC is not the only issue that must be addressed, there are multiple canyons. In addition the taxpayers shouldn't have to contribute to the making of something they will never use. Many of my peers only use BCC, why should they pay for something that they don't use? The gondola sucks, don't do it!!!! | 32.1.2D; 32.1.2F; 32.1.5B | A32.1.2F |
| 38017 | Hofmann, Thomas | Please do not destroy the canyons where the gondola This installation is a permanent mar on the beauty of nature nor is it needed to sustain the canyons business environment. | 32.2.9E | |
| 26682 | Hofstetter, Lorne | I am a local resident who is not in favor of gondola plan for several reasons: (1) it is not an integrate solution that solves both BCC and LCC traffic issues; (2) requires construction and disruption along length of canyon; (3) taxpayer expense is too much given solution is only specific for winter access to Snowbird and Alta ski resorts. I believe a better alternative would be to connect Highway 190 and 210 on the brighton/alta end using 2-lane tunnel. This would allow for novel traffic pattern optimization scenarios while reducing construction impact along the length of BCC and LCC canyons. Tunnel would only impact top of canyon and would be largely be underground. During peak uphill traffic to resorts (i.e ski mornings), 3 lanes could be open for uphill traffic (i.e. both lanes on Highway 210 could be used to access Snowbird, Alta, and upper BCC). One lane of Highway 190 could be used for downhill traffic for both canyons and the other lane would remain open for additional uphill access to BCC. During peak downhill times, traffic pattern could be reversed providing 3 downhill lanes and 1 uphill lane. Similar solutions have been implemented on Oahu, Hawaii to handle peak traffic demands in unique way that doesn't require road widening. This solution provides the "third lane" to both canyons without having to perform road construction along the full length of BCC and LCC canyons. The 2 mile tunnel would likely cost more than the gondola but would service both BCC and LCC and would improve travel to all access points (and not just the ski resorts). | 32.1.1A; 32.1.2B; 32.2.9E | A32.1.1A; A32.1.2B |
| 27103 | Hogan, Brad | I don't understand why we are not trying a lower impact solution before approving a potential landscape changing solution that will never allow us to resort back to a non-gondola option. The main benefactors of the gondola are two ski resorts. This completely ignores half of the year to summer traffic. Limit cars and increase buses. If that doesn't work, then and only then should we talk about altering a pristine landscape. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 25281 | Hogan, Dani | Although I am a great fan of public transport, this is a terrible idea. The canyon has already been disrupted enough in the name of human recreation. Maybe we could consider more busses up the canyon or limiting the number of people/cars in the canyon. | 32.2.9A | |
| 34526 | Hogan, Jannine | Please do Not build a gondola!! Spending tax dollars to help two ski areas is waist full and not considering the limitations of helping out the core problem of Little Cottonwood Canyon. LCC is also used by hikers, and climbers and campers and picnickers, which will not benefit from this costly decision of a gondola!! If Snowbird and Alta want a gondola, then they should pay and build it themselves. The gondola is only for skiers, which are a select group of people. Affordable Bus fair should replace cars traveling up LCC to ski. Or cars with 4 people can travel up to the ski area. The gondola is a ridiculous solution to a problem that can be solved with infrastructure we already have in place. Make the bus service affordable \$2.50 each direction, and have the busses scheduled every 15 minutes during high use times of the day. Thank you, jannine hogan | 32.2.9E; 32.2.7A; 32.2.2B; 32.2.9A; 32.2.4A | |
| 29889 | Hogan, Kim | Please do not go forward with the gondola project! The cost far outweighs the benefit it will provide to a few people that can afford the ticket to ride it. The bus option would serve more taxpayers and be able to be built on budget. Someone also ought to consider that with the weather changing, the ski season might not be worth such a huge investment. | 32.2.2E; 32.2.9A; 32.2.9E | |
| 32676 | hogan, scott | I do not believe the gondola is a good choice. 1) the ticket cost to ride it will be very high (probably) 2) the canyon will be a mess for years while it is being built 3) I have not heard a good reason for not just using busses 4) asking tax payers to fund this project for those that have money and go skiing is not okay | 32.2.9E; 32.2.2A | |
| 34499 | Hoge, Linda | I agree that Plan B is a great alternative for the future of the canyon travel as the population of the Salt Lake valley grows. It gives hikers access to the trails below the ski areas and would speed travel for skiers with less impact on the ecosystem then widening the road. I sincerely hope this plan is instituted!! | 32.2.9D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34488 | Hoge, William | I completely support the Gondola B decision. It is a good plan for the future. I have been skiing Little Cottonwood Canyon for over sixty years and use the canyon for hiking in the summer. Back in the day of pit toilets, single chair Collins, rustic lodges and a very bumpy, rocky road into the Albion Basin. The Ted Johnson Memorial Sewer made a huge impact on the increased use of the canyon for the last 51 years. The Gondola B alternative is the best solution for the next 50 years. | 32.2.9D | |
| 36253 | Hogelin, George | Just say no to the Neiderhauser boondoggle!! | 32.2.9E | |
| 25617 | Hoggan, Jennifer | If the project is mainly to accommodate for the busy ski season, it seems much more logical to implement temporary measures during those times to address the increased traffic such as those mentioned - improved bus routes and restrictions on single passenger cars. Lets see how the simpler measures help before committing to a very expensive, invasive project. It would be a shame to add unsightly towers throughout the beautiful canyon or to dig it up to build wider roads if it was possible to accomplish improved efficiency in another way. | 32.2.9A; 32.29R; 32.2.9E; 32.1.2B; 32.2.2Y | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B |
| 36857 | Hoggan, John | We initially had some concerns regarding construction and operation of a gondola. After a recent trip to the Austrian alps however, we were able to experience a gondola system first hand and very much enjoyed it - clean, low overall impact, and capability to transport large numbers of tourists. | 32.2.9D | |
| 36052 | Hoggan, Karen | It seems irresponsible to spend this kind of money on a gondola when we have an environmental crisis coming with the GSL drying up. Use the money for that. We can solve the canyon problem less expensively. | 32.29D | |
| 29479 | Hoggan, Lexi | This is such an AMAZING idea! The gondolas in the European countries are massive tourist attractions & I can't imagine a better/ cooler way to be transported up the canyon - this is going to be so cool during the fall to see all the leaves. BUILD THE GONDOLA!!!! | 32.2.9D | |
| 31430 | Hoggard, Calvin | I prefer Gondola B because as a Utah Taxpayer I prefer the lowest life cycle cost. | 32.2.9D; 32.2.7E | A32.2.7E |
| 33295 | Hogue, Mitchell | I think the environmental impact this will have far out weighs the potential benefits. The issue seems to be ski resort capacity, not transportation. | 32.1.2B; 32.2.9E | A32.1.2B |
| 31828 | Hokanson, Andy | I have live in Sandy all my life. I have skied all my life when I can afford it. My family currently has passes the bird. I am 100% against the gondola! How can you justify give all that tax payer money to two private resorts? Please choose the bus option. | 32.2.9E; 32.2.9A; 32.2.7A | |
| 26669 | Holbrook, Alison | I don't like several things about the gondola idea, and the ways it seems the tolls would be assessed. Here are a few of my thoughts. 1. The idea of installing a gondola so that everyone DRIVING up the canyon needs to pay a toll doesn't seem fair because people using the canyon for other activities besides skiing, like hiking and camping, don't have any other option for ways to get up the canyon besides driving. Taking a bus doesn't work for camping either because folks need a car full of supplies. There is already a fee to camp in the canyon, so another toll for driving in the canyon seems off. As far as I understand, the gondola won't stop at all the campgrounds, so even if people wanted to, they couldn't really utilize the gondola for hiking and camping. Then it feels they are penalized for not using the gondola, when it isn't even an option anyway. 2. How long would the gondola stop at the bottom and top of the canyon? You say that a gondola would come every 2 minutes, but how are 35 people supposed to get all their ski gear on a gondola in 2 minutes before it has to leave? Seems that people wouldn't have a lot of time to get IN the gondola (especially families with children), and it would be difficult or impossible to carry the gear with them without having a vehicle, so they would just opt to drive up the canyon anyway, and not use the gondola. Seems that the gondola would only really benefit adults going skiing on their own, or with friends... not older folks or families with children, which are MOST of the dynamic of the Utah population. Busses seem to be a more feasible solution for that, where people could have more time to load their gear before pulling away. And we can buy so many busses for the cost of the gondola system. 3. Taxes are being raised so much right now anyway with inflation. I don't think it's a good time to be asking for so much more money from taxpayers for a gondola for 1 canyon that is most often used for one group of people that go skiing up there. 4. Reservations at the ski resorts have apparently reduced congestion already. Why can't we continue to give some time for the implementation of reservations, more busses, etc before we jump the gun to raise taxes a lot to pay for this HIGHLY controversial addition? 4. This super pricey decision only affects road congestion in Little Cottonwood Canyon. But what about Big Cottonwood? We couldn't afford to do the same thing in that canyon as well, so why can't we use the solution we come up with in Big Cottonwood as the Little Cottonwood solution too? 5. What if the gondola system doesn't work out as well as is hoped, and is abandoned? Then we have ALL of that super expensive, eye-sore equipment through the canyon getting dilapidated and unused and very difficult to remove, and a huge waste of money. I'm worried about that possibility. 6. What other locations with gondolas have been studied, and how are their situations similar/different from our situation? Are we sure the public likes the gondolas already in use? There are some of my thoughts and concerns. Thanks for the opportunity to provide input. | 32.2.9E; 32.2.4A; 32.1.2B; 32.2.6.5D; 32.2.2K; 32.1.1A | A32.1.2B; A32.2.2K; A32.1.1A |
| 33515 | Holbrook, Alvin | It is a bummer that such an expensive solution only serves community for part of the year. A mandatory bus system during specific hours of the day without ruining the natural beauty of the area or simply taking up more space than necessary during the off seasons. | 32.1.2B; 32.1.2D; 32.2.2L | A32.1.2B |
| 38068 | Holbrook, RW | A typical passenger vehicle emits about 4.6 metric tons of carbon dioxide per year. In utah we have a real problem with clean air. A gondola is the necessary solution to improve air quality | 32.2.9D | |
| 33281 | Holbrookpx, Carmen | Please don't put the gondola in | 32.2.9E | |
| 37557 | Holce, Jeff | PleaSe don't built it. Unless you guys do built it then destroy everything so then there is no reason to go to the canyon | 32.2.9E | |
| 25642 | Holce, Jeff | Please don't do it. I like the bus. The gondola won't even be free ? | 32.2.9A; 32.2.4A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30991 | Holcombe, Troy | <p>Enhanced bussing, with or without expanding the roadway is my preferred option. Gondolas may sound cool but I'm weary of these massive towers running up the canyon that impact everyone's view of the beauty while only enhancing the experiences of a few.</p> <p>Bussing allows ultimate flexibility. You can add stops, remove stops, increase busses, decrease busses, etc with only minimal disruptions. A gondola is a fixed project, much like a dam. It will only hold so much water and it will only hold it where it's built. There is higher demand during the morning and evening hours when higher frequency busses can help and then be turned down until the demand is again high in the evening. If a gondola is built for peak demand, it's too big. If a gondola is built for average demand it will not solve the problem on high demand days. Staffing may also become an issue for a gondola. If a certain percentage of employees are sick or can't be hired, or can't get into work, an entire gondola is shut down. If half the buss drivers can't get into work, only half of the capacity is lost.</p> <p>Thank you for listening.</p> | 32.2.9A; 32.2.6.3C; 32.2.6.5A | A32.2.6.3C |
| 33995 | Holder, Jani | Please do not decimate our canyon with a gondola. The gondola serves 2 resorts - not the people who use and respect the majority of the land - whereas a bus system (with limitations on personal driving) could serve all of us. | 32.1.2B; 32.2.2Y; 32.2.9A; 32.2.9E | A32.1.2B |
| 37721 | Holfeltz, Jimmy | I think an approach to move people up and down the canyon the will not limit the view will be best, the tram would destroy the natural beauty of the canyon and create infrastructure that is costly. No tram please. | 32.2.9E | |
| 31274 | Holindrake, Jared | <p>I find the proposed plan not only shady, and against the state tax payers, but of poor judgment to richen the pockets of few.</p> <p>The Gondola does not trasfer enough people given the cost Private companies/persons benefit financially and this is paid by tax payers Busses and shuttles can be provided by both resorts at a fraction of the cost. This is not well geared towards families who have lots of gear to mind Snowbird especially is pulling some back door deals though their shell companies e.g. purchasing the parking lot land. We need to fist toll the road for access and limitation of people The gondola also limits other, non resort recreation which is substantial.</p> | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.2Y; 32.2.9A; 32.2.6.5D | |
| 28793 | Holland, Henry | <p>As a resident of Alta UT in Little Cottonwood Canyon, I have mixed feelings about the proposed Gondola.</p> <p>With that said, from an objective standpoint the only logical conclusion to solving the transportation issues up the canyon during the winter months is constructing the Gondola. First and foremost, it is unquestionably the safest transportation up and down the canyon. No reasonable person can believe that it is 100% safe to travel up and down the canyon during winter months with risks of avalanches, snow covered roads and ice no matter how hard UDOT tries to keep the roads safe for travel. It is only a matter of time until there is a devastating loss of life. The only alternative would be to build the snow sheds similar to European alpine areas, but this would be an unattractive solution that would not address the environmental concerns.</p> <p>From an environmental perspective it offers the only clean air solution to the canyon. Once implemented, the goal should be to make Alta a pedestrian zone and to restrict day travelers from using cars to reach the two ski resorts.</p> <p>Many of the Swiss and Austrian resorts have pedestrian zones and utilize gondolas for transportation. The hysteria from the opposition is unfounded and do not provide solutions that preserve the safety and wellbeing of the tens of thousands of travelers that use the canyon each year.</p> | 32.2.9D; 32.2.9J | |
| 31275 | Holland, John | <p>As a former Alta resident and Snowbird Ski Patrolman, and a continuing customer at Alta and Snowbird I offer my perspective. I'm opposing the development of a gondola in LCC because of the anticipated environmental impacts, impacts to wildlife, impacts to visual resources, the project costs to Utah residents, and the fact that the carrying capacity of the recreational resources in LCC is already maxed out. In addition to the issues stated here it is clear that skiers and Uthans in general have not adopted public transportation as a practical transportation resource and the investment in public funding is unreasonable.</p> <p>Thank you for the opportunity to comment.</p> | 32.2.9E; 32.2.0C | A32.2.0C |
| 27365 | Holland, Sharon | If the Great Salt Lake dries up, as it seems it will, will there be any snow at Snowbird or Alta? If not, skiing won't be a viable industry for Salt Lake City area. And if something can be done to save the lake, shouldn't Snowbird and Alta contribute to the cost of bringing their customers up the canyon? I don't think they pay enough sales tax or "tourist" tax to justify the cost of a gondola that serves their ski resorts. | 32.2.2E; 32.2.7A | |
| 38034 | Hollbrook, Randy | To improve air quality and water quality in Little Cottonwood Canyon the gondola is a must to get us there. | 32.2.9D | |
| 29933 | Holleran, Aleksander | <p>I think the gondola is a pretty bad idea, given the cost and other options. Zion has many more visitors and they managed to fix congestion with busses. Busses are flexible, can be scaled up or down. This is an important feature because there's only congestion on a few days a year. Surge pricing + functional busses (every 5 mins) with early and late service, could easily work. Imagine driving past a buss station and paying 50\$ to drive up the canyon. I'd be so silly.</p> <p>Any way, thanks for reading my comment. Please don't build a gondola while there is such a good alternative.</p> | 32.1.2B; 32.2.2B; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

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| 27167 | Hollerbach, John | I am totally opposed to the gondola, which is a boondoggle to the ski areas who boost ticket prices every year. It will mar the landscape, and will stick the taxpayer with a high-cost subsidy to the ski areas. I favor the electric bus option over existing roads. I don't see why that won't work. The deliberate disinformation campaign that electric buses won't have enough charge for multiple daily trips has been shown to be totally false. | 32.2.9E; 32.2.6.3E | |
| 25847 | Hollo, Will | <p>The public has repeatedly made its views on this gondola clear: we DON'T want it! It's a bit of a slap in the face to time and time again be asked for public comment despite the clear consensus. This is simply a bad project and you can see the writing on the wall.</p> <p>The point of NEPA is to facilitate public involvement and information sharing on federal projects. You've shared the information, the public is informed: good! But now that we've once again made our voices heard, will you listen or remain willfully ignorant?</p> <p>The Canyon (as any canyon) is a land-constrained place, never appropriate for development in the first place. You cannot engineer your way out of this reality!</p> <ul style="list-style-type: none"> - LET people sit in traffic if they don't get up early enough. - DEAL with the accidents that inevitably happen on icy, windy, busy canyon roads. - DO NOT prop up Snowbird's further growth in an age of withering winters and decreased snowfall: they don't need it, and this is NOT worth the ruination of one of the few beautiful locales we have left. | 32.1.2B; 32.2.2E; 32.2.9E; 32.2.9G; 32.2.9N | A32.1.2B; A32.2.9N |
| 26548 | Holm, Emma | Please don't ruin the nature!! There are other ways of transportation that you can find. Utah has been fine without it all of these years, please think of the long term consequences! | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 31694 | Holman, Anne | Putting a gondola in LCC is a joke. Please take a longer view of what's good for our community. | 32.2.9E; 32.2.2PP | |
| 33239 | Holman, Loaine | I believe that a several approaches would work best. Add a toll, add more busses, charge for parking reservations, etc. Not just one approach will work. But definitely don't put in an expensive, eyesore like a gondola. | 32.2.9A; 32.2.2K; 32.2.9E | A32.2.2K |
| 32327 | Holman, Pamela | Please no gondola. This idea will not serve the people of Utah who want to access the canyon. No gondola! | 32.2.9E | |
| 37802 | Holman, Richard | This is a complete and total economic injustice. To spend this much money on a well to do segment of the population is a slap in the face to those who experience food insecurity, lack the tools of a modern world such as computers and internet and the homeless that we struggle to house and care for. This gondola and all of it's infrastructure is a complete and total misappropriation of tax dollars and what's more a completely offensive use of public funds to again benefit those who already have the benefits lacked by so many others. This needs to be put to a vote comparing the benefits of this project vs. other potential projects that could benefit the many and not the few. I am opposed based on the economic injustice that this project represents. | 32.2.9E; 32.2.7A | |
| 26966 | Holmberg, Allison | This gondola serves one industry, the ski industry. While it destroys multiple other industries including the world class climbing industry. Decisions should reflect the entire community not just the one that is gonna make you the the most money. You might think this will protect the canyon but you will destroy it while the gondola is built and there are many other less destructive ways. How about you think again UDOT. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B |
| 26034 | Holmberg, Jennifer | I am against the gondola. No one will ride it. Most will choose to continue to drive. It only serves the two resorts and will destroy amazing bouldering areas in the canyon. It will be an epic expense and failure. I vote no on the gondola! | 32.2.9E; 32.2.9N; 32.1.2D; 32.4B; 32.6D | A32.2.9N |
| 36402 | Holmberg, Zane | Sorry to see views of nature disrupted by man made structures. Not looking forward to the increased taxes. Would prefer user and public reassessment as the phases are implemented. For instance bussing and tolls for single occupant vehicles may be enough for many years before a decision on infrastructure implementation is needed. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 27182 | Holmes, Kevin | <p>If each car takes 36 minutes to make the one way trip, that's 72 minutes round trip. Add in a conservative 10 minutes of loading/unloading time, that's 82 minutes per round trip. That means each car is able to make approximately 0.73 trips per hour. If there are 35 people per car, multiplied by 0.73 trips per hour, each car can carry approximately 25.6 people per hour. To move the claimed 3,400 people per hour would thus take 132.8 cars, or 66.4 cars on each side of the line. That equates, on an 8-mile line, to one car every 636.1 feet. Travelling at 1173 feet per min (8 mile trip in 36 minutes - 8 miles x 5,280 ft per mile = 42,240 feet $\sqrt{\sum}$ 36 minutes = 1173 feet per minute), that means each car would need to be 0.54 minutes, or 32.5 seconds, apart. The claimed one car every two minutes equates to one car every 2346.7 feet, or 3.7 times the distance between cars that would be necessary to carry the claimed 3,400 people per hour.</p> <p>I'm no mathematician, but the basic math does not seem to add up. Also, the need to have some 66.4 cars on each side of the line to meet their reported capacity of 3,400 people per hour, would seem to require an incredible feat of engineering. Each car will have 35 people in it, and if you VERY conservatively estimate 200 pounds per person with gear, that's 7,000 pounds of people and gear per car. Add in the weight of the gondola car itself, and you are well over 20,000 pounds, if not 30,000. So, 20,000 pounds per car, with one car every 636.1 feet = 166,011 pounds of car/people/gear per mile of line at a minimum. I'm not an engineer either, but that seems to be an impossible goal.</p> <p>Additionally, as we all know, these two resorts draw people from around the world. Is this gondola plan going to negatively affect the plans of some (? many) of those folks, particularly those of means, when they look at any of the other world class resorts available in Utah and neighboring states? Perhaps not, but it is a consideration given how much of the Utah economy is based on tourism.</p> | 32.2.6.5D; 32.6B | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | I welcome any corrections to my math, as the numbers are all estimates based on the data provided by the project planners. My point is that data does not appear to line up with the reality of what would be necessary to move the claimed 3,400 people per hour. If the basic math doesn't line up, how can we trust the rest of the numbers, e.g. the cost to build the project? | | |
| 38215 | Holmes, Pat | <p>The gondola is bad for all around...for many residents of the surrounding communities and for Utah taxpayers. All this seems to benefit two ski resorts and won't really help to reduce traffic. In fact, there will be a huge increase in traffic in the area with a huge parking garage right in the middle of a family neighborhood. And, with the price of the gondola it will not be an option for all people...only the upper echelon. And, it won't even be available during the summer months. What a waste! We need to try other methods to reduce traffic before we make this huge expense and ruin the beauty of LCC. Toll road, increased and convenient bus schedules, charging for parking at the ski resorts.</p> <p>This gondola idea is not fiscally sound to use taxpayer money, it's going to actually bring more traffic, congestion, and pollution, and won't solve the problems with traffic.</p> | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.4A; 32.2.2K; 32.2.9A | A32.1.2B; A32.2.2K |
| 36289 | Holmes, Stanley | <p>Public Comment: Opposed to Gondola B Alternative for Little Cottonwood Canyon</p> <p>Dear UDOT,</p> <p>I am writing to register my opposition to your preferred transit plan for Little Cottonwood Canyon (LCC): the Gondola B Alternative. Implementing this alternative would expend \$550 million or more for a project that unnecessarily damages the environment and aesthetic of the canyon, disserves the general public while prioritizing ski resort profits and the most affluent recreationists, and fails to provide a viable transportation solution to the growing set of LCC problems. UDOT should discard Gondola B and seriously consider all reasonable alternatives.</p> <p>Improved bus service and tighter regulation of private vehicular traffic in the canyon should be part of a reasonable alternative that does not visually pollute LCC with a multi-mile line of gondola towers that primarily serve the economic interests of wealthy of Alta and Snowbird ski resorts owner-operators and their elite clientele. The Gondola B Alternative is a slap-in-the-face to mainstream Utahns who would fund, but not benefit, from that proposal.</p> <p>I concur with the Salt Lake County Council and other community leaders who have expressed adamant opposition to the Gondola B alternative. At this time they, not UDOT, speak to the interests of me and my family.</p> <p>Thank you for registering my opposition to the Gondola B Alternative.</p> <p>Sincerely</p> <p>/s/ Stanley T. Holmes </p> | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2M | |
| 33111 | Holmstead, Eric | Traffic in the canyon is from the residents of the Wasatch front. They will not suddenly decide to use buses when they can hardly be bothered to use existing bus systems. A gondola is the best option if driving up the canyon to resorts is made expensive and riding the gondola is cheap. | 32.2.9D | |
| 32041 | Holt, Adam | Do not build a gondola at the expense of the taxpayer. I was previously an avid skier, and spent many years at Alta, and I love the place. Building a gondola only benefits the ski resorts and not the local community in any form. Make them pay for it if they think it is a good idea; most of the people in the area surrounding LCC will not benefit from an expensive, non-incremental solution such as a gondola. Improve the road, add bus routes, implement tolls, build avalanche sheds. Don't make non-skiers fund this project. | 32.2.7A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 26004 | Holt, Adam | Do not build a gondola that primarily benefits private companies with taxpayer money. Use incremental solutions to reduce traffic such as tolls, buses and avalanche sheds. The gondola will not have the throughput or upgradability required to be a good investment. I moved here 20 years ago to ski alta and have lived in Sandy ever since. Thanks, Adam Holt | 32.2.9A; 32.2.9R; 32.2.7A; 32.2.2Y; 32.2.4A; 32.2.9K | A32.2.9R; A32.1.2H; A32.2.6S |
| 30240 | Holt, Brock | I think that EIS should do much more to support carpooling until the gondola is up and running. I think that fees should be assessed at the mouth of the canyon charging the actual users. If you have 5 people in your car, you pay \$0. If you have 4, you pay \$10, if you have 3 people, you pay \$20, if you have 2 people, you pay \$30 and if you are alone you pay \$40. This alone would probably solve both the parking and the traffic problems in the canyon. Right now, the ski resorts are incentivized to remove carpool parking spaces in exchange for expensive reserved spaces that run \$400+ and allow a single driver to park and drive- exacerbating the traffic and parking problem while lining the ski resorts pockets. | 32.2.2Y | |
| 30238 | Holt, Brock | I backcountry ski up in the canyon. I like to ski early. I would like to have access to different trailheads, not just 2. I would like to be able to drive before the traffic comes, park, ski and drive down the canyon. My dawn patrol skiing does not really affect the traffic or parking issues in the canyon. Please don't wreck this for me. | 32.1.2B; 32.1.2D | A32.1.2B |
| 34373 | Holt, Dylan | This is absurd, outlandish and a money grab in the greatest measure. I absolutely vote no gondola. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25739 | Holt, Jerilyn | I'm horrified that you are going ahead with gondola!! Most of the people don't want it. It is a scam for ski resorts, will destroy the canyon and not solve the problem!!! Stop!! | 32.2.9E; 32.2.9N; 32.7C; 32.1.2B | A32.2.9N; A32.1.2B |
| 31172 | Holt, Jerilyn | No gondola! Please, that is the worst option. Not in the interest of all the people!!!! | 32.2.9E | |
| 31385 | Holt, Jerilyn | No!!! To gondola!!!! | 32.2.9E | |
| 34863 | Holt, Kayla | It is not wanted by locals, other forms like the zion national park bus service havent been tested, and it supports private ski resorts at public cost. | 32.2.2B | |
| 37742 | Holt, Trevor | Please consider improved bus service before a gondola. It is vastly cheaper, could benefit canyon users other than resort visitors (even if that is not the plan immediately), and has very little/no impact on water quality, noise, scenery, and other recreational activities such as climbing. The gondola would also require making more transfers for most people than the ski buses. I believe that a gondola would be a harmful and unjustifiably massive subsidy to the resorts. | 32.2.9A; 32.1.2D; 32.2.9E | |
| 38222 | Holtrop, Julie | Please no gondola! It will scar the canyon and only serve ski areas. | 32.2.9E; 32.1.2D | |
| 34983 | Holz, L | I am opposed to gondola and do not think taxpayer money should go to it. It really only benefits ski resorts at no cost to them and would ruin the beauty | 32.2.9E | |
| 33193 | Holzer, Rick | Please do not ruin the canyon with a gondola that only serves the wealthy few. | 32.2.9E | |
| 35358 | Holzcamp, Greg | I'm opposed to this. Taxpayer money to support 2 resorts. Plus, all this for the 15 days of good snow crowds. If the roads are to crowded close the road to all but locals. The skiers just have to suck it up and I'm a skier | 32.2.7A; 32.2.9E; 32.1.2B | A32.1.2B |
| 30448 | Homann, Catherine | We implore you to stop the gondola project. There are so many other alternatives that do not result in the destruction of natural resources. obstruction of natural views, and influx of tourists which will stress the environment. We do not wish to see Little Cottonwood Canyon turn into another "Aspen" or "Park City". Please, do the right thing and do not let the Alterra Mountain Company sway your decision. We love our community and would like ALL of us to enjoy the beauty of Little Cottonwood Canyon, which is more than just ski/boardng. Thank you. | 32.2.9E; 32.1.2D | |
| 37767 | Homel, Teresa | While the gondola option is flashy and would no doubt be used by the ski resorts ads to drum up business it is not an effective solution to the traffic in the canyon. It would be an eyesore and interfere with the visual impact of this beautiful canyon. And it isn't useful for all of the hikers and other users of the canyon. Plus the plan for the parking lot for thousands of cars creates an eyesore. I support expansion of electric busses and a process to limits access when the canyon is at capacity. | 32.2.9E; 32.1.2D; 32.2.2K; 32.2.6.3F | A32.2.2K |
| 26690 | Homer, Brian | I am in favor of the gondola plan to reduce traffic in little cottonwood canyon. I know the naysayers say that a 45 minute gondola ride will not be used when someone could ride up in 15 min. by car. On a busy snowy day, no one can get up that fast. If there are avalanches, many cannot get through at all or they are stuck up there and can't get home. They complain that it will be unsightly. Don't mind seeing the tram at snowbird.... They complain of the cost but no matter what you do, it will cost money to control high traffic. If we can reduce air pollution, it will be worth it. Don't let a few very vocal complainers ruin a great plan. | 32.2.5.4, 32.2.9D | |
| 27849 | Homer, Brian | I support this decision 100% | 32.2.9D | |
| 29947 | Homer, Dan | No gondola. Gondola only benefits private interest on taxpayer dollars. Lack of transparency puts UDOT in question. Fix the bus system... dedicated canyon routes up and down. Transfer at hub for other destinations. Gondola will destroy several climbing/boulder areas for the benefit of seasonal private interest. Pathetic that we've come to this point... so many things wrong with the is proposed solution- influx of private interest money influencing a state municipality. I recreate weekly in the Wasatch and I'm in favor of tolls. The motorcycle revenue alone would pay for the additional bus routes. Try one way traffic during peak hours... I don't care if it impacts private home owners- you bought and built in a poorly accessible area - which taxpayers already support via plow service and road maintenance. No gondola... | 32.2.9E; 32.2.9A; 32.2.2D | |
| 29198 | Honaker, Randy | I am extremely opposed to this project. No public money should line the pockets of the owners of the resorts. Let them and their customers foot the bill. This project does nothing for those who do not ever use that road or the resorts. | 32.2.9G; 32.2.7A | |
| 32882 | Honaker, Randyki | NO GONDOLA!! Let those who ski foot any bill through bus Fares, ride shares, tolls, pay to park with reservations or whatever. IT IS UNFAIR TO MAKE THE GENERAL POPULATION FOOT THE BILL TO LINE THE POCKETS OF THE RESORT OWNERS! Pay to play is the only fair way but the gondola is a bad idea is all regards. Do not ruin the natural beauty of the area. | 32.2.4A; 32.2.9E | |
| 27085 | Hone, Lewis | I do not want my taxes spent on a project that I will never use with no help to me. | 32.2.7A; 32.2.9E | |
| 33795 | honeyman, daniel | dont you think it would be most fair to have a referendum and the local population could actually vote on this? Also , it will be a wasteful investment as all the snow will be gone in 20 years ! | 32.2.2E; 32.2.9N | A32.2.9N |
| 34933 | Hood, Harry | It's hard to feel good in the hood when our views on little cottonwood are so thoroughly misunderstood. Or are we being ignored because Snowbird is bored even as their profits have soared? We said no the first time; not on our dime. Yet, here we are with "no gondola," favored by far. Will you listen to us or pander to big business? Not building a gondola should would be swell; crony-capitalists can go to... | 32.2.9E | |
| 30044 | Hood, Timothy | Putting a toll road in Little Cottonwood Canyon is a bad plan. It places a toll burden on every traveler, every day, including travelers who could not take advantage of the gondola even if they wanted to. The gondola is for skiers. It will drop skiers off at ski resorts but not be able to be used by anyone not making a ski resort their destination in the canyon. The cost of the toll infrastructure and manpower to operate, support and maintain it is an unnecessary waste when a simpler solution is available: add a tax/fee to the cost of a ski lift ticket, season pass, etc. I am a skier and I support a tax or fee rather than over-paying for unnecessary infrastructure and operations that will only add to congestion and traffic at the base of the canyon. | 32.2.4A; 32.2.2K | A32.2.2K |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26359 | Hood, Timothy | Is a gondola really the most cost-effective solution? \$550 million seems like a ton of money to alleviate traffic for skiers 20-50 days a year. Why aren't ski resorts bearing any significant cost? At \$10M per year in amortized construction, maintenance and operating costs (conservatively), this solution costs \$2-\$5M PER DAY to alleviate traffic in the canyon on high-traffic days. If 25,000 vehicle trips were saved (an impossibly high number, given only 2,400 parking spaces are planned), each car trip saved would cost \$200. Why don't we just give everyone free helicopter rides? It would be cheaper. | 32.1.2B; 32.2.2PP; 32.2.7A | A32.1.2B |
| 34391 | Hoole Taylor, Nancy | A gondola in Little Cottonwood Canyon will severely impact its precious environment, and the great granite boulders that are loved by so many. Please preserve the canyons beauty. | 32.2.9E | |
| 29641 | Hoole Taylor, Thayne | The gondola will destroy a precious and beautiful area-- a bus system will always be the best, even when it all is too much for the environment. | 32.2.9A; 32.2.9E | |
| 34079 | Hooper, Bonnie | Please remove the gondola from the little Cottonwood Canyon project. The destruction of the scenic area would be irreversible taxpayers do not need to pay for large corporations to have more elite skiers come in for a few months of the year. As a lifelong taxpayer I do not want to pay for a gondola! NO GONDOLA | 32.1.2B; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 34299 | Hooper, Bonnie | No gondola absolutely no gondola! why Destroy a Little Cottonwood Canyon for the benefit of a wealthy few Multi million dollar corporation . Do not spend my tax dollars for this gondola . Bus service and large tolls on cars. | 32.2.9A; 32.2.9E | |
| 28737 | Hooper, Paul | Turn the canyon into an eyesore Disney ride! Boooo! Pave paradise put up a parking lots. At least parking controlled the skier population. The ski lines will be so long with tram and vehicle travel. I support car pooling and adding more buses. DOT going to ruin it! Like going to a game either pay for parking or get there early. Gonna turn it into [REDACTED]! Shame | 32.2.9A; 32.2.0C; 32.2.6.4; 32.2.2Y; 32.2.9N | A32.2.0C; A32.2.9N |
| 25988 | Hoover, Bill | I do not support a gondola, due to the impact on the environment and negative impact on recreation in the area. Busses and tolling are perfectly function to reduce car traffic, and do not impact the environment, recreation and visuals. | 32.2.9E; 32.2.9A; 32.2.4A; 32.4B | |
| 27861 | Hoover, Jase | Do not put up the Gondola. It is going to ruin our canyons. | 32.2.9E | |
| 33877 | Hopkin, Alison | I do not think a gondola should be built period. The canyon and watershed should be protected! But this is taxpayers putting up the funding for TWO resorts only, who will benefit immensely! I do not believe any tax money should used in such a wasteful project that will only benefit very few actual Utah taxpayers. Expand bus service, use tolls, timed entry, anything but a huge expensive mess of the proposed gondola. | 32.1.2F; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2F; A32.2.2K |
| 36474 | Hopkin, Jo | I am opposed to the Gondola. Many citizens have already given detailed responses, so I would just be repeating what has already been said. Please, please listen to the residents' opposition to this plan. | 32.2.9E | |
| 34207 | Hopkins, Blake | Please do not mar our children's and grandchildren's canyon by defacing it with a gondola to serve Snowbird. The canyon is too valuable as a scenic wonder. Electric buses and limiting resort use through a lottery system, maybe similar to Grand Canyon River trips, is well worth considering. Thank you, B. B. Hopkins | 32.1.2B; 32.2.2K; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 27560 | Hopkins, Bllake | What a brutal way to mar such world class scenery. How about a Gondola in Zion, Bryce, Arches, and Canyonlands while we're at it. Try Electric Busses! They're getting better and they're way more affordable. Limit ticket sales at the resorts. | 32.2.9E; 32.2.2B; 32.2.6.3F | |
| 35799 | Hopkins, Nathan | As someone who accesses the canyon multiple times per week on average throughout the non-snow season, I do not want taxpayer money going to a project that will mainly benefit private companies that are already over-inflated while also hurting beautiful public land that drew me to the area. I believe it would be a travesty to put a gondola right through the middle of the canyon destroying the natural and serene views while only accessing the private resorts. This resolution is only meant to appease the resorts and their constituents while negatively impacting everyone else who visits the public land. Unfortunately, I beg that you do not go through with the gondola. - A concerned citizen | 32.2.7A; 32.1.2F; 32.1.2D | A32.1.2F |
| 29929 | Hopkins, Neal | This is not the solution SLC needs. It is too expensive, disrupts the beauty, and citizens don't want this. This proposal supports developers, not the people. A more affordable and less impactful solution is more frequent buses and a parking lot at the mouth/base area of the canyon. | 32.2.9E; 32.2.9A | |
| 35405 | Hopkins, Stu | Busses work. It has been shown effective in Zion and many other constricted canyons across the world including in some nearby Colorado ski resorts. They are cheaper, more flexible (shrink grow service to demand), and can accommodate a no hub strategy. This will removes parking issues at the proposed hub and makes the service much faster and direct for consumers. Close the canyon, allow only busses to enter. It works great in Zion and can be effective here as well. Neither the gondola nor train can flexibly add and remove volume to the extent that a bus system can. If a gondola was built even 5 years ago, there's no way the planning committee would have expected this major influx we are experiencing now. This rapid growth will most likely continue. Only the bus system provides enough flexibility to operate at high and low capacities according to demand. Need more room? Buy more busses -- Stuart | 32.2.2I; 32.2.9A; 32.2.2B; 32.2.9E | A32.2.2I |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33155 | Hopkinson, Aaron | Building a gondola is a drastic measure that can't be easily scaled or changed. The obvious solution is to complete 3 lanes with the center being reversable along with several avalanche overpass tunnels for the high avalanche zones. Alta/Snowbird have done almost nothing to address the traffic problem. Make them act in their fully power before spending \$500M+ for their benefit. 1. Parking policies that incentivize serious carepooling and riding the bus. 2. Hours that spread out the traffic - similar to the Brighton model. 3. Only allow carpoolers of 4 or more up the canyon on powder days - any less must take a bus. If the ski resorts aren't serious about the problem, UDOT shouldn't accomodate their 30 or so days of traffic issues by comprising the canyon the other 300+ days a year. | 32.2.2B; 32.2.7A; 32.2.6.5A; 32.2.2K; 32.2.4A | A32.2.2K |
| 28912 | Hopp, Alexander | Literally nobody wants a gondola. The whole thing screams conflict of interest almost to the point of corruption. The people have spoken so many times and nobody wants a gondola. I honestly thing there is nothing wrong with our current situation but if something has to be done it needs to be expanded the bus system with park and rides all across the valley. | 32.2.9E; 32.2.9A; 32.2.2I; 32.2.2PP; 32.2.9N | A32.2.2I; A32.2.9N |
| 30470 | Hopp, Alexander | If we build this gondola, our city is forever going to be scarred by the corruption it took to build it. This is a horrible idea. I plead you listen to the voice of the people. | 32.2.9E | |
| 30243 | Hopp, Alexander | The gondola is a horrible idea. Literally nobody wants it. | 32.2.9E | |
| 32372 | Hoppe, Chris | As a Utah tax payer, and mountain recreationalist. I find committing to a gondola at this point fiscally and environmentally irresponsible. We as a community should be doing our due diligence to try simpler and more readily available tactics first. In the estimated 5 years it will take to build a gondola that reaches limited locations, we could be implementing enhanced bus services, tolling, carpool benefits, which serve users of the entire canyon. As a LCC multi-sport user its important to remember that the resorts served by this gondola are businesses in the canyon and have major draw, they do NOT own that canyon. If the resorts are pushing for gondola they should be paying for it wholly because they are the ONLY ones benefiting from it. I am completely against the installation of the gondola and frankly would probably use LCC MORE if there were better bus services to relieve traffic. | 32.2.9E; 32.2.9R; 32.1.2H | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2H |
| 38549 | Hoppe, Sara | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.9A | |
| 35665 | Hopper, David | I disapprove of spending \$500 million of TAXPAYER MONEY on EITHER alternative that benefits such a small segment of our population and greatly benefits several PRIVATE BUSINESSES! People who insist on driving up a crowded canyon in peak times know what they are getting into. Traffic in the canyon could GREATLY be impacted by selective tolling during peak times and by increased bus service in peak hours. These options could be implemented quickly and inexpensively. | 32.2.7A; 32.1.2D; 2.2.2Y; 32.2.9A | |
| 34068 | Hopson, Helena | I am an outdoor enthusiast, climber, and skier. I do not support the gondola. I support alternative options. Please don't ruin the beauty and world class climbing of little cottonwood canyon. | 32.2.2PP; 32.2.9E; 32.4B | |
| 38219 | HOREHLED, PAUL | I own a block [REDACTED] of property on the [REDACTED] at the mouth of little cottonwood canyon. I have a house inbetween [REDACTED] in the [REDACTED] I came here from Chicago 46 years ago to ski and live best decision of my life. This canyon and its Ski areas are truly world class Ive skied may ski areas in my life living in a number of them This canyon deserves saving from the stench of buses and noise. Pls adorn this canyon with a gem The Gondola any skier in his right mind should be proud to have this happen as it has in other world class ski areas If what it takes to save the canyon from the indignity of motorized vehicles contaminating my canyon then so be someone can look out the Gondola window and see my property and wish they were lucky enough skiers to live where I do SAVE OUR CANYON the world will thank you | 32.2.9D | |
| 30306 | Horn, Alicia | I am a skier who doesn't have a car and so I am reliant on the ski bus system. In my opinion increased busing and consistency with the route schedule is the best solution for this problem in the canyons. Creating an expensive, environmentally destructive gondola will not solve the problems and will destroy the natural beauty of our canyons. I think that more people would ride the bus if it was more consistent and predictable. The recent cuts to the Route 953 line do not reflect the promise that was made to "increase bus options" while the gondola is being built. You already have a system of public transport set up, you just need to make it more efficient. Building an expensive gondola isn't going to solve the issues of the here and now. | 32.2.9A; 32.2.9E | |
| 36334 | Horn, Rebecca | Dear UDOT, I am writing to register my strong opposition to the transit plan being considered for Little Cottonwood Canyon: the Gondola B Alternative. Implementing this transit plan would cost \$550 million or more for a project that unnecessarily and seriously damages the environment and beauty of the canyon; fails to serve the public while prioritizing ski resort profits and the most affluent recreationists; and does not provide a viable transportation solution to the growing set of Little Cottonwood Canyon problems. UDOT should discard Gondola B and seriously consider all reasonable alternatives. Improved bus service and tighter regulation of private vehicular traffic in the canyon should be part of a reasonable alternative that does not visually pollute the canyon with a multi-mile line of gondola towers that primarily serve the economic interests of wealthy Alta and Snowbird ski resorts owner-operators and their elite clientele. The Gondola B Alternative is a slap-in-the-face to mainstream Utahns who would fund, but not benefit, from that proposal. I agree with the Salt Lake County Council and other community leaders who have expressed adamant opposition to the Gondola B alternative. The Gondola B alternative does not represent the interests of me and my family and I remain adamantly opposed to it. Thank you for registering my opposition to the Gondola B Alternative. | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.9A; 32.2.2M | A32.1.2F |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Sincerely, Rebecca Horn | | |
| 31299 | Horne, Chad | So if you are going this direction, which is counter to so many of the local resident comments we have all seen and read, some important elements that I do not recall seeing in Gondola Alternative B: 1. Infrastructure and building plans for the Alta and Snowbird tram stations and specifically in Alta, where will the land come from? 2. Provisions for mobility from those stations to other parts of LCC and for the use of those stations as multi-use facilities for both ski and non-ski uses? Public or private funding for those? and 3. What is the viability of operating during the Summer? | 32.2.6.5F; 32.2.2K; 32.27B | A32.2.2K |
| 30619 | Horner, Keane | I previously supported, but now oppose the gondola because it does not seem to be a fully vetted option. Namely, the infrastructure around the base station seems to be inadequate and will result in the traffic jam being shifted from the canyon to the area around the gondola station. While this is a moderate improvement, sitting in traffic is still sitting in traffic. If I lived anywhere near that station and it goes up as it's currently proposed I would be irate. Additionally, it also seems as if the gondola has been the "anointed choice" from the start and other options have not been given the same consideration. Specifically, I feel as if tolling the canyon was not ever considered a viable alternative, which is disappointing as it has been successfully implemented in Jackson, WY for years now. I'll acknowledge that Jackson's situation and geography are not the same as Little Cottonwood, but I feel like there are some very real takeaways that can be applied. I also worry that by rubber-stamping the gondola the ski industry as a whole will lose public support in Utah. This is reminiscent of a bad "public funds for stadiums" deal. Want an example? Read about the Miami Marlins fleecing Miami-Dade county for what will eventually amount to \$2.4 billion dollars back in 2012. That bad deal soured public officials nationwide from supporting any kind of public funds for stadiums (even when it was a good deal) for years after, and I worry the same thing will happen between the ski industry in Utah and the general public, especially those that do not ski. The ski industry may "win" this one issue at the cost of general public support for years to come. | 32.2.9E; 32.2.4A | |
| 26480 | Horning, Nick | HARD NO to the gondola. There are other options that would not ruin the beautiful landscape of little cottonwood canyon. This would make the traffic both in the canyon AND then recreation areas worse by attracting more people to the area from out of town. Let alone the environmental impact! There has to be another way. No to the gondola. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 27925 | Horoma, Edward | I hate the idea of this new Gondola. Very unnecessary for our canyon. The traffic isn't even that bad most of the time, only on crowded mornings during ski season. It will cause much environmental damage, pollute our groundwater, mess up the soil, etc. it will look very ugly as well. I don't want to drive up the canyon and see 200 foot tall ugly pieces of metal. | 32.2.9E; 32.1.2B | A32.1.2B |
| 31458 | Horowitz, Mark | I am not a Utah resident. But I am a frequent visitor both for skiing and exploring your national parks. I have been skiing at Alta in Little Cottonwood Canyon since the 1990s. I have written stories for national magazines about Alta. I still go every year with my family. This winter I'm planning on going twice. And I oppose the construction of the gondola in the canyon. It's just a total violation of the character of the canyon. Alta and Snowbird are big ski areas, but they are not as big as Park City or Vail or many others I've been to. Their intimacy and specialness is all tied up with the fact that they are in this small relatively untouched canyon. I'm all for upgrades for safety and convenience, and I support a bus lane if that will make a difference. But the gondola is completely out of scale. | 32.2.9E; 32.2.9B | |
| 34261 | Horrocks, Steven | As a Salt Lake County native that grew up skiing and hiking in both Cottonwood canyons, currently owns multiple timeshare units at Snowbird's Iron Blossam Lodge, visits Utah multiple times per year, and now lives in Polk County Florida, I can certainly appreciate the emotionally charged opinions surrounding each of the proposed approaches to addressing the population-driven traffic and parking problems in these Wasatch canyons and specifically that in Little Cottonwood Canyon (LCC). However, I'm continually reminded of what my father told me back in the 1970's - the Europeans figured this out long ago with rail transportation. I agree. There will never be enough highway lanes, buses, and parking spaces to accommodate the never-ending sea of mountain-loving people wanting to enjoy all that LCC has to offer. And as much as I was intrigued by the gondola solution, it seems laser focused on solving a traffic and avalanche problem that only occurs during a small part of the year - at an enormous cost. Yes, I appreciate the fact that the gondola solution provides an alternative to automobile and bus transportation, but with only stopping at Snowbird and Alta and primarily focused as a ski season solution, I don't think it goes far enough. Realizing that a full rail solution would be an even more expensive solution, if done correctly it could stop at many of the canyon's most popular sites providing year-round access and changing how we all think about LCC. No, it would not be cheap, and it may be wildly unpopular. But we can't limit the vision of a solution to a problem we will have to live with through our 2022 eyes. More cars, buses, and parking spaces? No. Gondola? Too limited. Rail? Very expensive, but yes. | 32.1.2B; 32.2.2i; 32.2.9F | A32.1.2B; A32.2.2i |
| 27622 | Horsley, Heather | I want to begin by clarifying, yes I am an avid skier, however; I do not believe that the taxpayers from the state of Utah, the majority of which do not ski, should be financially responsible for the Cottonwood Canyons and the traffic. Let's be honest, at the end of the day how many actual bumper to bumper traffic days are there out of the 365 days of the year? At what point do the resort owners become accountable for transportation in and out of the Cottonwoods. I say no to the gondola, the environmental impact and the price tag are not worth it. Let's not forget, when the snow dries up, you're just going to have a giant gondola and no skiing. We need more busing, with parking structures around the valley that can also be utilized for people to take public transportation places other than the resorts, like perhaps work as well. Utah, the Salt Lake and Provo specifically, needs to step up it's public transportation. On a sidenote, I do not ski at the resorts on the weekends anymore, I recreate in other ways in order to avoid the red snake. Stop the gondola. | 32.2.9E; 32.1.2B; 32.2.7A; 32.2.2E; 32.2.2i | A32.1.2B; A32.2.2i |
| 26001 | Horstmann, Bimini | No gondolas. Please. You know why it's disgraceful to the environment and all the wildlife and humans that need wild spaces to thrive. Do the right thing, please. | 32.2.9E; 32.2.9N | A32.2.9N |
| 33274 | Horstmeier, Mark | A gondola is a terrible idea and a boondoggle. Way too expensive to serve a few privileged customers that couldn't be achieved by buses | 32.2.9E; 32.2.9A | |
| 32958 | Hortin, Dave | My vote is NO gondola! Why subsidize the rich? I haven't been able to afford skiing since a day pass was \$30.00 (Park City...1970'ish) | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32058 | Hortin, Dave | Just say NO! No Gondola!,,,,,,!!!!!! | 32.2.9E | |
| 32961 | Hortin, Dave | A gondola? STUPID IDEA!,,! | 32.2.9E | |
| 37969 | Hortin, Karla | I looked over all the reasons for a gondola vs an elaborate bus system, and I could see why so many people are in favor of the gondola. I just couldn't figure out how a bus service could do what a gondola can. It will work well as long as the gondola doesn't break down a lot.. And I do worry about that. Will it be run by electriciy, or by fuel? That would make a big difference to me. | 32.2.6.5K | |
| 35517 | Hortin, Kyle | I think the Gondola plan is the wrong plan for the traveling public that doesn't necessarily only want to go to the ski resorts. WAY to expensive Overhead lines and towers will be visible throughout the canyon (no escaping them) Most days there is no traffic problem. Why put in an expensive solution that's only needed a few hours most days, and isn't needed at all on most summer days. Requiring paking reservations would fix the need to rush to be first up the canyon, and would limit the number of drivers to the number of parking spaces (which is not huge) Limiting the number of drivers to the number of parking spaces would eliminate the problem by limiting drivers to the spaces available, and would spread those drivers over the day (because they don't have to rush to be there first to get a parking place). Don't ruin the views in the canyon for ALL people, every day, every hour, for a problem that occurs only a few days and only when too many people try to get to the resorts at the same time. More buses and more lanes where needed would be a much better solution IMO | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.2K; 32.1.2B; 32.2.9A | A32.1.2F; A32.2.2K; A32.1.2B |
| 35928 | Horton, Amy | Do not build the gondola its a waste of taxpayers money! | 32.2.9E; 32.2.7A | |
| 37239 | Horton, Sharon | Do not do it! The gondola will be an eyesore and ruin the canyon. I believe this decision is political and will personally benefit certain individuals. | 32.2.9E | |
| 27836 | Hose, Robin | No, no, no! I have lived in Cottowood Heights for 35 years and our area is not yours to ruin!! | 32.2.9E | |
| 26417 | Hosseini, Bijan | 38 years old, Utah born and raised and increasingly disheartened at the direction our state is taking. Everything that made Utah "this is the place" is rapidly disappearing, and more often than not at the cost of the environment in order to line a few more silk pockets. In case you haven't noticed, the ski resorts aren't exactly getting a lot of snow these days - I point out in the middle of yet another historic heat wave. We need to be working on environmentally sound and sustainable solutions that preserve and protect our natural landscapes - this gondola is far from that. "When the last tree is cut and the last fish killed, and the last river poisoned then you will see that you can't eat money." | 32.1.2B; 32.2.2E; 32.2.2PP; 32.2.9E | A32.1.2B |
| 29832 | Hosterman, Adam | I am more than a bit frustrated and disappointed by the final draft decisions outlined here. By the EIS' own findings, the gondola will not reduce traffic in the canyon during peak times, will only serve the resorts and bring in more money for them, won't run year-round, will cost users to ride it, destroy many natural features of the canyon including the view, AND cost taxpayer money. In addition, the first round of comments showed overwhelming disapproval of the gondola and yet it is still one of the top choices. Do better. | 32.2.9E | |
| 36724 | Hotchkiss, David | As a local resident, I fully support the proposed gondola solution with la Calle parking. I encourage the team to consider interim gondola stops for hiking / climbing / biking but feel the solution as it exists is a massive improvement. Very excited by the continued development and hope we can continue to support the gondola solution. | 32.2.9D; 32.1.2D | |
| 33754 | Hotchkiss, Theresa | I ask UDOT to abandon the gondola option and to study other alternatives. The gondolas will negatively impact the canyon all of the time. They are to single a destination, and therefore do not serve the public but rather are mostly helping the ski resorts in the canyon. Alternate transit, specifically electri busses, will accomplish better service, more flexibility, and multiple stops o. The canyon. The gondola option will be the most expensive option to implement, will take years to build, and has no known cost to riders. It does not sound like the best option. Again please do not move forward with the proposal to build a gondola in LCC. | 32.1.2D; 32.2.2PP; 32.2.4A; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9N | A32.2.9N |
| 32693 | Hotz, Elise | This will not solve the problem and will have devastating environmental repercussions. Better bussing (without widening the road) plus better parking for said bussing is the way to go. Also, fees for cars on high traffic days to encourage use of the busses and carpooling. Why are we only being given the two most expensive and damaging options? No road widening and no gondola. | 32.2.9A; 32.2.9C; 32.2.9E | |

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| 28610 | Houk, Robert | This project is doomed. It benefits few and doesn't improve the access or impact. The answer wasn't even a consideration. Look at how the Swiss have handled the issue | 32.29D; 32.2.2PP | |
| 30798 | Houk, Robert | I'm strongly against the gondola proposal. It benefits the developer but not the Skiers. The alternative that makes sense was never considered. | 32.2.9E | |
| 27076 | Houmand, Grace | Maintain the visual experience of little cottonwood canyon with out building the gondola . I support gondola and bus alternatives! Please don't built this for the sake of the wildlife and our water source for the salt lake valley! | 32.2.9E; 32.2.9A | |
| 36469 | Houseman, Marci | I appreciate the time that has been spent on carefully considering the solutions for the current AND future traffic congestion in Little Cottonwood Canyon. Doing nothing is not a solution and I appreciate the effort that has been made to solve the problem. I applaud the phased approach to solutions and believe that layering one effective solution on top of additional effective solutions will ultimately achieve the goal of getting people out of their cars and into transit. I support a phased approach so long as we are looking at the long term solution of the gondola. In looking at a long term transit solution, the gondola aligns with many priorities that are important to me: emergency egress, reliability (even during avalanches and traffic accidents), reduced emissions, year round access to canyons for those with mobility issues, protection of the watershed and environment. The layers of solutions must include incentives for people to get out of their cars. My goal is to get as many people out of cars and into transit and I believe the gondola is the right long term solution to accomplish just that. | 32.29R; 32.2.9D | A32.29R; A32.1.2H; A32.2.6S |
| 28537 | Housley, Dan | I'm supportive of gondola option with the caveat that I think snowbird and Alta should their fair share of the project as well as annual cost as the primary beneficiaries of the solution. I'd recommend running it summer as well. I also think that the true solution will require multiple solutions in he future. I don't believe the Gondola will fully solve the problem. We'll need to widen the road and provide a bus only lane as well with increased frequency. | 32.2.9D; 32.2.7A; 32.2.9B | |
| 32779 | Housley, Dan | Snowbird and Alta should contribute a significant amount of the overall cost as the principle beneficiaries of the solution. | 32.2.9E | |
| 37424 | Housman, Ian | While no solution is perfect, a gondola is a permanent step in the wrong direction. A large parking structure at the bottom of the canyon with free frequent buses that stop at the resorts and the many trailheads and a toll to drive up the canyon makes the most sense. | 32.2.9E; 32.2.2Y | |
| 28660 | Houston, Brie | The gondola won't solve anything. Please don't do this to the canyon. Preserve the natural beauty. Humans don't deserve it, nature deserves it. STOP THIS PLEASE!!!! | 32.2.9E; 32.7C | |
| 26260 | Houston, Brie | Please keep the land in its natural state. You will destroy the natural beauty and destroy animals homes. Stop this movement please!! | 32.2.9G; 32.2.9N; 32.13A | A32.2.9N; A32.13A |
| 35910 | Houston, Cynthia | I think it's best to restrict cars and have travelers make reservations. This is what they are doing on Kauai at the North Shore. Look into it. They are trying to save nature. | 32.1.2F; 32.2.2K | A32.1.2F; A32.2.2K |
| 32821 | Houston, Louree | the gondola seems like a short sighted plan which overlooks a lot of different aspects of the canyon users and access to little cottonwood canyon. It does not address many of the issues nor will it eliminate the traffic issue as there is a lot of users not going to snowbird/alta. Especially when we could implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws. Without investing \$550 million taxpayer dollars in a permanent project with so many unanswered questions. | 32.2.9A; 32.2.9E | |
| 33043 | Houtz, Charles | Please reconsider building a gondola. It will be a scourge on the canyon's aesthetics and natural appeal that serves a small wealthy subclass of canyon users. Skier traffic on a small number of mornings per year does not warrant such destruction of nature in service of two businesses. Many simpler options exist such as tolling, closing the road to private vehicles before a certain hour, running busses every 3 minutes, etc. also consider climate change's impact, we will look like idiots in 50 years when we have giant steel gondola going to ski resorts that now barely have any snow. to me it seems almost nobody who lives here is in favor of building a gondola. it is shortsighted corporate welfare in service of two wealthy businesses and in flagrant disregard for conservation of what can still be conserved. please do not ruin the canyon with a gondola. | 32.2.9E | |
| 34480 | Houtz, Janet | Please consider that if at one point a gondola system is built it will change everything about Little Cottonwood Canyon. It cannot be undone (without great expense) once it is built. Buses can always be added or taken away. Tolls...those are for the rich...think about the general public...a trip to the local mountains should not cost anything. Lastly, it continues to cross my mind...is a gondola earthquake safe? Please do not destroy our beautiful canyons with structures...they look out of place. Let's keep the natural look in our local canyons. | 32.2.9E | |
| 26267 | Houtz, Linda | Over \$500,000,000 for something that involves a small portion of our community? With decreasing snowpack as the years go on (much more by the time your gondola would even be done) and we will see fewer cars in that canyon. The value of our community is nature and this is not working with nature. A couple decades from now, I think people will look at those chunks of concrete and feel embarrassed. Tax payers are at a time where they will be facing all sorts of other demands (homeless crisis...you don't see that if you don't live where they are camped out...and spending money to figure out solutions to our water crisis. We will need to fork out a lot of money to improve our air quality and water availability. Big projects in this direction, I could respect the \$500,000,000 price tag. | 32.2.9E; 32.2.2E; 32.1.2B; 32.2.7A | A32.1.2B |
| 38797 | Hovden, Kacey | Subject : Little Cottonwood Canyon y nuestra comunidad merecen respect! Dear Utah Department of Transportation, I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2I; 32.10A | A32.1.2B; A32.2.6.3C; A32.2.2I |

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| | | <p>throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons.</p> <p>The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low-income communities. They will have less access to the gondola station and less access to Little Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low-income residents live.</p> <p>Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening.</p> <p>Thank you for your consideration. Sincerely, Kacey Hoyden [REDACTED]</p> | | |
| 36562 | Howard, Adam | I do not want a Gondola. Too expensive and not helpful enough. I dont like that it would impact other mountain sports including climbing and hiking. Thanks | 32.2.9E; 32.4B | |
| 28080 | Howard, Courtney | <p>This comment is a statement of my strong support for beginning with tolling and enhanced bus service. I am truly BAFFLED and disappointed that UDOT's stance towards this option is not "let's try this and see," but rather "Let's try to make the gondola happen regardless of the tolling/busing results."</p> <p>It seems negligent that the end user cost per rider of neither the buses nor the gondola has been mentioned so far, as this not only pertains to socioeconomic equity, but also the likelihood that anyone at all is going to use these things. Nobody can make an informed decision without this information... For example... if it is going to take a few hours waiting in a line (because do the math on a powder day) to take the gondola AND \$100 for a family of four, I'd argue most people are still going to drive their minivan up the canyon and wait in that line instead. How many of the comments pro-gondola are locals or people resorts have pushed comment links to from outside of our city who don't actually understand the complexity of year round canyon recreation and users.</p> <p>A HUGE oversight of the gondola that continues to be ignored is that there are no alternative stops anywhere except the ski resorts. This despite the fact that UDOT admits it has registered significant amounts of comments demanding "consideration for all canyon users, not just resort visitors." Remedying this with buses requires no additional resources. Simply give bus drivers permission to pick up and drop off at existing trailheads on signal. A solution that benefits only ski resorts is not a solution for our city, our people, and future generations who want to enjoy the canyons in winter in a multitude of ways NOT in the resort (snowshoe, backcountry, sledding, fishing, hiking, birding, not being in long lines at the resort).</p> <p>UDOT continues to tout the environmental benefits of the gondola vs. diesel buses, but fails to compare the gondola vs modern electric buses despite recent evidence that fully loaded electric buses do a fine job of moving up and down our canyons. Why are electric busses out of this discussion entirely?</p> <p>While eliminating roadside parking beyond entry 1 is done for honorable reasons, it disproportionately affects user groups other than resort visitors while providing no alternative. This again flying in the face of many comments you have already received regarding user group equity.</p> <p>I'm calling justice from deep pockets of ski resorts dictating irreversible damage and obscene costs without trying more obvious and effective solutions. You can decide to protect our canyons and their wildlife, connect recreationalists of all disciplines, and use common sense or you can live with being strong-armed into a gondola that is destined to fail.</p> <p>When a teenager comes to a parent and says, "Hey, my 1999 Toyota Camry isn't functioning well, I need a new one so I can get around to parties, school, work and all my friends' houses"... is the response to say "Sure honey, here's a 2023 Bugatti, it is programmed to take you to your friend John's house for parties... on weekends... during the winter and it is a little slower than your car now" or is it "Let's figure out what the problem is and see if we can fix it. Otherwise, here's a 2023</p> | 32.2.9A; 32.29R; 32.2.4A; 32.2.6.5G; 32.2.6.3C; 32.2.6.3F | A32.29R; A32.1.2H; A32.2.6S; A32.2.6.3C |

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| | | Prius that can get you to all of those places all year round". The Bugatti is showy, impractical, and appeals to a narrow user group that has one place to be; not representative of canyon users. The Prius is practical, logical and solves the problem more comprehensively FOR MORE PEOPLE; it is not only the more cost effective option but it is rational. STARTING with a Bugatti (GONDOLA) is reckless, irresponsible, and complete insanity. | | |
| 37417 | Howard, Dani | As a Sandy resident I often drive up the canyon and marvel at the beauty minutes from my home. As I took a drive last week to see the changing leaves I couldn't help but think of the destruction a gondola would cause to the natural beauty of the canyon. I thought of how many trees, plants, and animals would be displaced. I thought of the constant construction and destruction that would take place for years to build it. Then I thought about how selfish as a human race we have become that we would choose profit of ski resorts over maintaining the natural environment around us. Please listen to the citizens of Utah and the salt lake valley because we are very against the gondola. | 32.2.9E; 32.1.2F | A32.1.2F |
| 26784 | Howard, Grant | Gondola for the win! Cars are the problem | 32.2.9D | |
| 27250 | Howard, Heather | No gondola | 32.2.9E | |
| 36269 | Howard, Jackie | I am against a gondola going up little cottonwood canyon. Yay | 32.2.9E | |
| 32828 | Howard, Kirstin | Do not permanently mar our canyon with a gondola system. It is impractical, damaging to the area where pylons/towers will be placed and SO expensive. Please stop the gondola option, which is overwhelmingly opposed by local residents and let's use other methods to mitigate traffic or at very least do nothing, but absolutely NO GONDOLA. | 32.2.9E | |
| 29987 | Howard, Lawrence | Don't build this | 32.2.9D | |
| 30826 | Howard, Mallory | As an avid hiker and climber, the proposed gondola will significantly and negatively impact my experience of Little Cottonwood Canyon. It has unacceptable impacts on LCC's iconic natural character and aesthetic. The current views of pristine granite and pines will be interrupted by towers and cables; the rush of the river replaced with the consistent hum of machinery and construction. Access to climbing areas will be compromised during years of construction and the gondola equals the destruction and/or removal of irreplaceable and historic world-class climbing resources and views. Transportation infrastructure that physically and permanently alters the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before permanent landscape changes are made. | 32.4B; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 36485 | Howard, Richard | Stop wasting my money on this kind of nonsense. Restrict access, giving priority to actual residents, and limit access by visitors. We do not need to spend any more money on this subject. | 32.2.2K; 32.2.9E | A32.2.2K |
| 36903 | Howard, Thomas | Gondola? More like [REDACTED]. | 32.2.9E | |
| 30367 | Howat, Laura | I lived and worked in Little Cottonwood when I moved to Utah in 1978, first at Goldminer's Daughter and then at the Rustler Lodge. I no longer downhill ski. I'm a huge fan of the fantastic canyon so close to my Sugar House home. Already, I don't like how much of the emphasis of the Canyon is on the ski areas. This seems like a misguided focus on this beautiful recreation area that also provides drinking water to SLC. I agree with George Pyle in the September 29, 2022 Salt Lake Tribune, if UDOT is going to continue to cater to the ski areas (rich resorts that cater to rich skiers) then they should pay for the gondola, not the working general public. I would rather see canyon restrictions to winter traffic. The Ikon pass has been so detrimental to our winters. Thank you. | 32.2.9E; 32.2.7A; 32.2.2K | A32.2.2K |
| 29611 | Howe, John | I am AGAINST the building of a gondola. This is an irreversible and rushed decision that only benefits the resorts at the top while not actually addressing the core issue of overall traffic in and around the mouth of little cottonwood. It seems like enhanced bus service on the existing roads is a step in the direction we need to be heading in, not spending an enormous amount of taxpayer dollars to forever scar our beautiful canyon with a hack "solution". | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |
| 26865 | Howe, Lexie | NO GONDOLA!! | 32.2.9E | |
| 27828 | Howe, Scott | The little cottonwood canyon road is the main issue related to canyon access. It has a history of incidents including vehicle accidents, avalanches, rockslides and more. It is in serious need of widening, protective barriers, pullouts and passing lanes for the safety of its users and efficient travel. Many users need this canyon road for various transportation that a Gondola cannot provide. Since the road already exists, there is a duty to maintain and improve it for the benefit of all users and the canyon in general. These improvements will be necessary and much less impactful to the canyon existence than a gondola. Even if a gondola is built, the canyon road will still need much improvement. It is relatively easy to add more efficient bussing to the canyon. How the decision to build a gondola has overcome these basic priorities raises significant concerns about the corruption of the decision making process and those in a position to come to the conclusion that a Gondola is the best option. The Gondola is poised to benefit the ski resorts more than any other user group. Despite all the money and influence that these resorts have, it is staggering that they expect the tax payer to fund such an unwelcome intrusion to our outdoor landscape. Despite the years of overwhelming opposition, and recent troubling times the idea that this project might move forward in the direction of a gondola is outright scary. There is little option to social distance in a gondola. It likely cannot be operated safely in extreme weather and wind conditions. It will cause traffic, parking and cost issues of its own. The construction of this magnitude is a large undertaking that will have many major impacts to the canyon environmentally. The costs are likely not accurately measured as has been seen time and time again by UDOT and for projects like this it is easy to anticipate that this will take longer and cost more than proposed, as well as other unintended consequences. This unwelcome eyesore will obscure the vision of the Wasatch front for the future and such poor judgement will be unforgettable. | 32.2.9RR; 32.2.9E; 32.2.9A; 32.2.6C; 32.2.6.5K | |
| 34845 | Howell, Courtland | It is unlikely to solve the problem (traffic) it seeks to address because why would people take a public transportation Gandola when the won't even ride the public transportation bus. | 32.2.4A | |

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| 25390 | Howell, Davan | Going forward with the gondola is going to ruin our canyon. Forever changing the landscape, and creating potential watershed hazards to an already scarce source. It's just simple to see this is wrong. The "problem" your trying to "fix" is nonexistent. So what there's traffic, so what there's a wait when avalanche work being done, so what you have a 30 min canyon ride to get to and from the resort. Salt Lake still have the easiest access to the mountains than anywhere else. You're trying to put a 1 billion dollar scar on national forest that should be preserved! | 32.2.9E; 32.12A; 32.1.2B | A32.12A; A32.1.2B |
| 31562 | Howell, David | Charging people to use the canyon? A lot of people will thank you for that: those in the Idaho Department of Commerce - Tourism Development, the Colorado Tourism Office and those in Wyoming Office of Tourism. And I'll bet the Utah Office of Tourism will also thank you! And let's not forget the Utah Olympic committee! That is as wise a decision as the one a few years ago when beer was outlawed at Oktoberfest! | 32.2.4A | |
| 30022 | Howell, Joseph | I'm concerned that a gondola is not the right choice here. It serves only the ski resorts and the research I've seen shows it does not reduce traffic in the canyon at all, it only allows more people to access the resorts and resorts only. What about summer hikers? Backcountry skiers? If this is only to serve the resorts, why not make them pay for it? Please pursue other options like mandatory carpooling, more busses, etc. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.9A; 32.2.9E; 32.7C | A32.1.2B |
| 32705 | Howell, Kathy | 1. Doesn't alleviate the traffic on Wasatch Blvd. 2. Services 2 resorts and does not operate in the summer. 3. Invasive and destructive to the canyon. | 32.2.9E; 32.2.6.5E; 32.1.2C | A32.2.6.5E |
| 29249 | Howell, Marcia | I am adamantly opposed to this idea. It will further divide those who have money and can afford the additional fee from the average people who want to enjoy a day skiing. Plus, it will affect the beauty of our canyons. | 32.2.9E | |
| 36981 | Howell, Rachel | Waste of time (passenger transportation time if it was built and construction time), waste of money, logistically unsound, only benefits a few, would only be used a few months and be a complete eyesore the rest of the year. Would rather see a reservation system in place. | 32.2.9E; 32.1.2D; 32.2.6.3F; 32.2.2K | A32.2.2K |
| 32512 | howell, william | A frequent low cost bus as well as high cost parking reservations would be a much more sensible option. | 32.2.9A; 32.2.2K | A32.2.2K |
| 33979 | Howells Howells, Stephanie | Just stop trying to over populate and ruin Utah more. We do not need a gondola. Close the canyon for entry when its full. As cars leave allow that many up. All this building going on is turning Utah into California. | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 32520 | Howells, Chris | I am in support of the Gondola Project serving Little Cottonwood Canyon. | 32.2.9D | |
| 27515 | Howland, Philip | I oppose the proposed UDOT's selection of a gondola for Little Cottonwood Canyon. This selection is a flaw choice that will negatively impact quality of water and will adversely impact the health and diversity of our public forests. This selection only benefits 2 privately held companies and is not in the public interest. There are other alternatives including electric bussing, mandatory canyon access and parking restrictions for the two privately held resorts that will alleviate the stated problem of traffic. The long term negative impacts to the canyon are, I feel, being underestimated and the potential benefits is being overstated. This is an expensive project which is unlikely to solve any problems, but will instead create environmental issues. The natural sky line will be marred by poles, wires, construction. The creek will be polluted. This is the worst decision possible for Little Cottonwood Canyon and the surrounding community. As a tax payer in Utah I strongly oppose this project. | 32.2.9E | |
| 27515 | Howland, Philip | I oppose the proposed UDOT's selection of a gondola for Little Cottonwood Canyon. This selection is a flaw choice that will negatively impact quality of water and will adversely impact the health and diversity of our public forests. This selection only benefits 2 privately held companies and is not in the public interest. There are other alternatives including electric bussing, mandatory canyon access and parking restrictions for the two privately held resorts that will alleviate the stated problem of traffic. The long term negative impacts to the canyon are, I feel, being underestimated and the potential benefits is being overstated. This is an expensive project which is unlikely to solve any problems, but will instead create environmental issues. The natural sky line will be marred by poles, wires, construction. The creek will be polluted. This is the worst decision possible for Little Cottonwood Canyon and the surrounding community. As a tax payer in Utah I strongly oppose this project. | 32.2.9E; 32.2.2K | A32.2.2K |
| 37940 | Hronek, Chris | The proposed gondola plan is a large waste of tax dollars, cuts into the visual aesthetics of the canyon, harms natural resources, and only serves a percentage of canyon users during winter months. It seems that increased bus transit with more stops throughout the canyon (or other alternate solutions) could serve not only skiers at the two resorts, but those who visit the canyon year-round and desire to backcountry ski, snowshoe, hike, bike, climb, birdwatch, etc. The gondola only serves resort-goers and is a strenuous impact on the tax paying citizens of Utah as well as the natural environment of the canyon. Wouldn't it be better to increase/improve bus operations and hours of the day for a much smaller investment while reallocating much of the proposed gondola budget to improve mass transit throughout the rest of the Wasatch Front? Perhaps two rail lines for the FrontRunner? Additional rail lines? Utah's governing authorities could provide solutions that majority of Utahns (not just those who support two ski resorts) can benefit from -- especially as our population will begin to reach 4 million people by 2032. This seems like a narrow-minded proposal which aims to benefit the few and privileged who can afford to ski at these two corporations, line the pockets of legislative landowners where the parking garages will be built, impact the aesthetics and wildlife of the canyon, and not address/fix the underlying issue with overcrowded canyon use. I know this solution seems exciting and like a fun way to advertise tourism to our great state. However, for the reasons above, please reconsider and think long-term about the impact of your decision to support on current residents, future generations, wildlife, water resources, erosion components, and sustainable solutions. | 32.1.2D; 32.2.7A; 32.2.9E; 32.2.9A | |

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| 37916 | Hronek, Lauren | <p>The proposed gondola plan is a large waste of tax dollars, cuts into the visual aesthetics of the canyon, harms natural resources, and only serves a percentage of canyon users during winter months. It seems that increased bus transit with more stops throughout the canyon (or other alternate solutions) could serve not only skiers at the two resorts, but those who visit the canyon year-round and desire to backcountry ski, snowshoe, hike, bike, climb, birdwatch, etc. The gondola only serves resort-goers and is a strenuous impact on the tax paying citizens of Utah as well as the natural environment of the canyon.</p> <p>Wouldn't it be better to increase/improve bus operations and hours of the day for a much smaller investment Then reallocating much of the proposed gondola budget to improve mass transit along the Wasatch front. Utah's governing authorities could provide solutions that majority of Utahns (not just those who support two ski resorts) can benefit from -- especially as our population will begin to reach 4 million people by 2032. This seems like a narrow-minded proposal which aims to benefit the few and privileged who can afford to ski at these two corporations, line the pockets of legislative landowners where the parking garages will be built, impact the aesthetics and wildlife of the canyon, and not address/fix the underlying issue with overcrowded canyon use.</p> <p>I also take issue that you are still incentivizing all other users "non-resort" skiers to drive the canyon but then also penalizing them with tolls, parking fees and these users have no other way to access the canyon. This is not an equitable solution and would only serve the privileged.</p> <p>I would advocate for a system similar to Zion NPS. Shut the canyon down in the winter and have it only accessible by bus. And have stops all along the way for all users.</p> <p>LCC is more than just skiing and powder days.</p> <p>For the reasons above, please reconsider and think long-term about the impact of your decision to support on current residents, future generations, wildlife, water resources, erosion components, and sustainable solutions.</p> | 32.2.9E; 32.1.2D; 32.2.9A; 32.1.2B; 32.2.4A; 32.2.2B | A32.1.2B |
| 32910 | Hsieh, Linsey | I am shocked and disappointed that the gondola is being seriously considered as an option. It will mar the beautiful landscape, Cost an appalling amount of money, and not actually solve traffic problems the majority of the year. As a hiker and not a skier I can clearly see how this solution does not take into account people like me who are looking to use the entire canyon and not simply the resort. This seems like a clear case of the people with the most money making decisions that benefit them rather than the community. | 32.2.9E | |
| 29805 | Hsu, Erica | It would be heartbreaking to tear up the canyon to place a gondola. There is so much history in climbing in LCC and to remove that just to please rich ski resort owners is outrageous. We should focus more on what we can do to mitigate climate changes that are affecting SLC as a whole. | 32.1.2B; 32.2.2E; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B |
| 25939 | Huang, Annie | The negative impact of the proposed Little Cottonwood Canyon gondola greatly outweighs the positive outcomes from this endeavor. As a visitor to the ski resorts in support of this gondola, there are clearly many other approaches that they may take to regulate traffic (i.e reservation systems, carpooling incentives, etc.) that do not push UDOT towards this environmentally detrimental solution. I encourage the EIS firm to adequately and clearly identify the impacts of this proposed gondola and consider the overwhelming negative feedback from local communities about this proposed project. Without this appropriate consideration, there likely will be an extensive legal battle about this proposed project that no parties want to endure. I encourage UDOT to look at long-term, alternative solutions, especially with rapidly developing technology and inviting local input outside of the ones with the most funds. UDOT should not make their final decision ont his project without the final EIS and input from the local community. | 32.2.9E; 32.2.9N; 32.2.2PP; 32.2.2K; 32.2.2Y; 32.2.6H | A32.2.9N; A32.2.2K |
| 25301 | Hubbard, Anna | Thank you UDOT. Gondola is by far the best option for all the reason you listed. Now, can you please list realistic timelines for project completion? I would hope it will be during our family lifetime and not just empty promise to appease utah/slc taxpayers and pretend you are planning on doing something with this LCC commute disaster during winter | 32.2.9D | |
| 29555 | Hubbard, Derek | <p>Hello,</p> <p>I wanted to add my input on the decision to put a gondola in Little Cottonwood canyon in an effort to alleviate traffic during the winter. As a frequent user of the canyon for all types of sports, I DO NOT SUPPORT the gondola proposal (sorry for the all caps, I wanted to make sure I was clear). Doing so will only change the bottleneck point. Instead of cars in the canyon, means will need to be provided for more and more parking at the bottom of the canyon. Not only will huge damage be done to our vast natural resources in the canyon (including but not limited to climbing, biking, rafting and hiking) but the parking areas necessary will take vast areas of already overcrowded land. Last but not least, the natural beauty of the canyon that has been and will be of great worth to everyone who has seen it will be disrupted.</p> <p>Stop the greed of the ski resorts and have them impose limits on daily and season passes. It has worked for years at Powder Mountain and they're the best resort in the Ogden area.</p> <p>Thank you, Derek Hubbard</p> | 32.2.2K; 32.2.9E; 32.4B; 32.7B | A32.2.2K |
| 37061 | Hubbard, Sarah | Hello and thank your for consideration! | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.6.5G; | A32.2.2I |

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| | | <p>I'm writing to let you know I OPPOSE the gondola option for the following reasons:</p> <p>1) Why am I, a taxpayer, footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses? With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year.</p> <p>2) How many visitors can LCC support? The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." I would like to see a capacity/visitor management study to better understand how many visitors LCC can support.</p> <p>3) I care about the beauty of LCC. How is constructing more than 20 towers reaching 200 feet tall and stretching 8 miles through the heart of LCC maintaining the canyon's natural beauty? It's not.</p> <p>4) I am one of the 80% of Utahns who oppose the gondola -- please don't ignore public opinion.</p> <p>5) Let's start with common sense solutions and see where that takes us: parking hubs in the valley, electric busing with regular routes, carpooling and tolling, and reservations.</p> <p>Sincerely, Sarah Hubbard</p> | 32.20B; 32.2.6.3F; 32.2.2I; 32.2.4A | |
| 30890 | Huber, Anton | I believe the Gondola is a great idea. I would love to see it run in the summer as well. This would be an awesome way to centralize people and show them the canyon without driving. Toni | 32.2.9D | |
| 25775 | Huber, Kirt | I am against the gondola due to the fact we are using public funds to service two private businesses Alta and Snowbird. I am a ski season pass holder. If this gondola is built with public funds, I will discontinue skiing in little cottonwood canyon. There are a lot more important things to do with 1/2 billion dollars in our community. Shame on you. | 32.2.7A; 32.2.9E; 32.2.9N | A32.2.9N |
| 28822 | Huber, Paul | Looks good to me. I'm a retired skier (82) but look forward to the new and improved LCC. What will be the fare to ride-with and without skis? | 32.2.4A | |
| 33782 | Huckin, Thomas | <ol style="list-style-type: none"> 1. How long would it take to do all the construction? 2. How many towers & service roads would there be? 3. How much would a roundtrip ride cost? 4. Would such a gondola only service the two ski areas? 5. If so, why should we taxpaying citizens be forced to subsidize it? <p>Until the owners/beneficiaries of those two ski resorts fully answer such questions, my wife and I are strongly opposed to their scheme!</p> | 32.2.7C; 32.2.9E | A32.2.7C |
| 30025 | Huckins, Jeremy | This is a terrible decision. The greed of slc will ruin it | 32.2.9D | |
| 32352 | Hudachko, Tom | Please register my comment in opposition to Gondola Alternative B as the preferred alternative in the final EIS. The gondola option would result in irreversible, negative environmental impacts within the canyon. Other, less invasive options should be considered prior to going with the nuclear option of the gondola. You are working to solve a problem that occurs on only a handful of days every year. Solutions such as mandatory tolling, mandatory carpooling, and closing the canyon once vehicle occupancy limits have been met should all be considered and implemented prior to the gondola. The gondola is like using a sledgehammer before even trying a flyswatter. The gondola makes zero sense financially when you consider it will only operate for approximately one-third of the year. It makes zero sense when you consider it will be subject to the same closures as the road during avalanche control work and interlodge. It makes zero sense when you consider it still requires people to depend on their vehicles to get them to the base station. It makes zero sense for anybody trying to access other trailheads in the canyon. Please go back to the drawing board and consider implementing something the community here actually supports, as opposed to just a handful of individuals who stand to profit handsomely from its construction. | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 36425 | Hudson, Abby | <p>As a resident of Utah that lives very close to the bottom of Little Cottonwood Canyon, I say no to the gondola.</p> <p>As an engineer with work dedicated to systems engineering, there will always be unforeseeable problems. This is especially true where time and money are concerned. Unless the systems engineering was/is airtight things will inevitably go wrong. Requirements will change, risk matrices will expand, the bill of materials will grow, more and more money is dedicated, etc. It seems like a massive amount of money to be spending on something that:</p> <ol style="list-style-type: none"> a) many locals do not want b) may very well not fix the problem (I will expand upon this below) c) takes away the beauty of the canyon d) will require a constant supply of money for maintenance separate from the building cost e) may cause liability for the city should failure occur at any point in the gondola's timeline f) only accommodates a fraction of the population g) will exacerbate the problem in the short term (i.e. during building) | 32.2.9E | |

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| | | <p>h) does not seem fair for Utah regulars who are aware of the problem and do everything possible to not contribute to the problem trying to be solved</p> <p>While the gondola may seem like a solution to a problem, I am fairly certain that it is actually going to make the traffic worse. There is not enough room at the entrance of the canyon for such a complicated transportation mechanism, especially because the gondola will have a limit of passengers per trip. This leads to the need for space dedicated to waiting, boarding, parking, etc. This, in turn, may lead to people choosing to drive anyway instead of waiting. This may also happen as a result of not wanting to deal with the multiple transfers of the gondola. All things considered, the already limited space will be further minimized, many people will still choose to drive, and the gondola won't have solved any problems. Please keep in mind that I pass by the entrance to the canyon constantly as a consequence of where I live and have first-hand experience with the traffic problems.</p> <p>It is my opinion as someone directly affected, that this is not the solution.</p> | | |
| 34617 | Hudson, Daniel | <p>I live very near to Little Cottonwood Canyon and I am against the gondola proposal. Primarily, I don't think it solves the traffic issue at all. There is no disincentive to still drive up the canyon, especially since it would be cheaper, more convenient and faster than taking the gondola. It would also only be able to ferry a tiny fraction of the amount of canyon goers on busy days. I think the only people who would use the gondola are tourists and extremely casual wealthy resort skiers and these people are not the ones all rushing up the canyon causing traffic.</p> <p>It would also be a very expensive and disruptive project that we likely wouldn't see completed for years. This seems an unacceptable waste of time and money when there are far cheaper and more effective solutions: a much expanded, and free (or very cheap) bus system combined with tolling the canyon road and some strategically placed snow sheds to help with avalanche-prone stretches of road.</p> <p>Another issue is that a wide variety of people use the canyon and only some of them are going to a ski resort. Back country skiers, climbers, etc aren't served at all by the gondola.</p> | 32.2.9E; 32.2.4A; 32.2.9A; 32.2.6.5G | |
| 28966 | Hudson, Denise | <p>I am against the gondolas completely. I dont think the tax payers should pay for the ski resorts upgrades. Why dont they quit selling the out of state include all resort passes, then it would not be so crowded. I used to ski all the time, now it is too expensive and crowded. There should be a locals discount at the very least. Maybe make the canyons a one way hwy for a couple of hours in am and a couple of hrsPM. This would solve the traffic problem. Dont ruin our beautiful canyon with a gondola. Our views are priceless. Thank you Denise Hudson</p> | 32.2.2K; 32.2.9E; 32.2.2D | A32.2.2K |
| 35550 | Hudson, Jane | <p>Hello UDOT,</p> <p>I am wholeheartedly against the Gondola proposal.</p> <p>I live in Millcreek, and recreate in the Wasatch Mountains almost every day (year round). I love the Wasatch and feel that we all need to work hard to preserve its beauty.</p> <p>The gondola is not only an eye sore, but will cause major impacts to the canyon (i.e. destroying world class bouldering areas and various ecosystems). We need to put real effort into trying to expand the bus system or try another option like tolling. The gondola parking lot will be almost a mile from the gondola station, it's expensive to ride, it's slower than driving and is less convenient (especially for groups and families). People will not use it.</p> <p>It only serves a portion of canyon users, only those going to resorts and the resorts themselves. There is no disincentive to drive so people will continue to do so.</p> <p>The current traffic problem only happens less than <15 days a year. Throughout the EIS, the transportation problems are projected to get worse with population growth. Sections 1.3, 1.4.1.2, and 1.4.2.2 (just to name a few) discuss this growth and the related problems.</p> <p>I find it extraordinarily irresponsible to ignore the obvious need to examine the level of visitation that this fragile resource can handle without damage. The EIS simply waves off this point in S.12 by saying "The Forest Service acknowledges that, in the future, management might be needed to limit resource impacts from user visitation in Little Cottonwood Canyon. Specific visitor capacities are not being considered by the USDA Forest Service at this time."</p> <p>If we weigh the growth impacts in this equation so heavily that we are willing to spend \$600M to \$1B of taxpayer money for a "future" problem...how can we not ask the Forest Service to "consider visitor capacities?" It is negligent and irresponsible not to do so. We cannot simply blame the Forest Service and wave this away as a "noted" but "ignored" concern!</p> <p>I am adamantly opposed to this proposed alternative and demand that all other options that be tried and exhausted FIRST before building a \$600M gondola that will destroy the canyon and the ecosystem it supports.</p> <p>It's too expensive. It's too invasive. It will likely encourage rather than discourage car traffic. And ... it won't solve the powder-day traffic problem, there will just be lines of cars waiting to enter the rapidly-filled gondola parking lot. There will be no difference to the users of 9400 S and Wasatch Blvd (and surrounding</p> | 32.2.9E; 32.2.9A; 32.2.4A; 32.1.2D; 32.1.2B; 32.20B; 32.2.6.5E | A32.1.2B; A32.2.6.5E |

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| | | <p>neighborhoods) on those days.</p> <p>This also does not help the traffic congestion is any other canyon, namely Big Cottonwood Canyon. I implore you to give bussing a real shot and make an effort to improve the bus system for both LCC & BCC. That is a scalable and more sustainable option that has not been given a real shot.</p> <p>The gondola is not the right answer. There are many common-sense approaches that could and should be implemented.</p> <p>Please truly consider my comment and those of other locals.</p> <p>Thank you,</p> <p>Jane Hudson</p> | | |
| 32680 | Hudson, Jane | <p>I am wholeheartedly against the Gondola proposal.</p> <p>I live in Millcreek, and recreate in the Wasatch Mountains almost every day (year round). I love the Wasatch and feel that we all need to work hard to preserve its beauty.,Ä®,Ä®</p> <p>The current traffic problem only happens less than <15 days a year. Throughout the EIS, the transportation problems are projected to get worse with population growth. Sections 1.3, 1.4.1.2, and 1.4.2.2 (just to name a few) discuss this growth and the related problems. ,Ä®,Ä®The gondola is not only an eye sore, but will cause major impacts to the canyon (i.e. destroying world class bouldering areas and various ecosystems). We need to put real effort into trying to expand the bus system or try another option like tolling. The gondola parking lot will be almost a mile from the gondola station, it's expensive to ride, it's slower than driving and is less convenient (especially for groups and families). People will not use it.</p> <p>It only serves a portion of canyon users, only those going to resorts and the resorts themselves. There is no disincentive to drive so people will continue to do so.,Ä®,Ä®</p> <p>I find it extraordinarily irresponsible to ignore the obvious need to examine the level of visitation that this fragile resource can handle without damage. The EIS simply waves off this point in S.12 by saying "The Forest Service acknowledges that, in the future, management might be needed to limit resource impacts from user visitation in Little Cottonwood Canyon. Specific visitor capacities are not being considered by the USDA Forest Service at this time.</p> <p>",Ä®,Ä®If we weigh the growth impacts in this equation so heavily that we are willing to spend \$600M to \$1B of taxpayer money for a "future" problem (right now it's <15 days a year) ... how can we not ask the Forest Service to "consider visitor capacities?" It is negligent and irresponsible not to do so. We cannot simply blame the Forest Service and wave this away as a "noted" but "ignored" concern!,Ä®,Ä®</p> <p>I am adamantly opposed to this proposed alternative and demand that all other options that be tried and exhausted FIRST before building a \$600M gondola that will destroy the canyon.</p> <p>,Ä®,Ä®It's too expensive. It's too invasive. It will likely encourage rather than discourage car traffic. And ... it won't solve the powder-day traffic problem, there will just be lines of cars waiting to enter the rapidly-filled gondola parking lot. There will be no difference to the users of 9400 S and Wasatch Blvd (and surrounding neighborhoods) on those days.</p> <p>This also does not help the traffic congestion is any other canyon, namely Big Cottonwood Canyon. I implore you to give bussing a real shot and make an effort to improve the bus system. That is a scalable and more sustainable option that has not been given a real shot. ,Ä®,Ä®</p> <p>The gondola is not the right answer.</p> <p>There are many other common-sense approaches that could and should be implemented.</p> | 32.2.9E; 32.1.4D; 32.20B; 32.2.9A; 32.1.1A; 32.1.2H | A32.1.1A; A32.1.2H |
| 34583 | Hudson, Jane | <p>I am wholeheartedly against the Gondola proposal.</p> <p>I live in Millcreek, and recreate in the Wasatch Mountains almost every day (year round). I love the Wasatch and feel that we all need to work hard to preserve its beauty.,Ä®</p> | 32.2.9E; 32.1.2B; 32.20A; 32.2.4A; 32.2.6.5J; 32.20B; 32.29R; 32.2.4A; 32.2.6.5E; 31.1.1A | A32.1.2B; A32.20A; A32.29R; A32.1.2H; A32.2.6S; A32.2.6.5E |

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| | | <p>,"The current traffic problem only happens less than <15 days a year. Throughout the EIS, the transportation problems are projected to get worse with population growth. Sections 1.3, 1.4.1.2, and 1.4.2.2 (just to name a few) discuss this growth and the related problems. "</p> <p>,"The gondola is not only an eye sore, but will cause major impacts to the canyon (i.e. destroying world class bouldering areas and various ecosystems). We need to put real effort into trying to expand the bus system or try another option like tolling. The gondola parking lot will be almost a mile from the gondola station, it's expensive to ride, it's slower than driving and is less convenient (especially for groups and families). People will not use it.</p> <p>It only serves a portion of canyon users, only those going to resorts and the resorts themselves. There is no disincentive to drive so people will continue to do so."</p> <p>"I find it extraordinarily irresponsible to ignore the obvious need to examine the level of visitation that this fragile resource can handle without damage. The EIS simply waves off this point in S.12 by saying "The Forest Service acknowledges that, in the future, management might be needed to limit resource impacts from user visitation in Little Cottonwood Canyon. Specific visitor capacities are not being considered by the USDA Forest Service at this time.""</p> <p>"If we weigh the growth impacts in this equation so heavily that we are willing to spend \$600M to \$1B of taxpayer money for a "future" problem (right now it's <15 days a year) ... how can we not ask the Forest Service to "consider visitor capacities?" It is negligent and irresponsible not to do so. We cannot simply blame the Forest Service and wave this away as a "noted" but "ignored" concern!"</p> <p>"I am adamantly opposed to this proposed alternative and demand that all other options that be tried and exhausted FIRST before building a \$600M gondola that will destroy the canyon."</p> <p>"It's too expensive. It's too invasive. It will likely encourage rather than discourage car traffic. And ... it won't solve the powder-day traffic problem, there will just be lines of cars waiting to enter the rapidly-filled gondola parking lot. There will be no difference to the users of 9400 S and Wasatch Blvd (and surrounding neighborhoods) on those days.</p> <p>This also does not help the traffic congestion is any other canyon, namely Big Cottonwood Canyon. I implore you to give bussing a real shot and make an effort to improve the bus system. That is a scalable and more sustainable option that has not been given a real shot. "</p> <p>"The gondola is not the right answer. There are many common-sense approaches that could and should be implemented.</p> | | |
| 32906 | Hudson, Jane | <p>I am wholeheartedly against the Gondola proposal.</p> <p>I live in Millcreek, and recreate in the Wasatch Mountains almost every day (year round). I love the Wasatch and feel that we all need to work hard to preserve its beauty.,""</p> <p>The current traffic problem only happens less than <15 days a year. Throughout the EIS, the transportation problems are projected to get worse with population growth. Sections 1.3, 1.4.1.2, and 1.4.2.2 (just to name a few) discuss this growth and the related problems.</p> <p>,"The gondola is not only an eye sore, but will cause major impacts to the canyon (i.e. destroying world class bouldering areas and various ecosystems). We need to put real effort into trying to expand the bus system or try another option like tolling. The gondola parking lot will be almost a mile from the gondola station, it's expensive to ride, it's slower than driving and is less convenient (especially for groups and families). People will not use it.</p> <p>It only serves a portion of canyon users, only those going to resorts and the resorts themselves. There is no disincentive to drive so people will continue to do so."</p> <p>I find it extraordinarily irresponsible to ignore the obvious need to examine the level of visitation that this fragile resource can handle without damage. The EIS simply waves off this point in S.12 by saying "The Forest Service acknowledges that, in the future, management might be needed to limit resource impacts from user visitation in Little Cottonwood Canyon. Specific visitor capacities are not being considered by the USDA Forest Service at this time.""</p> <p>If we weigh the growth impacts in this equation so heavily that we are willing to spend \$600M to \$1B of taxpayer money for a "future" problem (right now it's <15 days a year) ... how can we not ask the Forest Service to "consider visitor capacities?" It is negligent and irresponsible not to do so. We cannot simply blame the Forest Service and wave this away as a "noted" but "ignored" concern!"</p> <p>I am adamantly opposed to this proposed alternative and demand that all other options that be tried and exhausted FIRST before building a \$600M gondola that will destroy the canyon."</p> | 32.2.9E; 32.1.5D; 32.2.2Y; 32.2.9A; 32.2.4A; 32.20B; 32.29R; 32.2.6.5E | A32.29R; A32.1.2H; A32.2.6S; A32.2.6.5E |

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| | | <p>It's too expensive. It's too invasive. It will likely encourage rather than discourage car traffic. And ... it won't solve the powder-day traffic problem, there will just be lines of cars waiting to enter the rapidly-filled gondola parking lot. There will be no difference to the users of 9400 S and Wasatch Blvd (and surrounding neighborhoods) on those days.</p> <p>This also does not help the traffic congestion is any other canyon, namely Big Cottonwood Canyon. I implore you to give bussing a real shot and make an effort to improve the bus system. That is a scalable and more sustainable option that has not been given a real shot. ,Ä®,Ä®</p> <p>The gondola is not the right answer. There are many common-sense approaches that could and should be implemented.</p> | | |
| 33976 | Hudson, Jane | <p>I am wholeheartedly against the Gondola proposal.</p> <p>I live in Millcreek, and recreate in the Wasatch Mountains almost every day (year round). I love the Wasatch and feel that we all need to work hard to preserve its beauty.,Ä®,Ä®</p> <p>The current traffic problem only happens less than <15 days a year. Throughout the EIS, the transportation problems are projected to get worse with population growth. Sections 1.3, 1.4.1.2, and 1.4.2.2 (just to name a few) discuss this growth and the related problems. ,Ä®,Ä®The gondola is not only an eye sore, but will cause major impacts to the canyon (i.e. destroying world class bouldering areas and various ecosystems). We need to put real effort into trying to expand the bus system or try another option like tolling. The gondola parking lot will be almost a mile from the gondola station, it won't be free to ride, it's slower than driving and is less convenient (especially for groups and families). People will not use it.</p> <p>It only serves a portion of canyon users, only those going to resorts and the resorts themselves. There is no disincentive to drive so people will continue to do so.,Ä®,Ä®</p> <p>I find it extraordinarily irresponsible to ignore the obvious need to examine the level of visitation that this fragile resource can handle without damage. The EIS simply waves off this point in S.12 by saying "The Forest Service acknowledges that, in the future, management might be needed to limit resource impacts from user visitation in Little Cottonwood Canyon. Specific visitor capacities are not being considered by the USDA Forest Service at this time.</p> <p>",Ä®,Ä®If we weigh the growth impacts in this equation so heavily that we are willing to spend \$600M to \$1B of taxpayer money for a "future" problem (right now it's <15 days a year) ... how can we not ask the Forest Service to "consider visitor capacities?" It is negligent and irresponsible not to do so. We cannot simply blame the Forest Service and wave this away as a "noted" but "ignored" concern!,Ä®,Ä®</p> <p>I am adamantly opposed to this proposed alternative and demand that all other options that be tried and exhausted FIRST before building a \$600M gondola that will destroy the canyon.,Ä®,Ä®It's too expensive. It's too invasive. It will likely encourage rather than discourage car traffic. And ... it won't solve the powder-day traffic problem, there will just be lines of cars waiting to enter the rapidly-filled gondola parking lot. There will be no difference to the users of 9400 S and Wasatch Blvd (and surrounding neighborhoods) on those days.</p> <p>This also does not help the traffic congestion is any other canyon, namely Big Cottonwood Canyon. I implore you to give bussing a real shot and make an effort to improve the bus system. That is a scalable and more sustainable option that has not been given a real shot. ,Ä®,Ä®</p> <p>The gondola is not the right answer.</p> <p>There are many common-sense approaches that could and should be implemented.</p> | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.6.5N; 32.2.9A; 32.2.9E; 32.4B; 32.7B; 32.7C; 32.13A; 32.20B | A32.1.1A; A32.1.2B; A32.13A |
| 32545 | Hudson, Paul | <p>I live in Sandy, travel Wasatch Blvd. every day, and recreate in the Wasatch Mountains multiple times a week. This decision significantly affects my everyday life.</p> <p>The current traffic problem only happens 10 - 15 days a year. Power-day weekends. Throughout the EIS, the transportation problems are projected to get worse with population growth. Sections 1.3, 1.4.1.2, and 1.4.2.2 (just to name a few) discuss this growth and the related problems.</p> <p>Since the canyon traffic problem now only happens a few days a year, the entire argument for this extremely expensive proposal lies in this projected growth.</p> <p>In this light, I find it extraordinarily reckless to ignore the obvious need to examine the level of visitation that this fragile resource can handle without damage. The EIS simply waves off this point in S.12 by saying "The Forest Service acknowledges that, in the future, management might be needed to limit resource impacts from user visitation in Little Cottonwood Canyon. Specific visitor capacities are not being considered by the USDA Forest Service at this time."</p> <p>If we weigh the growth impacts in this equation so heavily that we are willing to spend \$600M to \$1B of taxpayer money for a "future" problem (right now it's 10-15 days a year) ... how can we not ask the Forest Service to "consider visitor capacities?" It is negligent and irresponsible not to do so. We cannot simply blame the Forest Service and wave this away as a "noted" but "ignored" concern!</p> | 32.20B; 32.2.2PP | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>I am adamantly opposed to this process and the chosen preferred alternative until we have asked and answered the correct fundamental question!</p> <p>It's too expensive. It's too invasive. It only serves a portion of the canyon users. It will likely encourage rather than discourage car traffic. And ... it won't solve the powder-day traffic problem, there will just be lines of cars waiting to enter the rapidly-filled gondola parking lot. There will be no difference to the users of 9400 S and Wasatch Blvd (and surrounding neighborhoods) on those days.</p> <p>This is not the right answer. There are many common-sense approaches that could and should be implemented.</p> | | |
| 35805 | Hudson, Paul | <p>I do not feel represented in the "What Controversial Issues were identified during the EIS process" section of the S.12 section of the Final EIS.</p> <p>I know that many comments were received during the Draft EIS period identifying that the gondola proposal does not serve any canyon users other than resort skiers. The final EIS "controversial issues" section correctly identifies that climbing boulders is an issue, however, it says nothing about other dispersed users like myself. As a backcountry skier and a heavy summer bike, run, and hike user of the canyon, this expensive proposal not only does nothing to benefit me but also diminishes my experience.</p> <p>This proposal has a detrimental impact on all dispersed users, not just the bouldering community.</p> <p>I am adamantly opposed to this gondola proposal.</p> | 32.1.2D; 32.2.9E | |
| 32527 | Hudson, Paul | <p>As a business owner in Salt Lake, I am shocked that the State would consider a project of this expense for the primary benefit of 2 private businesses.</p> <p>If the State has \$600M to \$1B available, I'd much prefer that it be used for something that will benefit all businesses ... not just two. Renewal energy development subsidies for business, infrastructure improvements, and solving for the shrinking Great Salt Lake are just a few worthy alternatives that would make a real difference and not just be a tourist diversion.</p> <p>Thank you, Paul Hudson Hudson Printing Company</p> | 32.1.2B; 32.2.9G | A32.1.2B |
| 33429 | Hudson, Sarah | <p>I am a Utah resident and user of Little Cottonwood Canyon and I adamantly oppose the gondola!!!! This gondola will permanently change our canyon, not for the better it will service only a limited number of canyon users and cost everyone lots of money for the benefit of the ski resorts. I think there are other solutions like tolling and increased bus service with increased parking outside the canyon that would be much better. Thank you for listening to the residents and users of this canyon.</p> <p>-Sarah Hudson</p> | 32.1.2D; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E | |
| 34527 | Hudson, Stephanie | <p>I'm adamantly opposed to the gondola solution for Little Cottonwood Canyon.</p> <p>It seems to me a massive waste of money for a small percentage of the population (resort skiers).</p> <p>I live near the canyon and have first-hand experience with traffic problems. As I have analyzed the proposal in the EIS, I think that there is a good chance that this will make the traffic problems worse not better. Also, I believe that the long travel time and multiple transfer scenario will actually incentivize people to drive cars rather than take the gondola.</p> <p>As a taxpayer and business owner, I strongly object to this expensive solution that burdens us and our businesses and only benefits Snowbird and Alta.</p> <p>Finally, I love the beauty of this canyon and believe that the gondola towers would dramatically degrade the beauty of this special place.</p> | 32.2.9E | |
| 37923 | Huebner, Lois | <p>I believe we should explore use of more frequent bus options before doing anything as invasive as a gondola and the associated infrastructure. A gondola also seems to mainly serve Alta and Snowbird and will likely disadvantage people who want to engage in activities in other parts of the canyon. It also seems likely to bankrupt restaurants and other businesses outside of Alta and Snowbird</p> | 32.2.9E; 32.1.2D; 32.2.9A | |
| 35205 | Hueton, Iain | <p>Thank you for the opportunity to discuss the proposed gondola in Little Cottonwood. You are hearing many many arguments from the public regarding what is wrong with this idea. However, the real mistake is not considering far cheaper, interim solutions that may show that the gondola isn't actually needed. The public has not been particularly supportive of bus services to the Cottonwood resorts. The reasons are clear: the buses are slow, interfere with faster car traffic, and are subject to the same weather and avalanche problems that cars have to deal with.</p> <p>And yet, what if we step back and address those problems directly with the following action plan</p> <ul style="list-style-type: none"> Build appropriate avalanche sheds at the 6 or 7 locations where the road is at risk of avalanche. Work with a local companies to modify / customize buses so that they have 4-wheel drive or other appropriate traction, with significantly more power to get up the canyon "at speed" Modify the canyon traffic pattern on a twice-daily schedule so that the road is 1-way only for a limited time (say, 8AM-9:30AM up-canyon, and 3:30-4:30pm down- | 32.2.9R; 32.2.9A; 32.2.4A; 32.2.2D | A32.2.9R; A32.1.2H; A32.2.6S |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>canyon.). Combine this with a substantial car-toll (say, \$30 / car) that applies from 4AM-10AM. to incentivize bus usage. Most importantly make the left-lane BUSES only so that these new high performance buses get skiers to the hill faster and less expensively than individual drivers.</p> <p>Right now, there is no incentive to use the bus because it's less convenient than having your car onsite, it's slow, there's often a line to get on (which is why it's slow), and it's expensive compared to driving. The cost of these proposed solutions is a tiny fraction of the cost of a gondola and avoids much of the conflict that will go on FOREVER if you attempt to build a gondola. Of course there are scheduling and capacity challenges regarding buses. Address them directly, and it can work</p> <p>Iain Hueton (SLC resident, but currently living in HI)</p> <p>Iain Hueton</p> | | |
| 32495 | Hueton, Iain | <p>Thank you for the opportunity to discuss the proposed gondola in Little Cottonwood. You are hearing many many arguments from the public regarding what is wrong with this idea. However, the real mistake is not considering far cheaper, interim solutions that may show that the gondola isn't actually needed. The public has not been particularly supportive of bus services to the Cottonwood resorts. The reasons are clear: the buses are slow, interfere with faster car traffic, and are subject to the same weather and avalanche problems that cars have to deal with. And yet, what if we step back and address those problems directly with the following action plan Build appropriate avalanche sheds at the 6 or 7 locations where the road is at risk of avalanche. Work with a local companies to modify / customize buses so that they have 4-wheel drive or other appropriate traction, with significantly more power to get up the canyon "at speed" Modify the canyon traffic pattern on a twice-daily schedule so that the road is 1-way only for a limited time (say, 8AM-9:30AM up-canyon, and 3:30-4:30pm down-canyon.). Combine this with a substantial car-toll (say, \$30 / car) that applies from 4AM-10AM. to incentivize bus usage. Most importantly make the left-lane BUSES only so that these new high performance buses get skiers to the hill faster and less expensively than individual drivers.</p> <p>Right now, there is no incentive to use the bus because it's less convenient than having your car onsite, it's slow, there's often a line to get on (which is why it's slow), and it's expensive compared to driving. The cost of these proposed solutions is a tiny fraction of the cost of a gondola and avoids much of the conflict that will go on FOREVER if you attempt to build a gondola. Of course there are scheduling and capacity challenges regarding buses. Address them directly, and it can work</p> <p>Iain Hueton</p> | 32.2.9E; 32.29R; 32.2.9K; 32.2.2D; 32.2.4A | A32.29R; A32.1.2H; A32.2.6S |
| 30643 | Huff, CATerry | Please NO gondola. Expand bus service | 32.2.9E; 32.2.9A | |
| 32307 | Huff, Charles | <p>I am opposed to the gondola solution in Little Cottonwood Canyon for the following reasons: -40 poles, each 15 feet in diameter, serviced by new roads big enough for huge trucks, will cut through the wilderness of Little Cottonwood Canyon. -The exact price has not been revealed by UDOT but it will be expensive to ride the gondola. (Between \$50- \$110 per trip) -It only services two sites. -It won't run in the summer. -It's paid for by taxpayers but only benefits Snowbird, Alta, La Callie, The Tree Farm, and Chris McCandless and Wayne Niederhauser. -It's taken from transportation money meant for the entire state of Utah -There's new evidence (from Hawkwatch International) that the gondola would kill and injure birds during night migrations through the canyon.</p> <p>Sincerely Charles Huff</p> | 32.2.9E; 32.13A | A32.13A |
| 32950 | Huff, Christian | This is a blatant overreach of corrupt officials moving taxpayer money to greedy hands. I won't pay for this special interest project. I'm a resident [REDACTED] and travel this road for my commute. I am against this project. | 32.2.9G | |
| 37444 | Huff, Ken | I'm from Carbon County. I will never use this and I hope if this is built I won't end up paying for it in one way or another! | 32.2.9E | |
| 34968 | Huffaker, Kirk | I strongly encourage UDOT to revisit the preferred alternative. It does not serve the widest constituency for the investment, in my opinion. In addition, it will adversely effect the natural and scenic viewshed of the canyon in a greater way than surface transportation options. It will also impact the serene enjoyment of hiking, biking, and climbing in the lower canyon by increasing congestion and traffic at the mouth. Some alternative surface transportation options it appears have not been widely considered in addition to the alternatives discussed such as limiting the number of cars each day plus tolls. Please do not proceed with the preferred alternative for the gondola. | 32.2.9E; 32.17A; 32.4B | |
| 37058 | Huffaker, Mark | I know the traffic is a very big problem, but I can't in good conscience support the amount of money spent on this project when so many people and especially child go hungry each day. If we can come up with the money for this project, why can't we do it to feed and house those who need it? | 32.2.7A | |
| 26782 | Huffman, Danielle | DO NOT DO THIS!!!! | 32.29D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 36464 | Huggard, Joely | Please do not spend my tax money on the gondola. I think that it is a horrible use of money that will benefit a small group of wealthy people and companies at the expense of Utah taxpayers, the majority of which will never use the gondola. | 32.2.7A | |
| 28754 | Hughes, Allen | Why are we spending this kind of money on a transportation project that will benefit a relatively number of people? First, we, the people, do not have this kind of money. Governments only have tax dollars that have to be paid by "the people". Second, if we are considering spending such a large sum of money, aren't there other needs that are far more pressing? Housing, homelessness, basic services for low income households, improved city streets, etc., come to mind. PLEASE do not do this project. | 32.2.9G; 32.1.2B; 32.2.7A | A32.1.2B |
| 29476 | Hughes, Barbara | I am a active voter, I vote NO. Taxpayers are going to have to pay majority of costs and services very few people and times of the year limited. No a good solution. | 32.2.7A; 32.2.9E; 32.2.9N | A32.2.9N |
| 33190 | Hughes, Candace | Don't do the freaking gondola | 32.2.9E | |
| 37368 | Hughes, Cariann | The gondola will not solve the traffic problem. If it is built, traffic will still pile up on Wasatch BLVD and be just as bad if not worse. There will never be enough parking, and busses will still be required. Paying for the Gondola will effect tax payers of SLC who don't even ski or use the canyon, which is unfair to them. Please add more busses with bigger park and ride lots and pay the UDOT bus drivers more to make it a desirable career. NO gondola. | 32.2.9E; 32.2.6.5E; 32.2.7A; 32.2.9A | A32.2.6.5E |
| 27478 | Hughes, Chris | I do not know a single person who actually wants the gondola. You are taking one of the most beautiful places and making it look terrible. | 32.2.9E | |
| 38038 | Hughes, Dale | Assess this statement: Build a massive amount of machinery to save the canyon. It even sounds stupid. There are obvious answers and this is not one of them. | 32.2.9E | |
| 34136 | Hughes, Matthew | Perhaps we shouldn't be trying to cram as many people as possible up the canyon. Maybe a permit system would be the best option - do a lottery and those without a permit for the day are out of luck. | 32.2.2K | A32.2.2K |
| 29894 | Hughes, Tarrell | This benefits me as a taxpayer how? This only befits the ski resort. I do not to be squeezed out of more tax dollars for some fun whim. I'm already looking for likeminded Utah taxpayers to form class action against UDOT | 32.2.7A; 32.2.9E; 32.2.9N | A32.2.9N |
| 37559 | Hughes, Tina | There's a reason people love this state...nature, raw beauty. To drive up there, and picturing towers is heartbreaking. Ruins the beauty, the pictures, the essence, the whole concept of God's beauty. Our canyons are amazing. There are more against this than for it. Does that not mean anything?!!! Not everything in this state needs to be ruined. It's sickening and heartless. | 32.1.2F | A32.1.2F |
| 25753 | Hughey, Logan | Check out the IPCCs (Intergovernmental Panel on Climate Change) report and begin to understand that the weather extremes that we have seen in recent years are the tip of the iceberg. If you're going to move forward with something that benefits one activity (skiing/snowboarding) maybe provide sufficient evidence that there will even be enough snow for a long season in 10-15 years. Second point - Salt lake is growing more quickly than it can handle. The gondala will not be able to keep up with future demand. Think the interstate or the housing market. Furthermore what is the actual plan to handle traffic leading to the base of the canyon. Maybe we need to cap the number of people that can access the canyon at a time. Think Zion Natl Park. It works. Conservation is a good. | 32.2.2E; 32.2.6.5E; 32.2.6.5A; 32.2.2B; 32.7B | A32.2.6.5E |
| 35244 | Huhne, Micaela | Hello, My name is Micaela Huhne and I am emailing today to comment in opposition of the proposal to build a gondola in Little Cottonwood Canyon. I oppose this build because I believe there are better options, like a bus, which will be longer lasting and less impactful to the environment. The building of the gondola will also disrupt much of LCC's climbing, an outdoor activity that brings so many tourists and new residents to the LCC area it would be more harmful to the community, land, and economic growth of Utah than good. I look forward to hearing from you, Micaela Huhne [REDACTED] | 32.2.9E; 32.2.9A; 32.1.2D | |
| 38550 | Huhre, Micaela | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 33537 | Hui, Chiao-ih | I oppose the proposed gondola. It only addresses skiers and does not address hikers and climbers that also utilize the canyon. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 33895 | Hulet, Cindy | I am opposed to the Gondola Project in Little Cottonwood. I use the canyon at least weekly in the summer and winter for hiking and snowshoeing. I do not ski. The gondola will only benefit skiers. It is very expensive and will impact the beautiful canyon and recreation areas (I am also a climber). I would prefer a toll for the canyon and and bussing to ski resorts. Thank you for you consideration! Cindy | 32.1.2D; 32.2.2Y; 32.2.9A; 32.2.9E; 32.4B | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31864 | Hulet, Marjanna | Please take more care to preserve the incredible climbing locations in this canyon. Every effort must be made to protect climbing rather than sacrifice their activities for a gondola, of all things. Climbing areas are important and irreplaceable, but often given short shrift when other recreation opportunities come along. | 32.1.2D; 32.1.2F | A32.1.2F |
| 26303 | Hulka, Andy | I am personally in favor of the gondola option, mostly because I am opposed to road widening in most cases. I hope the project team will consider options to add more stops along the way so the project will benefit campers, hikers, climbers, etc. I also want to express support for a train up the canyon as my #1 preference if that's ever possible. | 32.2.9D; 32.2.9C; 32.2.9F; 32.1.2D; 32.2.2I | A32.2.2I |
| 26803 | Hulse, Jennifer | I am a frequent user of the Cottonwood Canyons and am not not in favor of the gondola. It is a very expensive solution that only benefits ski resorts. I'd rather see a greater investment in year-round public transportation with stops at trailhead picnic areas in addition to ski resorts. | 32.2.9E | |
| 30870 | Hultgren, Britt | Hello, I am OPPOSED to the Gondola. I am a hiker, skier, climber, and resident of Salt Lake City. I think there are easier, better, and far more sensible options to pursue before implementing a \$500, irreversible construction. This problem hasn't happened overnight, so we can aggressively and sensibly and ITERATIVELY approach it. I am FOR: Tolls for everyone except residents and low-income/resource insecure people to use BCC and LCC (like millcreek); I support bus alternatives (increasing bus fleet by using toll money, can build the huge parking lot proposed for the gondola, but run busses every 3 minutes instead--people will use the damn busses then!). See what happens. It may work well, and then we don't need to pour so much money into what might be a bad idea in the end. Thank you for considering my comment. Britt Hultgren | 32.2.9E; 32.2.4A; 32.1.1A; 32.2.9A | A32.1.1A |
| 26081 | Hume, Rachel | please don't do this. we're better than this. | 32.29D | |
| 25832 | Humel, Madeleine | Perserving our canyons should be a priority, and the construction of a gondola that only serves Alta and Snowbird is not the solution to our traffic problem. There will still be congestion in LCC, and the end results will just become a tourist trap, unavailable to locals. We need increased bus services and car restrictions, just like in Zion. There is no gondola in Zion National Park, yet millions of people visit every year, and they have also found a method to reduce canyon congestion. In the off season, the proposed gondola will serve as nothing but and eyesore, whereas increased busses can easily be reduced during the off seasons. There are smarter and more practical solutions that serve the interest of locals that should be considered. A train would be a bigger improvement than a gondola and could serve even more people than busses. Or never allow humans in LCC again. | 32.1.2F; 32.2.2B; 32.2.2C; 32.2.2PP; 32.2.9A; 32.7C | A32.1.2F |
| 28060 | Hummasti, Satu | NO Gondolas in the Canyons!! Please consider the negative environmental impact on our public lands and do not add the Gondola. Please consider using Electric Buses subsidized by the ski resorts and skiers themselves. Do not tear up our public lands for the gondola!! | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 31746 | Humpal, Adam | The traffic problem will grow worse by my house as people start to go to la caille area for gondola boarding. This just assures that the traffic probl will not get better here at [REDACTED] but become more difficult to get into my neighborhood. This whole process has been a joke. Snowbird Alta and well connected politicians have greased the wheels and bought property strategically to increase profits while at no time trying to fix the problem. This shifts where the problem will be and 1000 people an hour is likely not to be met nor would that even be enough. The gondola does not stop in between start and ski areas. Busses need to run. All year and increased bus traffic would help. Now this year busses are decreasing in all likelihood as part of the plan to show we need the gondola. Take the political and corruption out of it and I am still not a huge fan as I don't think it truly will fix anything. I am open to a gondola if it would help. I don't think it does and this decision has been tainted by mccandless and pals. | 32.2.6.5E; 32.29R; 32.2.7A | A32.2.6.5E; A32.29R; A32.1.2H; A32.2.6S |
| 37300 | Humphrey, Mel | Not in favor of Gondola. | 32.2.9E | |
| 32198 | Humphrey, Noah | The planning group has it correct that something must be done to reduce over VMT and total vehicles that travel up little cottonwood canyon road during the winter time. Anyone who enjoys winter recreation is aware that it doesn't take many cars on an icy road to make driving a tricky task. This is why you guys are 100% on the right route by starting this process with increased bus infrastructure and # of routes to accommodate the busy mountain. As much as many people would like to always be able to drive their own vehicles up to the mountain, this is not a reality as nationwide we see an increased population moving to ski towns and an increased population who is partaking in winter sports activities. By increasing the capacity of the bus route going up to the mountain you also make skiing and snowboarding just a little bit more equitable, everyone knows that winter sports are an elitist activity enjoyed in the highest percentage by white people, I'm guilty of being another. By removing the requirement to also have a capable 4WD vehicle in order to get up to the mountain on any days with a winter storm, more people can be apart of winter activities with the park and ride option. Just like mentioned before, winter sports are mostly a white, elitist dominated sector, and who is making the profit in this sector. More likely white individuals who enjoy the gatekeeping that skiing/snowboarding has kept alive for generations. So why on earth do these ski companies need to put in a massive gondola through a beautiful canyon that simply doesn't need such costly and excessive infrastructure. How about taking some of that money and using it instead to increase the walkability/rideability of the Wasatch front communities in areas that could really use it. I would also strongly encourage those with power to influence decisions to really consider what electric options exist, as many electric busses are already economically viable options. I'd warn that we as humans love to think we can solve every problem every, perhaps by 2050 we may run into the issue that simply too many people are trying to ski, that mountains will be over their capacity limits and there isn't any engineering that can fix this. With Climate Change we are very unsure of what | 32.2.9E; 32.2.9A; 32.2.2E; 32.2.6.3F | |

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| | | winters will even look like in 25 years so I don't believe that centering a large majority of UDOT possible funding around a changing variable like good snow years is the most intelligent option. Those are my thoughts and comments, thank you! | | |
| 34888 | Humphrey, Sabrina | I drove up LCC every Saturday for years since I was a little girl with my parents to go skiing on Saturdays. I always loved the drive and looking at the beautiful scenery. This gondola would take so much beauty away from the canyon, and it's completely unnecessary. Please don't put up the gondola. I want to be able to drive my kids up the canyon to go skiing and enjoy nature without such a big eyesore. | 32.2.9E; 32.17A | |
| 25393 | Hunnewell, Hollis | It is sad to see money and greed control this decision. Every local and patron of this canyon that I spoke to did not support the gondola. It was wildly unpopular and the only support came from the corporations that stand to benefit. It is sad to see that udot is willing to ignore the widespread disapproval to develop and destroy such a magical place. This is a sad day for the canyon and for environmentalism in Utah. I guess I shouldn't be surprised | 32.2.9E; 32.2.9N; 32.2.2PP; 32.1.2B | A32.2.9N; A32.1.2B |
| 32712 | Hunsaker, Cash | I don't want a gondola blocking the views of the canyon. It wouldn't even reduce the congestion and would just ruin the canyon. | 32.2.9E | |
| 32896 | Hunsaker, Jim | I am in support of enhanced bus alternatives. No gondola please! I'm a long time Sandy resident and lifelong skier. I am opposed to using public funds for a project that enhances two private businesses. In my view the ski resorts should maybe limit their passes based on their capacity. More people in the canyon only makes it more crowded and more money for the private ski areas. The ski areas have ruined their own backyard by joining the ski collectives IKON pass etc. PWDR is not running Snowbird like it used to be run. The locals are not being treated well and I don't want my tax dollars spent on a boondoggle waste of money. Please no gondola. Limit the cars, tolls, widen the road, enhance the bus system, but no gondola. who really profits from this? Ski resorts, UTA bonuses, and people that don't live here. Sandy residents should have a referendum on this issue and it would not pass. | 32.2.9A; 32.20C; 32.2.2K; 32.2.9E; 32.2.9N | A32.20C; A32.2.2K; A32.2.9N |
| 30083 | Hunsaker, Jim | Looking at the options, I've not seen any information on how much it would cost to ride this Gondola. How much would a ride cost? I live close to LCC. I'm in favor of a toll system and widening the road where needed. The ski resorts have caused this problem with change in ownership of Snowbird and the IKON pass and passes like it. It brings people into LCC that normally would not come to LCC to recreate. I would support IKON pass users to pay a fee for coming to ski that goes directly to a fund for highway improvements. If Snowbird and Alta can charge for Parking at their resorts, then it is reasonable to charge the IKON pass users a special fee. Deer Valley charges an additional fee for IKON pass users. This problem is one that the resorts made by attracting a clientele that pays very little for the services they use. I am not in favor of the Gondola, there are better alternatives. | 32.2.4A; 32.2.2K | A32.2.2K |
| 26754 | Hunsaker, Judy | I believe that both widening the road and building a gondola are not in the best interest of users of the canyon and residents nearby. I believe there should be more data collected on the impact of these options as well as the actual capacity that the canyon needs to support. I urge you to postpone any development until it is more clear what steps need to be taken to improve traffic and sustain viability of recreating in little cottonwood canyon. | 32.2.9E; 32.2.9L; 32.20B | |
| 33785 | Hunsaker, Randall | We are STRONGLY OPPOSED to the Little Cottonwood Canyon Gondola. It would be an eye sore, an unnecessary burden on the tax payers, and ridiculous to think that this could possibly be beneficial to our canyon. Interesting they use a File Photo of cars stopped at the bottom of the canyon while the canyon is closed due to weather, in an attempt to convince people that it is over crowded. This in no way proves that the canyon is over crowded. Also, the canyon and resorts can only handle a certain number of skiers. We are totally against this ridiculous proposal and see it as a White Elephant. Please spare the tax payers and the canyon from this awful burden. Why should the tax payers pay for something that is for the benefit of two private companies??? | 32.1.2B; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 34712 | hunsaker, shorla | No to Gondolas in Little Cottonwood Canyon. Why should taxpayers pay for 2 private business. Who else benefits, after destorying the beauty of our canyon? There are other low-cost solutions that could benefit both Big & Little C canyons .. reduced bus fares, more buses, parking reservations, carpooling incentives, digital sign with parking space info No to Gondolas!!!!!!!!!! | 32.2.9E; 32.2.9A | |
| 36165 | Hunt, Alex | After reading the 3 proposed options I think that a large number of avy snow sheds and tunnels should be built on the road (Euro style) with electric buses used to transport individuals up/down. Additionally, multi story parking garages could be constructed at the current parking locations to house a much larger quantity of vehicles and serve as transport hubs. The gondola idea has a kitschy sight seeing uniqueness to it, but ultimately isn't a strong solution. I am not convinced UDOT can efficiently handle a new form of transportation (gondola) that is much more complicated than a bus. Would you want to be stuck in a gondola car waiting to be evacuated from a cabin when it eventually has a mechanical issue? Thanks for taking time to read, and consider these thoughts. | 32.2.9E; 32.2.9A | |
| 26921 | Hunt, Curtis | Gondola will ruin LLC. I am against it | 32.2.9E | |
| 31622 | Hunt, Debi | The majority of Salt Lake County residents do not ski. They really utilize the canyon and there fore will not benefit from the costly gondola. Why should residents pay for something that will benefit the skiers and the skiing industry? What will we benefit from this costly project? | 32.2.7A; 32.1.2D | |
| 38153 | Hunt, Emma | No gondola! This hurts access and conservation and serves a single wealthy group of recreators: skiers. | 32.2.9E; 32.1.2D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26017 | Hunt, Henry | The Gondola option is a huge step forward. Telluride is a fantastic example of where Gondolas are used to transport high volumes of people between hubs and works effectively. The Gondola itself will become a tourist attraction for people to enjoy the scenery of the canyon rather than have their eyes on the road. Might even reduce DUI incidents. Fantastic job UDOT. | 32.2.9D | |
| 33588 | Hunt, Karen | Keep LLC pure and accessible to the local. No gondola. | 32.2.9E | |
| 31552 | Hunt, Larry | It is time for the Utah government to stop using tax dollars to benefit private companies and this is what is being attempted by putting a gondola in Big Cottonwood Canyon. If the ski resorts want a gondola let them foot the bill not the tax payers of Utah. | 32.2.7A | |
| 25781 | Hunt, Leah | As a Utah resident and frequent user of the climbing and recreational space of Little Cottonwood Canyon, I am disgusted by the decision to move forth with a gondola that benefits none besides the profits of the ski resorts at the cost of the canyon. Please consider alternatives that do not damage the beauty, value, and opportunities provided by this beloved and historical canyon. I will not continue to reside in proximity to the Wasatch if this gondola is created as it will directly conflict with my interest in living here. | 32.2.9E; 32.2.2PP; 32.4B | |
| 34230 | Hunt, Leah | █ the gondola. Don't destroy the canyon. I will quite literally move out of the valley if LCC is ruined by this gondola. | 32.2.9E | |
| 36774 | Hunt, Lindsay | I am completely against the gondola. We need to try harder with the current infrastructure by providing better options using what we have. It doesn't seem right that the gondola option is only benefiting two of four ski resorts in the cottonwood canyons, let alone completely bypassing trail heads that are also flooded with cars and users. It is incredible wasteful to only serve snowbird and alta. I believe that we need to instate a fee system at the mouth of the canyon, increase bus traffic, incentivize carpooling/bus use, and limit the amount of cars in the canyon. This issue is due to over population and we need to be smart about how many people we are letting in the canyon at one time. It isn't sustainable to overcrowd any one ski area or our precious trailheads. Put a stop to this and make people understand that this is a limited resource. Look into what national parks are doing to limit usage in high numbers and keep trying!! Or go back to the drawing board and come up with a more sustainable option that applies to multiple users and not just two money hungry ski resorts. | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.2.4A; 32.1.2B | A32.1.2B |
| 35634 | Hunt, Michele | NO GONDOLA!!! Added cost to this activity which already is pricey will stop a lot of people from learning or enjoying. Stay with the buses. Certainly worked well back in the day. Not everything needs to be instant access either!!!! | 32.2.9E; 32.2.9A | |
| 34560 | Hunt, Patrick | The gondola would be a huge environmental peoblem and it's really solving the problem of overcrowding. Please install a system like Zion with busses to not ruin the scenery of the canyon. | 32.2.2B | |
| 33196 | Hunt, Rebecca | Say NO to the gondola! Planning for LLC occurred before parking reservations were implemented. With the introduction of parking reservations, traffic in LLC has been significantly reduced on storm days. I've skied at Alta for the past 40+ years and live in Park City with my husband and six young children. I'm concerned that a gondola is a waste of money and resources. Who will ride the gondola now that traffic has already been alleviated? Who will stand for 55 minutes carrying all their gear? Definitely not any families with young children. Definitely not anyone over the age of 65. Definitely not anyone trying to get in a couple of runs during a lunch break. Definitely not hikers and climbers. And definitely not anyone going up the canyon to stay at a lodge with all of their luggage. So who are you targeting for ridership? Last year, when we didn't have a parking reservation we rode the bus. It took over a hour and we swore to never do it again. You will spend 500 million on something very few people will use. LLC could improve the drive without spending 500 million by doing the following: 1. continue the use of parking reservations. 2. Charge cars with single passengers. 3. Strictly enforce traction laws on sunny days with known afternoon storms!! All of those 2-wheel drive cars that go up the canyon when it's sunny and then slide down in the snow are dangerous and really cause the most afternoon traffic issues. Paying a couple officers to enforce and check cars would cost a lot less than 500 million! 4. Improve your bus service - make it faster by increasing the number of busses amd have Snowbird and Alta specific busses. The bus we rode was packed like a can of sardines even though it was still under "COVID protocol" because of the lack of busses. Increase your pay to drivers - it will still be a lot less than 500 million! Please say NO to the gondola. It won't be the environment or the LLC users who will benefit from the gondola - only those who own the land and the construction company. Don't waste tax payer money on something the tax payers won't use. Please say NO!!! You won't regret it - you will be supported if you just say NO! Stand up to those wanting to make money off of LLC. Thank you! | 32.2.9E; 32.2.2K; 32.1.2B; 32.2.4A; 32.1.2D | A32.2.2K; A32.1.2B |
| 35427 | Hunt, Rebecca | The worst idea ever! May be good for snowbird. But not a good way to spend tax dollars. It will eventually hurt the canyon. Terrible shame on Snowbird. Shame on Udot. | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34443 | Hunt, Tanner | My name is Tanner Hunt and I oppose the gondola project in Little Cottonwood Canyon. I am a utah voter and a user of little cottonwood canyon. I would support other solutions such as tolling and increased bussing services. I want to thank UDOT for considering our community and listening to our opinions. | 32.2.9E; 32.2.9A | |
| 30540 | Hunt, Teresa | How dare you even consider spending this much money to benefit such a small part of the population- including the ski area operators??? SHAME ON YOU!!!! Spend money on education, food, and housing. | 32.2.9E | |
| 27125 | Hunt, William | A gondola only benefits a few: the 2 ski resorts and tourist skiers. The huge amount of money should be used to address Utah's biggest problem: homelessness. | 32.2.9E | |
| 25831 | Hunter, Addison | The gondola is not the correct solution to the traffic issues in little cottonwood canyon. The capacity is not enough to significantly relieve traffic congestion. The project is also too costly when compared to other solutions. Please reconsider and pick a common sense solution over a flashy one. | 32.2.9E; 32.7C; 32.2.4H; 32.2.2PP | |
| 31824 | Hunter, Audrey | Gondola ?? | 32.29D | |
| 35449 | Hunter, Bradley | I worry that a gondola solution is exclusionary and will allow wealthier Utahns to access the canyon at the initial expense of taxpayers. A bussing solution appears to be fairer to the state as a whole. I believe a gondola solution should be funded by the ski resorts who will benefit the most. Additionally, I did not see a specific stop at Red/White Pine which needs to be a choice for both backcountry skiing and hiking. In the Summer months, that area seems to draw more people than the resorts. Any solution to traffic in the canyon should accommodate Red/White Pine | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.6.5G | |
| 31691 | Hunter, Cheryl | Instead of a toll, just call it what it is. A fee for the elite and a way to keep the poor out of the canyon. Seriously how can none of you see how elitist this is?? This is disgusting. It's a popular place because it's beautiful. Placing a toll will definitely limit the drivers accessing the canyon by taking away the ability for many to access these public lands. You can put in public transportation options or whatever but those still won't be free. Nor will they be as timely and hassle free as driving yourself and they will still be limiting access of individuals of lower socioeconomic statuses. Maybe I'm crazy but I believe that environmental impact reduction shouldn't be classist. Find a better way out start calling this what it is a way for the elite to have sole access to public lands without the poor causing traffic for them. | 32.2.4A | |
| 36728 | Hunter, Daxton | Please don't put a gondola in | 32.2.9E | |
| 28519 | Hunter, Douglas | I am a resident of Taylorsville and as an avid climber, skier, and trail runner I spend several days each week in Little Cottonwood Canyon on a year round basis. I am writing to let you know of my absolute opposition to the gondola proposal. I know the canyon very well, I have summited every peak in the Wasatch multiple times, I have hiked almost every trail in the canyon, I have spend many hot days relaxing by the river, and skied many days at the resorts. I consider Little Cottonwood Canyon part of my home. I understand the scope of the traffic issue facing the canyon, and I have also used the existing bus system in the canyon on busy winter days. My opposition in based on the following: 1- The gondola is a dramatic, expensive, permanent, and static solution that will forever change the nature of the canyon, yet the problem it is trying to solve only occurs a few days per year. 2- The gondola does not consider what is best for the canyon itself, it does not address what is best for the wildlife in the canyon, it's the highest impact solution possible, and it sacrifices the canyon itself to the interests of two private companies. 3-ALL other user groups of the canyon, including climbers, hikers, photographers, Mt. bikers, back country skiers, birders and others are forced to sacrifice the quality of their experience in the canyon every day, year round forever for the sake of skiers who come to the resorts during the busiest winter holidays. The impact on climbers is particularly high in that many of the most beloved bouldering areas in the canyon will be destroyed completely. Essential resources relied upon by one group will be wiped out to provide access for other users to a different resource. Please scrap the gondola plan immediately! The criteria for a real solution must include the following ideas: 1- The solution needs to be dynamic, meaning that it can be applied when needed, but not be detrimental to the canyon on days when there is no problem. 2- The solution needs to keep preservation of the canyon, its wildlife, and natural beauty as a top priority. 3- The solution must not pit different user groups against one another. Groups must be treated equally and it must be understood that destroying resources used by one group for the sake of another group is unacceptable. The problems facing Big and Little Cottonwood Canyons are significant, it will take our best efforts and most visionary thinking to address them. We should not accept anything less. The canyons themselves, the wildlife, and people who use the canyons deserve the best, and the gondola is far from the best we can do. thank you for considering my comment. -Douglas Hunter | 32.2.9E; 32.4B; 32.2.9I; 32.1.2B; 32.13A; 32.1.2D;32.6D; 32.2.2PP; 32.2.9N | A32.1.2B; A32.13A; A32.2.9N |
| 30908 | Hunter, Jennifer | I am against building ANY Gondalas. A Or B. Too much money and it wouldn't even be cost effective for the rider. Plus I'm against those people that bought up the land. I thought those meetings were closed for a purpose not just so they could make money. Fraudulent. | 32.2.9E | |
| 28623 | Hunter, Jennifer | I am against building the gondola. | 32.2.9E | |
| 36833 | Hunter, John | I have been following the process provided by UDOT to address traffic issues in Little Cottonwood Canyon. I am still a little fuzzy as to the end goal for traffic congestion in the canyon. Is it traffic congestion you are trying to arrest or limit uphill and downhill traffic. Let's start with a theory that begins with parking availability at and around both resorts - Alta and Snowbird. Even with parking allowed on certain parts of the roadway, parking in the canyon is finite therefore limiting the number of skiers unless they rideshare. If the goal of | 32.2.6.5E; 32.2.2D | A32.2.6.5E |

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| | | the gondola is to reduce traffic in the canyon then the offset will be more congestion in and around the mouth of canyon. Additionally, who will be responsible to foot the bill for ongoing maintenance and repair of the gondola. Let's continue to now address an alternative which I have not seen addressed. 5400 South westbound from Redwood Road is wildly successful and popular and has exceeded its expectations in relieving traffic congestion both in the am and pm. I would propose that an additional lane be added in the canyon with uphill traffic using two lanes until 1:00 PM and downhill traffic using two lanes from 1:00pm til 7:00 pm. This process will alleviate the congestion and as the parking spots are filled, all drivers not able to find a spot will have to return home. Parking is the issue and will always be the issue whether it is at the resorts or at the mouth of the canyon. An extra lane that is monitored akin to 5400 South is the correct solution and long term will cost the taxpayers less over time. Respectfully yours. John P. Hunter | | |
| 31219 | Hunter, Joshua | The Gandola is the only option that would reasonable make any sense. Widening the road, if possible, could help for a season. As populations grow I imagine we would be right back here. More frequent buses seems to be a Non solution. More buses adds to the overall traffic going up the canyon. I don't like it either, but it seems the Gandola is the only option that is an actual solution. | 32.2.9D | |
| 27278 | Hunter, Larry | Let the ski resorts pay for it. | 32.2.7A | |
| 27278 | Hunter, Larry | Let the ski resorts pay for it. | 32.2.7A | |
| 35330 | Hunter, Matt | Hello, I am a Utah-native, avid user of LCC, and a skier at Snowbird nearly my entire life. As an active voter in Utah, I'm begging you don't let this gondola pass. It's only there to make the ski resorts money. It will only further destroy the canyon and showcase human-caused negative environmental impacts. Thanks, Matty | 32.2.9E; 32.1.2D | |
| 31696 | Hunter, Natalie | Do buses and tolls instead of the gondola. The tax payers don't want it | 32.2.9E; 32.2.9A; 32.2.2Y | |
| 25280 | Hunter, Ryan | This gondola is a waste of taxpayer money in the name of corporate interests. There are better solutions to canyon traffic that do create greater negative impact to the places we enjoy in the Wasatch range. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 36378 | Huras, Brett | Hello, I am totally against this solution to the LCC traffic problem. The justification for picking the gondola option is full of misleading information and the truth is the most cost-effective, reliable, and environmentally safe solution will be to increase the bus capacity (whether just more buses, wider roads...or some combination) to reduce the number of single person vehicles riding up the canyon everyday. This will be the solution that benefits the greatest number of people. It feels like government agencies like DOT and proponents of the government (including legislators) are trying to force this unpopular decision to go with the gondola. I find it very strange that UTA is cutting bus routes up the canyon as well as park city at this point in time too. Very convenient timing for this to happen as people will need to scramble for solution. As a side note I literally have not met a single person who is in favorable of the gondola. Thanks to whoever is reading this. Brett | 32.2.9E; 32.2.9A | |
| 36405 | Hurlbut, Jennifer | I am opposed to a gondola. The potential impact of a gondola is that taxpayers will pay for an expensive method of transportation that benefits two ski resorts. Let them create and pay for transportation solutions such as increased bus service and parking in Sandy. Or, let the traffic problems continue as they are, and people will learn to avoid the area and the resorts if they don't like the traffic. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 33175 | Hurst, Cindy | I am an avid skier and oppose the gondola. Ski resorts are ugly. Gondolas are ugly. But little cottonwood canyon is beautiful. Even national park worthy in my opinion. A gondola costs tax payers and further crowds the canyons. It doesn't serve other trail users. | 32.2.9E; 32.1.2D; 32.20C | A32.20C |
| 26406 | Hurst, Clea | I am apposed to the gondola. A more practical solution would be to make everyone that is going to the ski resorts take a bus and only allow cars through that are going to individual cabins, etc. don't let individual cars go up to the resorts in the winter. Run busses every ten minutes or so. | 32.2.2L; 32.2.9E | |
| 34893 | Hurst, Ryan | A gondola is not the correct solution to solve the traffic in Little Cottonwood Canyon. This is an absurd amount of money to spend when only few will benefit from it. The biggest benefactors are Alta, Snowbird, and whoever is paid to build it. The general public are not the ones benefiting from this project. Things I'd rather see done with half a billion dollars. Proper bike infrastructure. 1000 homes for the homeless. Give every single person in Utah \$158. | 32.2.9E; 32.2.7A; 32.1.2B | A32.1.2B |

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| | | More buses, less cars, no gondolas. | | |
| 35563 | Hurty, Jack | This comment is being submitted in opposition to the preferred alternative plan, the Gondola. UDOT's own analysis has the gondola as one of the most expensive options to implement without delivering on the project's objectives more effectively than either of the Enhanced Bus service options. Specifically, the Enhanced Bus with PPSL option provides identical traffic backup with substantially better travel times and lower visual impact while spending \$40 million less. The gondola is not the most pragmatic choice and is opposed by the community. It does not make sense to continue to pursue this while better options remain on the table. | 32.2.9E | |
| 32224 | Husmann, Morgan | The information that has been provided makes it seem like the solution still hasn't been fully considered or fleshed out. It leaves many lingering questions and doesn't seem to address many of the current issues and concerns of the public. Personally, I'm concerned with how parking will be implemented at the base of the gondola. I also think there are some potential issues regarding the limitations of only providing access to Alta and Snowbird. I understand that these are major attractions up the canyon but there is questionable ethics surrounding public funding of a project that will largely aid them and provide them with a competitive advantage over their local competition. Furthermore, this solution is focused heavily on the winter and doesn't account for the year round traffic issues. Additionally, it doesn't provide any short term solution. Finally, this is a very significant investment in an industry that lives or dies by the weather while we are annually experiencing unprecedented weather. So there is no guarantee for any real return on investment for this huge public project. | 32.2.6.5E; 32.2.7A; 32.2.2E; 32.2.6.5F | A32.2.6.5E |
| 29354 | Huston, David | I support the gondola - look no further than the Alps as a positive example - it doesn't ruin anything (watershed, sight lines, back country, etc..). In fact expand the plan to get us to PC without burning up gas and the environment. I live the area (CWH) and have for nearly 20 years. | 32.2.9D | |
| 35995 | Hutchings, Abby | I am personally opposed to the gondola as the solution to the current issue of traffic in Little Cottonwood Canyon for many reasons. First, I do not believe it will actually solve the current issue. People are unlikely to take a public transportation gondola, when they are already not taking the bus. Second, this is an extreme solution that is very expensive, and it is spending the tax payers money. Utah has a lot of serious environmental issues, and this should not take priority over the more pressing issues of water conservation and the Great Salt Lake. Third, there are other solutions that have not even been tested before jumping to a solution that will change the landscape of the canyon forever. Implement a transportation system like Zion National Park, or provide more funding towards the bus system to make it better than it is. Fourth, the gondola solution seems to fit the agenda of the wealthy and not the majority. The people of Salt Lake have voiced their concerns and do not agree with this. The gondola will serve only 2 resorts and only run for part of the year. That is an expensive project for only serving two resorts and running for part of the year. Please hear the voice of the people and reconsider this project. Please recognize that there are other options. | 32.2.9E; 32.2.7A; 32.2.2B; 32.1.2D | |
| 29315 | Hutchings, Patrick | I am entirely opposed to the gondola. I don't have a car which means that, although I live in a community that celebrates the mountains and outdoor recreation, I can't travel to the mountains. In theory, during part of year, I could travel to the resorts but I still could not participate because skiing is unaffordable. If the focus of this project was on busses that connected to public transit, trail heads, and picnic sites (in addition to resorts) then I could be a part of the community and mountain recreation. I could improve my health, spend time with others, and connect with nature year round . You would be supporting greater equity, public health, and cleaner air, while still supporting the resorts and congestion reduction. The gondola is an discriminatory, unaffordable, limited- purpose, narrow-minded, attempt to address an issue; whereas busses are an inclusive, affordable, more sustainable, year-round solution that serves a variety of purposes. Absolutley no to the gondola. | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.5A | A32.1.2B |
| 27614 | Hutchins, Bob | Build the gondola! I ski everyday at Snowbird. I would love not having to drive, but I don't like buses. Please build the gondola ? | 32.2.9D | |
| 29197 | Hutchins, James | Good buses, public building at Snowbird and Alta with lockers, lunch tables, restrooms | 32.2.9A; 32.2.3A | |
| 33093 | Hutchins, Kelli | I am opposed to the gondola project as it is limited in capacity. Rather than a gondola while a beautiful and scenic ride for users is a more expensive option. Rather I feel public transportation via a bus system may be more cost effective and efficient at transporting large amounts of users in little cottonwood canyon. Thank you to UDOT for all they are doing within Utah to make public transportation more accessible to users in Salt Lake, Utah, and Weber counties! | 32.2.9A | |
| 38217 | Hutchinson, Brian | It has been quite a ride for the Wasatch Canyons since the arrival of pioneers and miners in the 19th Century. Looking back, we recognize the long-term damage brought by the extractive industries dealing with lumber and precious metals. Yet, as we charge into the future, we ignore the environmental damage that accompanies ski resort and other development on the once-pristine mountain terrain. The public watches in horror as public agencies act as agents of private enterprise in their quest to exploit the many resources of the canyons. Once-trusted political leaders have traded their reputations for personal profit. And the legislature is poised to shell out as much as \$1 billion in taxpayer money for archaic technology that will surely damage the canyons. This boondoggle will do nothing to reduce congestion and air pollution in the canyon and valleys. It will displace the wildlife and those who would like access to the canyons for lower-impact activity. As for the 98% of valley citizens who will never reach the canyons, by the time we have public transit sufficient to get you there, the wild places will be gone. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 29719 | Hutchinson, Jacob | I spent 30 years in ski area operations with multiple gondolas, this may be the most trouble prone and hard to manage solution you could have imagined. Unfathomable you could consider this as reliable transportation with a straight face given the weather and avalanche concerns in Little Cottonwood Canyon, not to mention the lack of parking and the out of canyon congestion that will cause. | 32.1.2B; 32.2.2PP; 32.2.6.5K; 32.2.9E; 32.7B; 32.7C | A32.1.2B |
| 32913 | Hutsinpiller, Molly | Hello Mayor Wilson, | 32.2.2K; 32.20C | A32.2.2K; A32.20C |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>After many years in the Wasatch and much thought, I feel the best way to approach the crowding in the canyons is to judicially limit the number of people. Getting more people up faster via gondola, cars and buses will only exacerbate our human impact on this local treasure.</p> <p>Thank you.</p> <p>Sincerely, Molly Hutsinpillar MD</p> | | |
| 36656 | Hutson, Shirley | <p>First I want to thank UDOT for the time they put into studying the Little Cottonwood Canyon traffic reduction and the Gondola subject. UDOT's announcement to move forward with the gondola plan deeply saddened and perplexed me. Why the fast track when several other perfect legitimate and healthy ideas for our community have not even been considered, much less tried.</p> <p>I was under the impression UDOT was adopting a phased approach. Using the phased approach will allow all involved working parties to come up with real solutions to traffic reduction while at the same time preserve and protect the canyon we all love.</p> <p>Alta and Snowbird resorts are backing the construction of the gondola. They are the ones who get the benefit on the backs of taxpayers. Many of which don't even ski or use their facilities, so why should "WE THE PEOPLE" have to foot the bill for their business needs.</p> <p>The congestion problem only exists about 2 to three weeks, a month at best and even that is a stretch. The gondolas will block the view of the canyon; it does not solve mobility.</p> <p>I, along with many others, would have preferred UDOT to focus on enhancing busing and further explore with ski resorts, especially seeing the great improvement after Alta implemented its parking reservation system.</p> <p>I have lived in Sandy for 29 years. my family and I do use the canyon for family camping, picnicking, hiking etc. The Gondola will impact the natural beauty and open space of the canyon we treasure and enjoy.</p> <p>Putting the gondola plan into action will not only ruin the natural beauty of the canyon but put an unnecessary burden on the tax payers for years to come, at an already especially hard time in our lives financially.</p> <p>I urge you, please find it in your heart to change course and stand with your Sandy City residents.</p> <p>Please, support the Mayor and the phased approach. Thank you."</p> | 32.2.9E; 32.1.2B; 32.2.9A | A32.1.2B |
| 31111 | Hyatt, Alex | No gondola | 32.2.9E | |
| 31110 | Hyatt, Riley | No gondola | 32.2.9E | |
| 31107 | Hyatt, Ron | NO gondola! | 32.2.9E | |
| 31112 | Hyatt, Sydney | No gondola | 32.2.9E | |
| 31108 | hyatt, Tim | No gondola | 32.2.9E | |
| 31109 | Hyatt, Wendy | No gondola | 32.2.9E | |
| 28679 | Hyde, Emily | <p>Building a gondola is not going to fix the traffic problem of little cottonwood. Unfortunately people will still be driving their cars because of the inconvenience of driving and trying to find a parking spot in the gondola lot, especially if that's completely out of the way from where they live. What building a gondola will do is cause more people to end up in little cottonwood canyon whether they drive or take the gondola, making the resort LIFT LINES absolutely horrendous and unbearable, I'm sure that's not a problem for Alta or Snowbird because thats more money for them in the long run. Nobody wants to see beautiful little cottonwood canyon destroyed by a horrific ugly gondola that's only being built to feed the resorts more money. Also what about the traffic that will be caused while building the gondola? Haven't we already destroyed and altered the mountains surrounding Salt Lake enough? When the salt lake eventually dries up there will be no snow to support the ski industry and all this money spent on a gondola will be for nothing. Maybe instead of trying to figure how to maximize profits of shuttling people the the ski resorts we should be figuring out how to save our water supply and replenish the great salt lake so we actually have snow in the future.</p> | 32.2.9E; 32.2.4A; 32.2.2E; 32.2.0C; 32.7C | A32.2.0C |
| 35156 | Hyer, Brian | <p>I am opposed to the gondola project. The tax payers of Utah should not be funding a project that benefits Snowbird and Alta. Also the number of days per winter that the canyon traffic is overloaded is not enough to warrant the expense and impact of the gondola. This project is a boondoggle like the pumps for the grt salt lake built the 1980's.</p> | 32.2.9E | |
| 28997 | Hyer, Casey | <p>This is absurd that we are doing this again. The politician who is pushing this to happen is clearly corrupt and should be removed from office asap. UDOT says the gondola will not reduce traffic. But only increase resort visitation and profits.</p> <p>While impacting the access to all the non-resort recreation in the area. This is being paid for with public transportation money. And only benefits a small percentage of Utah population.</p> <p>Make the resorts pay for their own parking issues.</p> <p>Also, let publish the names of the people who are responsible for the 4 round of the strongly apposed plan. So they can be held responsible for waist of public resources.</p> | 32.2.9E; 32.1.2B; 32.2.0C; 32.2.7A | A32.1.2B; A32.2.0C |
| 30653 | Hyer, Denice | <p>I am happy you are using a phased approach to this process. I am unhappy that a taxpayer funded gondola is part of this approach. The gondola goes to the ski resorts. The ski resorts should be paying for it. There has been no mention of who will be paying to actually ride on the gondola. I'm guessing it will be paid by each</p> | 32.2.9E; 32.2.9R; 32.2.6.5E | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.5E |

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| | | individual who uses it. So not only will taxpayers pay for a gondola used benefitting Alta and Snowbird, they will also be paying to ride said gondola. I am opposed to the 2500 space parking garage at the mouth of little cottonwood canyon also. It just moves the congestion further into the city. | | |
| 26829 | Hyer, Sydney | Please don't build this gondola. Someone needs to make the unpopular decision of determining what the capacity of LCC is. Impacting this beautiful canyon in such an irreparable manner only prolongs the issue of overcrowding. | 32.1.2B; 32.2.9E | A32.1.2B |
| 26079 | Hymas, Sierra | Building a gondola in LCC is an incredibly stupid plan and enormous waste of taxpayer money. Invest in crucial issues like the drying Salt Lake and droughts instead of continuing to invest in the dying ski industry. As someone who has worked in Little Cottonwood for the past 5 years, I and everyone else who spends significant time in the canyon knows what an idiotic plan this is and that it will only increase traffic and further environmental damage. | 32.1.2B; 32.2.9E; 32.7C | A32.1.2B |
| 37000 | Hyson, Lee | I am opposed to the gondola alternative. 1) This is not a robust solution as gondola travel is subject to wind holds and did not see this accounted for in travel comparisons while car travel times included weather/traffic. 2) The solution unfairly restricts travel to the public land in the canyon to people with money. 3) The long-term maintenance associated with a gondola is unfair to the public that does not use the ski resorts. 4) this solution will shift the traffic flow problem of little cottonwood to big cottonwood. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 28863 | I, Jared | <p>I support Phase 1 of the proposal, except for the tolling. I do not support Phase 2.</p> <p>To add more details, I support increasing bus service to LCC and BCC, and increasing parking capabilities at the mouth of the canyons, as well as in the valley. I would also prefer a bus lane added to each canyon.</p> <p>I do not prefer tolling. Tolling heavily impacts frequent users (Utah residents) and low income users. While it will likely encourage additional carpooling or bus ridership, it won't do anything to help with the fact that the canyons and valley have a limited amount of infrastructure to help get users up the mountain.</p> <p>That is why I strongly support the increased bus service and road widening, particularly with expanded and new parking lots available in the valley. The primary factor limiting my current bus ridership is not being able to find parking at the bus stations.</p> <p>The second biggest factor is busses being full by the time they get to the lot I park at (which can be resolved with more busses overall).</p> <p>The third biggest factor is that when the canyon roads become full of cars, bus riders end up waiting in the same traffic as everyone else, but in the discomfort of a public bus. By expanding the road and having a dedicated flex bus lane, that issue is resolved.</p> <p>I do not support the gondola. The logistics to use the gondola are too time consuming, particular when bus transfers to the gondola base are involved. I also do not like that there are no stops for other canyon users on the gondola route, including snowshoers and backcountry skiers. Offering stops at trailheads could allow the gondola to also run outside of the winter. The gondola causes a negative visual impact to the canyon. I also have a concern that the gondola proposal just moves the concentration of traffic jams from the resort parking lots to the roads at the mouth of LCC that feed the gondola base, which might even be worse overall than the current situation. There is also a concern about the cost to ride. While the assumption is that resort passes will grant free access to the gondola, what if that subsidy goes away? No one will want to pay to ride the gondola each time. Plus, that means that canyon users without a ski pass are not going to be able to access the gondola in the same way, which feels unfair.</p> <p>A final thought is that there should be some consideration on limiting the daily users of the canyons rather than trying to put as many people as possible up them. Just because a bus system or gondola can move thousands of more people to the resorts doesn't mean that's going to improve any of the recreation itself. A lot of the canyon headaches were reduced when resort parking reservations were implemented. Many other public recreation activities have had to move to lottery systems because the demand is too high. While I personally wouldn't like this, because it would reduce my opportunities to ski, it is worth considering. Maybe the resorts have parking reservations and the public lots have a permitted lottery parking system. After a certain time if day (post-morning rush), the lots because first come first served. Since parking traffic flow would be controlled, there could be a mandate that resorts allow dropoffs as well. Again, I'm hesitant about this idea because I know at some point it would work against me, but I don't necessarily seeing doubling or tripling the lift lines as a better alternative, especially considering the level of public and government funding going towards it.</p> <p>In summary, yes to:</p> <ul style="list-style-type: none"> -Enhanced bus service -More parking availability throughout the valley, preferably near the canyon mouths. -New bus flex lanes in each canyon. -Snowshed construction. -Trailhead improvements. <p>No to:</p> <ul style="list-style-type: none"> -Tolling -Gondola | 32.29R; 32.2.9B; 32.20D; 32.2.9E; 32.2.6.4B; 32.2.6.5J; 32.2.6.5G; 32.2.6.5E; 32.2.2K | A32.29R; A32.1.2H; A32.2.6S; A32.2.6.5E; A32.2.2K |

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| | | <p>Consider: -Parking reservations/lottery</p> <p>Thanks!</p> | | |
| 29200 | Iacobelli, Pete | Having less cars and a relaxed way to enter LCC is an absolute plus for locals, tourists and the environment. | 32.29D | |
| 26416 | Idelkope, David | I think this decision is against the majority of what the population of Salt Lake City wanted. Besides that you're taking away the wildness of Utah by putting a man made structure that will obstruct the natural beauty to the area for only possibility of ski resorts to benefit. This gondola won't be free and will also require more pavement to be constructed to allow for more capacity as well. Only the tourists will take the gondola as I feel the majority of the population who don't want it will still continue to drive up. In the end of both resorts did parking reservations and we had officers actually enforcing the traction law, the canyon would be more manageable and regulated. Hope our comments aren't just ignored. | 32.1.2B; 32.2.2M; 32.2.2K; 32.2.4A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |
| 27215 | Ienatsch, Ellie | The citizens of greater Salt Lake City do NOT favor a gondola. The ski resorts are, of course, tickled to death that the tax-payers will give them a free ticket to tremendous success. A gondola benefits a narrow population of citizens. It is not fair to ask the general public to foot this bill. The 22 towers and huge cables would overwhelm the beauty of Little Cottonwood Canyon. A phased program could be implemented that would solve the serious traffic problem. Install a fleet of e-busses to arrive every 5 minutes, no widening of the canyon road. Establish parking areas outside the canyon with shuttles to the bus terminal. Establish a graduated toll on all personal vehicles - least amount on vehicles that are full, greatest amount on single-occupancy vehicle. Rivers have a reservation system in many areas. This could be established by the ski resorts also. Reserve the day(s) you want to ski next season. When parking, lift, run availability reaches capacity, close applications for that day. | 32.2.9E; 32.29R; 32.2.9A; 32.2.6.3F; 32.2.2K; 32.2.4A | A32.29R; A32.1.2H; A32.2.6S; A32.2.2K |
| 34918 | Iltis, David | <p>To UDOT</p> <p>As a former resident of Alta, and long time visitor to Little Cottonwood Canyon, I am appalled at the idea of a gondola marring the landscape, the view shed, and wildlife habitat.</p> <p>Please remove the gondola from consideration ever. The canyon is so much more than a playground for skiers and so much more than the ski areas.</p> <p>Please do proceed with expanding the park and ride lots, especially those near the mouth of LCC, as they are woefully inadequate and have not enough effect on how many people can ride the bus.</p> <p>Please do proceed with more frequent bus service that will help to draw people out of their cars. Please combine this with a toll on those days when the bus services the canyon, and make the bus cheaper than the toll.</p> <p>The gondola is nothing more than a giveaway of taxpayer money to 2 ski areas, both of which have become so expensive that the average Utahn can barely afford to ride the lifts. They certainly don't need any more of our money. They already enjoy the use of public lands for private profit. It's not a good idea to give them public money to get private customers to and from the resort.</p> <p>A better option would be if instead of packing more people up to the resorts is if they limited the number of skiers each day. This would solve many of the issues. Canyon traffic is not a daily issue, but rather is really bad only a few weekends a year.</p> <p>Adding more capacity to the canyon by adding a gondola will not reduce traffic. The principle of induced demand is such that with more capacity in the system, more people will find their way to the resorts, both via gondola and via the roadway. To repeat so it's clear, the gondola will not solve any traffic issues, it will only end up increasing the number of users in the canyon. Then what? We will have the same traffic issues, a destroyed view shed, and \$550 million given to the ski resorts.</p> <p>Additionally, Wasatch Blvd should not become a superhighway to the resorts. The people of Cottonwood Heights and Sandy deserve better. They have spoken loudly, but as per usual, UDOT does not listen to the needs of the local communities that it serves.</p> <p>Please UDOT, do better. You seem to be relying on old ways of thinking, and as a result, you put out awful solutions. Stick to the basics - increased park and ride capacity, increased bus service, parking fees at the resorts, and limiting the number of skiers on high traffic days.</p> <p>Sincerely, Dave Iltis Salt Lake City, UT</p> | 32.2.9E; 32.1.2B; 32.2.9A; 32.2.2K; 32.2.9L | A32.1.2B; A32.2.2K |
| 29359 | Imbriglio, Adam | I am a cottonwood heights resident, the gondola is the correct solution in my opinion. You have my support and my family's support. Thank you. | 32.2.9D | |
| 26095 | Imhof, Kristy | This is going to negatively effect cottonwood heights and sandy. Please Do NOT put a gondola system in place. This is only for the benefit of the ski resorts and that is it. It is going to destroy certain area we like to climb and hike and my family is against this. | 32.2.9E; 32.4B; 32.6A | |

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| 34336 | Incardine, Linda | I'm in favor. | 32.2.9D | |
| 28140 | Indian Ridge Farm, Daranyi/ | To whom it may concern: Nicely done. The selected alternative B with the additional implementation of tolls and increased bus service, is the correct alternative to mitigate the ongoing challenges with traffic congestion and the environmental impacts currently experienced by users in LCC. I fully support your Final EIS. Thank you, Tony Daranyi Skier, LCC | 32.2.9D | |
| 29130 | Infanger, Rex | For those of us who own property up Little Cottonwood canyon the gondola solution does not seem to address that we have to bring materials up and down the canyon to get to stay at our property without paying a toll. We have already paid for a road that does the job to some extent, why not improve that road and skip the elite route of a gondola that will basically add windmills to the view we paid to enjoy. This makes the folks coming in more important than the folks already there | 32.2.4A; 32.2.6.5D | |
| 34949 | Ingalls, Nicholas | As part of the climber, hiker, and skier user groups of the canyon, I absolutely oppose both widening of the existing roads and any installation of a gondola in the canyon. Our public lands are sensitive, limited resources and should be maintained through permitting, not over development. | 32.2.9E; 32.2.9C | |
| 33825 | Ingebretsen, Stein | The gondola is a very terrible idea which will ruin the beauty of the canyons, only benefiting the ski resorts, while ruining the free recreational areas. This will disproportionately disadvantage the financially bereft | 32.2.9E; 32.4B | |
| 35915 | Ingersoll, Nolan | There are many concerning aspects of the preferred Gondola B proposal, and I will differ to the Wasatch Backcountry Alliance's official statement as a summary of my concerns. I believe their response outlines very succinctly the main issues that my friend, family, the greater outdoor community and Salt Lake City residents have expressed, including the SLC and SLCO governments. One point I would like to emphasize is the clear and obvious financial benefit this provides to the ski resort with no financial input from the companies that are benefit. The small scope of this solution (LLC only, resort only, winter only) leaves so much of the Wasatch unserved by this solution. Please consider lower impact solutions that serve more of the Wasatch and more of the community. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 26648 | Ingraham, E | Gondola B is not an acceptable fix to Little Cottonwood's problems. We need to try mandatory bus or car pooling 1st. To do otherwise is a give away of public dollars for corporate profit and a few ex-politicians. Its very expensive for taxpayers, there are limited benefits for non-skiers, with significant downside and damage for the rest of us. A gondola is premature overkill. First try the transit fixes the SL Co. Mayor and Sandy mayor and everyone else who is not making money on this is suggesting, before putting 20+ 250 ft towers all up that valley. The slick ads from Gondola Works somehow dont show those hideous support towers. Please reconsider and do the right thing, no gondola! Thank you | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2L; 32.2.2Y; 32.2.6E; 32.2.9A; 32.2.9E | A32.1.2B |
| 29107 | Ingraham, E | The gondola is for profit all the way down the line, from Neiderhauser / McCandless inception, to ski area participation THEY should pay for it, and not profit on the disruption and ruination of one of SLC's most precious places, while the rest of us pay the costs. There needs top be mandatory car pooling and / or bus riding before that canyon is torn up with a gondola or bus lanes. To do so before trying those solutions would be a vast crime against the public good. | 32.2.9E; 32.2.9A; 32.2.2L | |
| 29311 | Ingraham, Rebecca | This is so disappointing and I say this as an Alta/Snowbird season pass holder. Keep the mountains natural and don't give in to special interests. Toll the road, expand bus services, and don't ruin one of Utah's gems. | 32.1.2B; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 35551 | Ingram, Emily | This gondola will only serve and increase access for winter ski pass holders. This does not support backcountry skiers, snowshoers, hikers, or any other users that have NOT purchased a ski pass. In an area seeing massive amounts of development, this project will directly contribute to habitat fragmentation, degradation of wildlife resources, and the destruction of the shrinking natural environment untouched by human encroachment. This will not serve the broader public and will destroy wildlife habitat and climbing access. This project should not be supported by salt lake metro government agencies and should not receive funding. | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 37248 | Ingram, Kellie | The proposed gondola plan is a large waste of tax dollars, cuts into the visual aesthetics of the canyon, harms natural resources, and only serves a percentage of canyon users during winter months. It seems that increased bus transit with more stops throughout the canyon (or other alternate solutions) could serve not only | 32.2.9E; 32.2.7A; 32.2.9A; 32.1.2D; 32.2.6.5G; 32.2.6.5F | |

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| | | skiers at the two resorts, but those who visit the canyon year round and desire to backcountry ski, snowshoe, hike, bike, climb, birdwatch, etc. The gondola only serves resort-goers and is a strenuous impact on the tax paying citizens of Utah as well as the natural environment of the canyon. | | |
| 30207 | Innes, Bruce | Really! \$500 million. You know it will double that before it's complete. Gondolas and towers will desecrate the canyon views. They ugly and have a huge maintenance costs! Better put toilets in them because they will break down. Bus lane will cheaper and faster in the long run. | 32.2.9B; 32.2.9E | |
| 33015 | Innes, Sean | I personally would hate to see 550 million/ 750 million with inflation / 1 Billion dollars most likely after construction begins spent OF TAXPAYERS MONEY on a gondola that DOES NOT serve the entire Salt Lake Valley NOR the entire Little cottonwood canyon. The gondola would only serve Alta and Snowbird. Additionally I would HATE to see a giant man made structure standing 200 ft tall for the entire length of LCC impeding on the gorgeous landscape that the road does not impede by views. Look to the Ochre mountains, the point of the mountain at Draper/ Lehi or even north salt lake and how we have destroyed Gods green earth in the pursuit of progress and money. It is intolerably sad. The canyons infrastructure is ALREADY AT CAPACITY for plumbing/ water/ electrical. How many more expenses and costs will the gondola incur by bringing more people up LCC to serve only a few and not all taxpayers. To make it fair for everyone, we need to turn LCC into what Zion National Park has done - make busing mandatory with more busing, personal vehicles requiring permit for those that live in or work in LCC and legalize hitchhiking. Respectfully, Sean Innes Draper permanent resident Former Alta employee US Army Combat Veteran West Point 2009 grad University of Utah 2024 US Army Ranger Father of daughters Outdoor enthusiast Climber Skier LDS Convert REI SLC Employee | 32.2.9E; 32.20C; 32.2.2L; 32.2.2B | A32.20C |
| 26470 | Inouye, Melissa | It is crazy and illegal to use taxpayer dollars to subsidize/fund/help out two private businesses at the back of the canyon. It is terrible public stewardship to allow two private businesses to ruin Little Cottonwood Canyon for the public. So the skiers have to sit in traffic. Big deal! If the gondola served the whole canyon, like the picnic areas and trailheads, this would be one thing. But it's just like a big handout to two private businesses. It will just make skiing more elitist. It will make the Cottonwood Canyons for rich people from out of town. Please DO NOT implement this dumb, expensive, not-helping-taxpayers, not-helping-local-people gondola idea. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E | A32.1.2B |
| 27741 | Inwood, Sarah | I am strongly against the gondola. Please consider a solution that is more comprehensive: 1) enhanced bus service in conjunction with bus lane, 2) dramatically restricting vehicular traffic to residents on weekends, holidays, powder days, and possibly more, 3) modifying the road to avoid avalanche pathways and high erosion areas, 4) charging vehicle fee to be in canyon, 5) charging for parking including parking reservations in the canyon, 6) providing reserved parking at multiple bus-only parking lots located in strategic locations in the valley. and more. NO GONDOLA. thx for your hard work on this highly contentious, but very important matter :) | 32.2.9E; 32.2.9B; 32.2.4A; 32.2.2I | A32.2.2I |
| 29691 | Ipsen, Steve | Please no gondola, what a wast of taxpayer monies. All because of corrupt politicians and developers! | 32.2.9E | |
| 35093 | Ipson, Bryce | I would prefer to see a less environmental impact like enhanced bus services. One this will save the canyon from being subjected to construction but also cut down on the amount of vehicles driving up and down the canyon. | 32.2.9A | |
| 28248 | Irazabal, Lucia | I do not support the gondola. A solution that maximizes the number of people who can make it up the canyon is not what locals are looking for. The resorts are too crowded. Why would I go through the trouble of riding a gondola when my experience at the resort will end up being even worse? How is traffic at the base station parking lot going to be controlled? Lines? It seems as though the problem is just moving downstream. This solution doesn't represent the needs of salt lake residents who view the canyon as their backyard. I hike, climb, boulder, bike, backcountry ski up little cottonwood. It is not a resort skiing destination only. You are limiting access to our backyard while funneling it to the resorts. Local residents are supposed to take a gondola with all of our gear and get off at some stop and walk up and down the road (that isn't made for walking) to access these areas? You would be forcing us to be tourists in our own home. You are knowingly making access harder. Please do not build a gondola. It sounds like a project that will take a long time and a lot of money, and I can already picture its failure in the long term. Sitting, unused, like a relic, as it doesn't address the needs of residents. Salt Lake City grows from people who move here, not from tourists who are here a few days a year. This solution doesn't prioritize residents or future residents, just resorts and tourists, who don't love or frequent the canyon like we do. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 30717 | Ireland, Matt | I am in favor of the gondola. The gondola is clearly the best solution to a complex problem. More busses, wider roads, and avalanche sheds are just as expensive, harder on the environment, and create more of the same. Thirty years ago, when State leaders looked at population growth trends, they understood the importance of improving transportation along the I-15 corridor. Today, we are all grateful that our leaders had the wisdom to build a multimodal transportation infrastructure that included FrontRunner and TRAX as part of the solution | 32.2.9D | |

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| | | <p>set. Looking back, the only thing they could have done better is to have doubled our investment in rail lines and stations.</p> <p>More busses and wider roads was not the correct solution then and it is not the correct solution now.</p> <p>Once again, we have the opportunity to plan for our future by investing in different modes of transportation. The gondola not only complements the existing transportation infrastructure, it enhances it in ways that busses cannot. The gondola greatly improves safety in the canyon; it provides access to the canyon when the roads are closed; it provides a second point of access from which to park and enter the canyon; it eliminates the need for additional parking in the canyon; it reduces pollution; it provides a far superior experience...a smooth and beautiful ride as opposed being jostled around on a bus while holding your child with one hand and your ski gear with the other; it allows people greater certainty in planning their arrival and departure from the canyon.</p> <p>The gondola is the right option for the canyon.</p> | | |
| 37046 | Ireton, Emma | My concern with this EIS and proposed plan is not fully explored or explained environmental impacts and detriments from the construction and implementation of the gondola and this option. | 32.2.2PP | |
| 36043 | Irish, Cesira | I drive up Little Cottonwood Canyon this past weekend to see the fall colors, the drive up is beautiful, breath taking. It is a state treasure. Building the gondola will ruin this. It will turn the natural beauty into wires and towers . This is just one small reason if many that the gondola should not be built | 32.2.9E | |
| 27660 | Irons, Ryder | I think that the enhanced bus route would be more cost efficient and environmentally friendly. The gondola is going to effect groundwater and cost billion to make. | 32.2.9E; 32.2.9A; 32.2.9B | |
| 28097 | Irvin, Andria | I don't know what gave you guys the crazy idea that the gondola was the answer to the fact that one company has pushed this idea since the beginning because they want to build a [REDACTED] gondola you're supposed to be representing the people not this one [REDACTED] company. this gondola will have huge environmental impact that you don't seem to recognize, the fact that it will have major interfere with wildlife that live in the Wasatch mountains doesn't even seem to phase [faze] you. The idea that putting a gondola is the answer is the dumbest [REDACTED] I've ever heard , figure something else out!! | 32.2.9E | |
| 30646 | Irvin, Malorie | This gondola will not only destroy wild life habitats but the beautiful areas we have grown to love through climbing and exploration. Money cannot buy happiness. | 32.2.9E | |
| 27872 | Irvine, Danielle | This is not a good use of tax dollars as it benefits only the few and not the majority. | 32.2.9E | |
| 32043 | Irwin, Gregory | <p>The gondola is not a good solution for easing ski traffic in Little Cottonwood Canyon, for many reasons. I want to highlight a few:</p> <p>#1: Nothing in the public information released so far explains how much a round trip would cost. If the goal is to significantly reduce the number of LOCAL skiers and snowboarders from driving up the canyon, the fare would need to be quite low (equivalent to the current ski bus fare). If it costs more than that, locals will always choose driving over the gondola, and traffic congestion will be as bad as it is today. Given that this will be the longest gondola ride in the world, I highly doubt it will be a \$5 round trip. Snowbird's current tram rides in winter are \$30-\$42 round trip. Local skiers and snowboarders are absolutely not going to be willing to add even \$30 to every day on the slopes. The combined fares for a family with children would be outrageous. If no one rides it, the taxpayers will have funded nothing but an eyesore.</p> <p>#2: Public funds of this magnitude should not be going to assist private businesses. Other large projects of this cost in Utah (e.g., the new SLC airport) are for public use. This project is totally to assist only two of the private ski resorts.</p> <p>#3: Having 200 foot towers all along the canyon will absolutely destroy the pristine nature of LCC. The renderings in the EIS really highlight how visible they are. If Little Cottonwood Canyon were in any other state, it would likely be named a national park because of its sheer magnificence and beauty. To mar that with metal towers is incredibly selfish.</p> <p>#4: The base station at La Caille does nothing to help ease traffic congestion entering Cottonwood Heights and Sandy. This will be a choke point yet again, because you can only get to it by driving down Wasatch Boulevard (the upper or lower).</p> <p>#5: While the worst traffic days in LCC are very bad, they don't happen often enough to justify this project. Something that costs this much and alters the character of the canyon (and the area below it) this significantly for only ten or fifteen days of the year is just not worth it. Perhaps just limiting the number of vehicles that can go up would do more good.</p> <p>I have taken the ski bus (953) many times to Alta and Snowbird, and it's always been a pleasant experience, despite what pro-gondola commercials and executives are insinuating. UTA recently announced that it is SUSPENDING the 953 service line due to not finding enough qualified drivers. It's absolutely astounding to think that Utahns are being asked to come up with \$600 million for a gondola, but the state is not able to provide high enough wages to attract qualified bus drivers. If traffic congestion is SO bad that we have no other options than to build the world's longest gondola, it seems cutting ANY ski bus service at all is the worst idea out there.</p> | 32.2.9E; 32.2.4A; 32.2.6.5E; 32.1.4D | A32.2.6.5E |
| 35423 | Irwin, Martin | I do not like the optics of a Gondalla going into the canyon , nor do I like the idea of paying over 50 dollars for the trip up to snowbird before I even get to ski!!! | 32.2.9E | |
| 38959 | Irwin, Tim | <p>Dear Utah Department of Transportation (UDOT),</p> <p>Why would we spend taxpayer dollars on what amounts to a subsidized piece of equipment that only benefits 2 private companies. There are so many other users of the canyon that these gondolas would just be a huge expensive eye sore. Additionally, I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):</p> <p>1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16).</p> | 32.2.2BB; 32.2.0B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |

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| | | <p>2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process?</p> <p>3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort.</p> <p>4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored?</p> <p>5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range.</p> <p>Sincerely, Tim Irwin [REDACTED]</p> | | |
| 37653 | Irwin, Tim | As a non resort user of the canyon, I am deeply disappointed at the idea of so much taxpayer money being used to fund a gondola for a very select group of users. Please no gondola | 32.2.9E; 32.2.7A | |
| 36646 | Isaacs, Angela | <p>The gondola option serves a limited sector of our community, irrevocably changes the nature and beauty of the canyon, disrupts or does not serve other recreation in the canyon (such as hiking, bouldering, backcountry use), is likely to cost much more than is outlined in the EIS, and overall will truly serve the canyon and our community poorly. It does not appear capable of accomplishing many of the stated needs in the EIS Purpose and Need; for example, I do not see how it will decrease traffic on Wasatch Boulevard. It may, very occasionally, increase mobility during peak travel periods, but I am skeptical even of this. With longer travel times, parking, and cost, it may only be used by some on the very best of powder days to two single resorts. This can't be our best solution; one that serves powder hounds on a handful of days a year? It will not address rapidly growing backcountry usage and diverse activities in the canyon. And it cannot even run during avalanche mitigation. It does not do anything to solve limited parking at trailheads and usage of the road by cyclists and pedestrians - as again, it only serves two single ski resorts, and I am very skeptical that it will even remove the amount of traffic from the road that the EIS shoots for (which seems shockingly low for any lasting solution considering our air quality and population growth). It will alter the canyon forever without solving our traffic problem. It is not adaptable and scalable, and it is NOT a good solution for Little Cottonwood. Our local SLC government believes that, the CWC believes that, and many other organizations who have truly studied the traffic problem and solutions believe this.</p> <p>We need a solution that promotes Salt Lake residents and visitors to use transit in our canyons (yes, all of our canyons, for all uses). We need a solution that is adaptable and long-lasting. We need a solution that considers the health and beauty and longevity of the canyon. There should be affordable options so that we close no one off from access to the canyons. I value our resorts; we should make getting to them safer and easier. We also should not continue to change the character of the canyon so that we can shuttle the most people possible into the canyons. Natural barriers are ok. Keeping our canyons the beautiful places that they are is ok. I am disappointed with what seems to be a lack of actual study and consideration of environmental impact in the scope of this EIS as well as realistic, long-lasting, sustainable transportation solutions. My preference is that we limit cars and use buses that are integrated with a better public transit system in the valley. This should absolutely be an option work on first, and not just as a stop-gap, but as a genuine forward looking plan for Salt Lake valley as a whole! It benefits those using the canyons, including outside of two resorts, as well as those just living life and working every day in the valley. The gondola will not meet our goals (or UDOT's goals) and will not serve our community.</p> | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.6.5G; 32.2.9A | A32.1.2B |
| 32324 | Ishimatsu, JoAn | In building the gondola, the machinery needed to do so, working on the mountain, I think this will harm the watershed more than the option of improving the road, up the canyon. I say NO to the gondola. Thank You | 32.2.9E | |
| 30966 | Ishimatsu, Joan | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 33526 | Israelsen, Noah | If construction starts for this gondola then traffic for the canyon will become absolutely horrible because of all the construction creating delays. Nobody wants their tax dollars paying for some gondola that will destroy countless rock climbing routes and views. Not worth the money, not worth the years of construction, not worth ruining trails and climbing routes. | 32.2.9E; 32.4B | |
| 26064 | Issa, Ammar | I don't support this project for tax reasons | 32.2.7A; 32.2.9E | |
| 35275 | Ithurralde, Kate | The gondola is the worst idea I have ever heard! It is the most laziest solution to the issue. It is like putting a Band-Aid on a broken leg. It does nothing to solve the main issue. The only thing the gondola does is ruin the canyon for future generations. How dare you even consider such a barbaric concept. Here is what has to be done. If anyone, a rancher of a ski resort is renting land from the federal government, they should not be able to make a profit from the land they are renting from me and you! All ski resorts who do not own the land need to become a non-profit organizations, so they are not focused on profit. I work at a Theater, we cap the number of people who can enter the theater based on the number of seats in that Theater. The ski resorts need to cap their use based on the canyon, my canyon's capacity. This capacity includes the canyon road. The ski resorts need a transparent reservation system, where everyone knows how many skiers are to be expected on that day. If Arches National Park can make a reservation system and limit the visitors so can Alta and Snowbird. I know creating a reservation system | 32.2.9E; 32.2.2K | A32.2.2K |

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| | | for the ski resorts is not in your control but I just wanted to mention this because there are way better solutions than ruining the canyon with a horrendous gondola. I am a voter, I am a tax payer and I very apposed to the gondola. | | |
| 33439 | Ithurralde, Pat | No gondola!!!! No widening road for more cars!!! Limit the number of cars and people! Save the Canyon! | 32.1.2B; 32.2.9E | A32.1.2B |
| 30028 | Iversen, Kristen | The gondola is a terrible idea. It doesn't meet the needs of many canyon users, just skiers who have the money to pay for the ride, and of course the ski resorts. It doesn't serve other stops in the canyon. And it costs way too much. Build snow sheds when needed, increase bus service, charge a toll for canyon visitors. Please don't build a gondola! | 32.2.9E; 32.2.9A | |
| 29509 | Iverson, Nathan | I do not support implementation of a gondola in LCC. This is not a long term solution to the traffic issues in LCC and would wreak havoc on the natural environment that we all enjoy. | 32.2.9E | |
| 32927 | Ivie, Shawn | I feel like the gondola would be detrimental to the canyon as a whole and would ruin a lot of what makes the canyon special and only highlights the fact that Utah legislators only care about lining the pockets of a few over the wants and needs of the many. | 32.2.9E | |
| 36808 | Iwamoto, Jani | <p>As a resident of the Wasatch Front, I am opposed to the Gondola Alternative B plan that has been selected and do not believe it is the most effective solution. I have significant concerns over how the gondola will negatively impact Little Cottonwood Canyon, including our precious water resources and wildlife in the area.</p> <p>Additionally, I do not believe the gondola is a wise way to spend half a billion dollars in taxpayer money, particularly considering the current proposal would only serve two privately owned ski resorts. Cheaper alternatives exist that would pose less of a burden on both taxpayers and the environment. This includes options like enhanced busing, tolling implementation, and better incentives for the use of public transit.</p> <p>For these reasons, I strongly urge UDOT to reconsider their recommendation of the Gondola Alternative B plan and instead support alternatives that are sustainable and environmentally sound.</p> | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A | |
| 31684 | Izatt, Parker | I am NOT in favor of the proposed plan to build a gondola. I think it will negatively impact the environment, the visual ascetics, and the climbing throughout the canyon. There must be a way to improve traffic conditions that will be more economic and cohesive with the environment that doesn't only benefit a select group of people. | 32.2.9E | |
| 27389 | J Bryant, D | No gondola ever. | 32.2.9E | |
| 32226 | Jablonski, Michael | <p>First and foremost, thank you for your work in all aspects of this project. There's no question that Utah is changing before our eyes and a sustainable long-term solution to traffic in LCC must be decided upon soon. Also- big shout out to UTA, USDA Forest Service, and Snowbird and Alta in all working together to make something sustainable happen for the long term.</p> <p>I have spent many hours researching this topic - I am NOT in favor of the gondola as the solution. I do believe it would take away from the natural beauty of the canyon. Maybe the impact to the beauty of the canyon wouldn't be as much as I'm imagining, but I wanted to voice this concern. It would be difficult to tell until built. Snowbird stated in their letter of support for the gondola that "Park n Ride lots have historically paid for the UTA ski bus fares of employees and season passholders". I hope I'm reading this correctly as I give credit to what Snowbird and UTA figured out that my bus fare has been included in previous season passes; they go on to say "we envision a similar funding model if a gondola were to go into place"-- but what about the price to park at La Caille? I very well could have missed this, but I have not seen any parking quotes to park at that structure at La Caille. In the UDOT report, it mentions gondola riders would park at a mobility hub, then take the 13-minute bus ride to the gondola. With that being said, I'd be more apt to just stay on a bus up the canyon (if there are more electric buses/ less impact on the environment). To add, a majority would have to do this anyways with only 2,500 spots at La Caille- not sure how many people want to drive to a bus stop to be shuttled to the gondola. This means that realistically, people are still going to take busses or drive up canyon when they can, so why build the gondola? "The bigger you build it, the more they will come" and I feel as if the gondola would attract that many more people here for reasons outside of its intention: moving skiers and riders up LCC (more on this at the end). And on the huge storm days when people can't drive or take a bus- come on- can you imagine the nightmare that will be the line of people trying to get gondola parking then the line for the gondola?? With all this being said, alternative "A": enhanced bus service gets my vote (if there are additional environmentally friendly buses) between these two "final" options.</p> <p>A few ideas around this: not as much of an eyesore that a gondola would bring to the canyon. Priority to buses on Wasatch Blvd and tolling during peak hours to shy people away from driving up in their cars. This next point might not be realistic- but on huge storm nights (when UDOT puts out the statement that they are blasting until 8am) could a statement also be put out that it will be buses only/ no personal vehicles until noon the following day? (outside of emergency vehicles, workers, canyon homeowners, ect.) and include a statement saying people in personal vehicles can't line up until noon? I'm thinking something similar to Zion NP- how it's buses only at peak visitor times. Having enough buses where people don't need to know schedules- having multiple buses at stops so that as soon as one is full, it takes off for LCC and the next one starts loading. We all know that in addition to the wet, avalanche prone snow that caused such large slides, one of the biggest reasons for such crazy traffic the last few years is that we hear the canyon is closed until 8am, but people start to line up at 5am, which backs things up through 9am (or later, 10:45 on huge snow days) by the time things start moving. I am all about getting up super early on pow days, but the reward would be close parking to the bus then enjoying a ride up from UTA on a nice early bus. I might regret that idea, but it could seriously help with the traffic. Side note- UDOT and UTA has done an amazing job over the years, you women and men rock!</p> <p>My last point- Snowbird and Alta have such an incredible product in their skiing- mostly due to the geological magic that is LCC. I'm sure they are sick of hearing</p> | 32.2.9E; 32.2.4A; 32.2.6.5J; 32.2.6.5N; 32.2.9A; 32.2.6.3F; 32.2.2Y; 32.2.2B; 32.7A; 32.2.2K; 32.1.2B | A32.2.2K; A32.1.2B |

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| | | <p>this, but they seriously need to consider removing themselves from the multi-resort pass. (Hence why I put "final" options in quotes earlier in my letter) To my understanding, Ikon financials are private. As an Ikon holder three years ago, my girlfriend and I went back to an Alta/Bird last winter (and we still would have even if it didn't include an Ikon base pass), and plan on skiing LCC as much as we can for as long as we live in the SLC area. The skiing is that much better in LCC. I can only imagine they make a boat-load by being a part of the Ikon; and maybe I'm way off, but it's such a legendary place that I imagine strong revenue could still be generated by selling day tickets for those whom really wanted to ski in LCC. We can't believe how many people we met on the chairlifts this past winter that were from out of state, traveling around the West and shredding LCC "because they had free days on their Ikon pass". We can't sustain those type of visitor numbers and the gondola will only attract more and more. The Ikon blackout days were amazing- I believe a sustainable amount of visitors were at the resort those days. Again, maybe I'm way off, but their seems to be so much loyalty from LCC resort skiers- in many forums, I have read numerous comments that passholders would be willing to pay more to make up some of the difference in revenue if they weren't apart of the multi-resort pass. I'd hate to see that type of loyalty go away. I'd also hate to see the proposed gondola turn LCC into any more of a Disneyworld than it already has started to (when the gondola becomes just as much as an amusement ride as it is a solution to traffic ex. People riding it up just to go grab lunch up canyon and take Instagram pictures): Utah can still benefit from the tourism dollars from those type of visitors, they really enjoy Park City. Thank you for hearing me out. This will be my 10th full year here (I can only imagine what the people who have lived here for 30+ years say about us; but hey, I was here before Ikon and I was coming here anyways before I knew Epic had arrived that same year- when they took over operations for The Canyons, previous to the combination with PCMR).</p> <p>**Final and possibly the most important point: I mentor for an underprivileged teenager in West Valley City. His (single) mother does not have the financial means to get him on skis. (I am so grateful that I was able to learn such an expensive sport growing up- thank you, mom and dad) It makes me sick to my stomach to think that people's tax dollars would be used towards this gondola, to no benefit of theirs, nor of so many others within a similar social-economic class. Please use common sense, and look into your heart, to realize how bad of an idea the gondola is; and say: "NO" to the gondola.</p> <p>I love skiing LCC, I love Utah, and look forward to a sustainable solution. Thank you again for all of your work. Let it Snow. Sincerely, Michael Jablonski</p> | | |
| 31564 | JACK, DAVID | I am not comfortable with this choice, as there are other aspects that were not considered. Plus, I do not want to see a gondola defacing the mountainside. I recommend more considerations and deliberations. | 32.2.9E | |
| 25569 | Jack, Shaylor | This gondola will ruin the canyon! skiing is one of many uses in the canyon and we need to look at everything else. climbing in lcc huge as well as biking and hiking. the views and natural beauty of the canyon will be forever ruined and it will ruin the canyon for users during the summer. NO GONDOLA!!!! | 32.2.9E; 32.4B | |
| 36198 | Jackman, Bill | I am very much opposed to both the gondola plan as well as the extreme widening of the road. This feels very much like a taxpayer funded benefit for mostly the owners and operators of two ski resorts rather than something that is an overall significant benefit to the population and area in general. It should be saying something worth noting when Salt Lake County and several cities who are impacted by this the most have weighed in with resolutions opposing the gondola plan. I attended community meetings put on by UDOT several times in the past in the Holiday offices regarding this issue and it seems to have been something of a foregone conclusion to be announced after pretending to listen to constituents. There are many less impactful and less costly plans that could and should be implemented before this. So much of the year the road goes lightly used with no change needed. Please reconsider this plan that would benefit so few at such a cost to so many. Bill Jackman [REDACTED] | 32.2.9E; 32.2.9L; 32.1.2D; 32.2.2PP | |
| 27725 | Jackman, Nate | The Gondola is the worst idea. The ski resorts should remedy the traffic to their business as opposed to having the taxpayers pay this expensive tab. Just adding a toll both to LCC alone would cut the traffic and add funds to the canyon. I don't think that even the most minor steps have been taken to solve this before we spend \$500++ million dollars on a Gondola. The amount of days that the gondola would be needed, is a colossal waste of money and unneeded destruction to the mountain. | 32.2.9E; 32.1.2B | A32.1.2B |
| 36563 | Jackson Earnest, Emily | Absolutely NOT | 32.2.9E | |
| 38099 | Jackson, Ann | I am opposed to the gondola. It seems like a huge tax burden for the people in our state and will only benefit those who own ski resorts and those who are already wealthy. I prefer to have limits on the traffic and use shuttles. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 27788 | Jackson, Beatrice | Parley's Canyon has never been the same since they widened the road. I fear Little Cottonwood Canyon will never be the same after these major "improvements. How about a ski reservation system to keep use to a sustainable level? The proposed plan will significantly impact Sandy City. The Sandy City mayor has some worthwhile ideas. Perhaps you should seriously listen to her | 32.2.2K | A32.2.2K |
| 25720 | Jackson, Caroline | <p>Hello,</p> <p>Firstly, I want to thank you for all the hard work I'm sure undergoing this project has taken as it's certainly one fueled by a lot of passion!</p> <p>While I'm not opposed to the eventual gondola and strongly prefer it to widening the road, I'm wondering why UDOT is not considering closing the road to all private vehicles as part of this EIS. I worry that the projected 56% reduction in air pollution with the gondola will not be reached when all it takes for a private vehicle to drive up is a \$20 toll. With both Alta and Snowbird having already experimented with paid parking I fear another toll just negatively impacts who can access the canyon vs. changing peoples behavior. Instead I urge UDOT to consider only allowing canyon residents, guests staying at lodges in the canyons and buses to enter the</p> | 32.2.2B; 32.2.2K; 32.2.2Y; 32.2.4A | A32.2.2K |

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| | | <p>canyon. By only allowing UTA buses for backcountry trailheads and ski resort access to day skiers by the eventual gondola that might better reach not only the air quality goals but also serve as an effective way to change peoples behavior. I also think this will speak to a lot of people who don't currently take the bus because they feel they're just going to have to stand squished into a bus to sit in the same heinous traffic they could otherwise sit in their car for. I believe these steps could also be taken incrementally and enforced sooner than the completion of a gondola with the bus routes.</p> <p>Another tolling option which might be more approachable would be selling a set amount of "season pass" type passes to valley residents to then have a set number of cars going up, although I'm sure this would be tricky with Forest Service equitable access requirements.</p> <p>Thank you for your time and I look forward to seeing what change can be made in the canyon this winter.</p> | | |
| 32862 | Jackson, Cate | I am opposed to the gondola because it is an unnecessary burden to the tax payers, and it will be and ugly addition to our beautiful canyon. | 32.2.9E | |
| 26356 | Jackson, Easton | <p>I'm strongly in favor of the gondola. I'm pleased that UDOT has made this preliminary selection. I'm dismayed that Mayor Wilson describes her opposition as "Common sense measures" in her email today. A gondola, once built, is much lower impact. One pedestal/tower every several hundred yards, with no impact on the ground, plants and people below. Europe has successfully used gondolas for decades.</p> <p>Widening the roads and adding more buses is a much higher environmental impact. How are you gonna wide roads? This will require extensive excavation and removal of rock and dirt and then subsequent stabilizing of walls and foundation. And more buses up and down the mountain, even if energy efficient, certainly adds more carbon cost. And buses are affected by avalanche warnings, black ice and other road conditions. All of these issues are obviated by the gondola.</p> <p>I think UDOT has made the correct decision and I strongly support this.</p> <p>Easton Jackson, MD Draper, UT</p> | 32.2.9D | |
| 28919 | Jackson, Elise | The gondola is not the correct solution. It will cost millions of taxpayer dollars for a service that will only benefit private businesses. The proposed phase 1 solution of additional buses and tolls is a better solution that will benefit more users and will help the overall problem in the canyon. The fact that the gondola was approved despite the public opinion to not have it is disheartening, and calls into question the integrity of UDOT and the overall decision making process. | 32.2.9E; 32.2.9R; 32.2.9N; 32.2.2PP | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N |
| 38148 | Jackson, Evan | <p>The people have spoken, "no gondola in Little Cottonwood Canyon".</p> <p>The Hinckley Institute of Politics conducted a poll in November 2021. 80% of respondents favor other alternatives over the gondola. This alone should be enough reason for UDOT to forgo the gondola. But just in case UDOTs needs additional reason to forgo the gondola (because obviously they don't care about public opinion), here are a few others.</p> <p>Cost of a failure. UDOT claims the gondola is more reliable than other alternatives, but this is a myopic point of view. I have yet to see a fair comparison regarding the cost of failure vs other alternatives. Consider enhanced bussing. If a bus breaks down, the rest of the system continues to work and function as planned and thus the system can operate at diminished capacity. If the gondola breaks down, the entire system fails, there are no back up gondolas but there are back up busses. Now, consider a gondola failure with active riders. How does UDOT plan to manage a long-term shutdown while there are riders onboard? How long will it take to rescue riders from each car? How will UDOT manage the added complications of elderly, diabetic, pregnant, or physically disabled riders? This would be a large-scale rescue effort. This isn't a chair lift where riders can be lowered/rappel down onto a groomed ski run. In the case of the gondola, the only below is rough untraveled terrain. The gondola cannot be considered a viable option until a robust comprehensive rescue plan is in place. Failure to do otherwise is grossly irresponsible and borderline negligent. I encourage UDOT to consider not just reliability when comparing alternatives but also the cost of failure. I few small failures are inconvenient; one major failure would be catastrophic.</p> <p>Cost. As an engineer, I speak from experience regarding what the industry calls "serial number 1". With any brand-new complex system, there is more uncertainty, and more unknowns than existing solutions. Thus, general guidance is to avoid "serial number 1" (i.e. brand new alternatives) whenever possible. I have yet to see any comprehensive discussion regarding the additional financial and schedule risk surrounding the gondola vs other alternatives. There is more than one construction company and more than one bus supplier. The gondola would be single sourced and thus there is even greater supply chain risk compared to other alternatives. Furthermore, the gondola is new territory for UDOT. This isn't a project within their scope, in fact it's outside everyone's. There are no other alternatives globally for comparison. To think the gondola a "serial number 1" project will be built within the \$500-600 million budget isn't optimistic, it is naive. Mike Douglass, a former engineer and founding member of the anti-gondola group Friends of Little Cottonwood Canyon, conducted his own analysis that puts the cost between \$977 million and \$1.06 billion by 2053.</p> <p>Financing. How does UDOT expect to finance the project? I and many I know have vowed to solicit our state and federal government representatives to vote against any bill that will fund the gondola. 80% of the public favor other alternatives; it won't be hard to find and organize others like me to put pressure on our government to deny funding for this heinous project.</p> <p>I strongly encourage UDOT to listen to the people rather than the corporations and development companies (e.g. CW management, Snowbird, and Alta). The gondola will be a blight on the canyon and destroy the beauty that so many come to see. Please reconsider other alternatives.</p> | 32.2.9E; 32.2.6.5K; 32.2.7A | |
| 28531 | Jackson, Heather | I support the gondola | 32.2.9D | |

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| 32871 | Jackson, Heidi | So your telling me all the tax payers in Utah are paying 1 BILLION dollars for a freaking gondola when there are kids with no homes and families that this could help. This could go to countless other things to help all of the people in Utah. This is the ugliest most unnecessary thing you could possibly do. Think of all the people who need help in Utah. It's a LOT. Also you could help them but your choosing to do this stupid thing. This is going to be so bad for our environment as well. The animals have less and less space with everything we build in their homes. | 32.2.9E; 32.1.2B | A32.1.2B |
| 38223 | Jackson, James | I am, and many people who I know who love Little Cottonwood Canyon, are very much against UDOT taking measures to build a gondola. It just doesn't make sense; it is impractical. It *might* in a best case scenario alleviate some traffic, but will cause a bottleneck at the mouth, and a whole other set of parking nightmares to deal with. The most prudent plan has always been a greatly expanded bus service. We as taxpayers don't want to foot the bill for this! It's ludicrous, and a ridiculous amount to spend for something that won't even solve the problem--- *especially with only two stops as I understand it* at the top of the canyon. what about all the people going to parking spots mid canyon? This is especially problematic in the summer and peak seasons--- like now, when many people want to go up the canyon! I was just in my first ever traffic jam outside of winter season near the base of BCC yesterday-- attempting to go for a hike. LCC is just as bad on some days I could imagine recently with all the people moving here. A gondola will do nothing to solve this!! Please take another look at the true feasibility of this proposal, instead of focusing on profits for some, and having it be a tourist attraction. Will it actually solve the problem? I strongly disagree that it will. Also a massive destructive force environmentally to a canyon many of us hold close to our hearts. It's not worth it!! | 32.2.9E; 32.2.6.5E; 32.2.9A; 32.2.6.5G | A32.2.6.5E |
| 30007 | Jackson, James | I am deeply concerned by what appears to be a conflict of interest between the developer and lawmakers in this decision. I do not appreciate half a billion dollars of taxpayer money being used to enrich lawmakers and ski resort owners. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30003 | Jackson, Jennifer | Don't do this! This is a massive waste of taxpayer money. The ski resorts need to pay for this if it is going to happen. The State of Utah should not pay to make other people rich. This is a waste. A serious investment into busing would be a much better use of money and much more equitable to all. | 32.1.2B; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 30000 | Jackson, Joe | I think the environmental impact of the gondola will outweigh the current situation. There is already a road, no need for a road and a gondola. | 32.1.2B; 32.2.9E | A32.1.2B |
| 37099 | Jackson, John | We are opposed to any further disruption to the ecology of the canyon which will come with the installation of a gondola. Why not just use busses? Go ahead and build a transit hub in the valley. But then put the skiers in busses instead of gondolas! Property owners in the canyon could have windshield stickers that let them through. | 32.2.9E; 32.2.2I; 32.2.9A | A32.2.2I |
| 33324 | Jackson, Karen | My biggest concern is the parking lot and the number of people allowed up the canyon. When we boat on Jordanelle there is a limit to how many boats can go on the Lake. Our canyons should be the same way. Little Cottonwood can handle only so many people. We should have always had toll booths, just like Millcreek. | 32.1.2B; 32.2.4A | A32.1.2B |
| 28174 | Jackson, Karen | Bad decision. Why doesn't the public get an input? | 32.2.9E | |
| 32688 | Jackson, Kennedy | Don't do it. Protect our canyons. Not everything has to make money to be beautiful. | 32.2.9E | |
| 36950 | Jackson, Megan | There are a number of better options for dealing with canyon traffic: charge for parking with discounts for carpools of four or more, improve bussing and shuttle options. But do not build an ugly gondola on tax payers pennies that is an eye sore on our unique and beautiful landscape. Please don't build the gondola. | 32.2.2K; 32.2.9A; 32.2.9A | A32.2.2K |
| 34960 | Jackson, Michelle | Please NO Gondola. | 32.2.9E | |
| 35228 | Jackson, Nick | The gondola is expensive, unnecessary, and amounts to a giant handout to Snowbird and Alta at the expense of the watershed, the canyon's natural beauty, non-resort users, and the central Wasatch as a whole. UTA should shelve the gondola option and seek less expensive and less destructive solutions first. | 32.2.9E | |
| 32926 | Jackson, Renny | I am currently a resident of Grand County, Utah, living in Castle Valley. I grew up in Salt Lake City, attending high school there and at the University of Utah. I have spent a lot of time recreating in Big and Little Cottonwood Canyons over the years and I can well imagine the negative impact that a gondola would have on Little Cottonwood. Not to mention the economic disaster that it would be! I am an outdoor enthusiast, a climber, and your constituent. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction. The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered. I hope you will consider opposing the Little Cottonwood Canyon gondola in favor of better solutions. Renny Jackson Castle Valley, Utah | 32.2.9E; 32.2.9A; 32.2.9R; 32.2.2I; 32.2.6.3F; 32.2.6.3C | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2I; A32.2.6.3C |
| 38126 | Jackson, Sarah | Shame on you UDOT. It is unfathomable to me why you would jump to such an insanely expensive taxpayer solution when there are so many inexpensive solutions to start with. Namely: canyon tolling, enhanced bus service, and using the proposed gondola parking lot as a new parking lot for bus transit. You state that one of the reasons to push the gondola is to avoid winter operations fees of \$4 million per year. That cost won't go away as we still have a road there | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.4A; | A32.2.0C |

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| | | <p>and SO many people and services will still drive their cars up there whether there is a gondola or not. Not to mention that 30 years (which you propose will equal out the gondola cost) of that \$4 million per year is only one quarter of the cost of the gondola. Everyone alive right now will be dead and the gondola still won't have paid for itself.</p> <p>The percentage of Utah residents (who will be paying for this) that actually benefit from it is insanely minimal. TEN percent of Utahns ski. Since when is it ok to push a project like this on tax payers when only 10% even benefit? And a huge portion of those 10% don't even want the gondola! At the very least, if it has to go in, those who benefit from a gondola should be the ones who pay for it. Snowbird, Alta and the tourism industry, which makes \$12 billion a year. There ought to be a way to tax tourism income.</p> <p>Please spend UDOT funds on projects that impact more Utahns and not more tourists. Tourists already plan to pay a lot for their ski trips. They will keep increasing their numbers with or without a gondola. They can handle paying for tolling and carpooling too.</p> <p>In the meantime, everyone's property taxes keep shooting through the roof and no one can buy a house anymore. Finally, The wasatch mountains can't even hold that many people in a day. The only good snow days left in big and little cottonwood are the days that no one can get up the canyon. Let the mountain limit itself instead of destroying the uniqueness of the Wasatch and plastering the mountain with too many people.</p> | 32.2.9A; 32.2.2I. 32.20C | |
| 35768 | Jackson, Scott | I'm a Utah voter and often use Little Cottonwood Canyon. I'm opposed to the gondola because I feel it only benefits private businesses and their customers, but damages public resources. I would be supportive of other solutions (improved bus system or tolling). | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 30589 | Jackson, Steven | I prefer the gondola because I rode a similar gondola at Tahoe and felt that it moved people efficiently, quickly, and was environmentally sound. | 32.2.9E | |
| 35851 | Jackson, T | Please do not ruin the beauty of our mountains | 32.2.9E | |
| 28074 | Jackson, Thomas | I don't want the gondola, it will ruin the granite canyon walls. Carpools are the answer along with busses. | 32.2.9E | |
| 32694 | Jackson, Tyler | I would just like to say I am against the gondola. | 32.2.9E | |
| 37144 | Jackson, William | I don't want the Gondola.. I would prefer UDOT to provide a parking structure and Bus people to the Resorts. Electric busses would be the BEST Option. | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 30995 | Jacobs, Bob | Yes, I was trying to find out if there was a digital version of chapter 32 available. It's kind of hard to come down to the central office to look at the comments. If there were there was a digital file that we could look at. It would certainly help a lot. My name is Bob Jacobs. My number is [REDACTED]. And again, I'm just trying to find out if there's a digital version of the comments that is available for people to look at Bob Jacobs [REDACTED] Thank you. | 32.29D | |
| 29730 | Jacobs, Craig | I suggested building it 'three times bigger!..Mabey running it up over the canyon top and down into Heber valley..make it an attraction instead of an detracton they will underbuild it like our freeways and everything the gov. touches. We will soon outgrow it and it will be lame.. especially for 30 or \$40 a wack! | 32.1.1A | A32.1.1A |
| 27431 | Jacobs, John | Please build the Gondola!!! Feel free to knock down any ree with or without a protester in it to get it done! | 32.2.9D | |
| 37382 | jacobs, robert | <p>Selecting Gondola B as the preferred alternative ignores many considerations :</p> <p>It is too inflexible. It cannot be modified to allow for new developments - economical, climatic, transport innovations, etc. Once built the gondola will be there whether needed or not, whether wanted or not. Think West Desert Pumps!</p> <p>It is still unclear what will convince anyone who has driven to the mouth of LCC, to now park, get out of their car with ski equipment, walk to the loading platform, stand in a line to get on a gondola, pay for the ride, take longer to get up the canyon, and if they are going to Alta either wait a little longer on the gondola or get off and onto another gondola for the remainder of the trip.</p> <p>Whatever mechanism is used to get anyone out of their vehicle(a toll I guess), it will be just as effective in inducing people to ride a bus.</p> <p>Buses significantly reduce vehicle traffic on Wasatch Blvd. by eliminating the 2500 vehicles which will be parked in the Gondola Parking Structure. Parking for ski bus transfer should be at the Gravel Pit and 9400 South as originally proposed. This would allow for easy access by users of public transportation(PT) as well as vehicles.</p> <p>Buses can be utilized by other users of the canyon - hikers, climbers, cross country skiers, .. whomever by providing other stops along the canyon. Imagine being able to take a bus up to trailheads instead of fighting for parking spaces in limited lots. In fact trail head parking could be eliminated and hikers required to take the bus to reach trailheads - think Zion NP shuttle.</p> <p>Electric busses would be ideal for the canyon. using regenerative techniques to recover a good portion of energy used to travel up the canyon on the way down. My electric car recovers 50-60%.</p> <p>The Gondola B alternative was introduced so late in the process, it really avoided the extensive examination which was promised for this process. Many questions have still not been answered which would allow citizens or UDOT to adequately analyze the Gondola B alternative - access to the 2500 car parking structure, will parking be free, cost to ride the Gondola, cost of toll to drive, mountain capacity, how will tolling be implemented, how will skiers who use PT get to the Gondola - there is already adequate PT to gravel Pit and 9400 South hubs.</p> <p>Allow ski resorts to help solve their problem - resorts should implement a parking reservation system, if you don't have a reservation don't drive to the resort. This could be the way the toll is implemented for skiers and would solve the problem of dealing with people who live in Alta, etc., only skiers would pay the toll(parking fee). We could eliminate the entire cost of the tolling part of the proposal.</p> <p>If climate change does adversely affect ski conditions, we may not have a problem for the Gondola to solve - but we will still have the Gondola and the HUGE debt and maintenance costs to deal with. Busses? not so much, just scale back the bus service. A Snowbird VP said don't be misled by the fact that there wasn't much of a traffic problem the last couple of years because they were an anomaly due to the mild winters. Is he sure they were an anomaly or are they the new norm with</p> | 32.2.9E; 32.2.6.5E; 32.2.9A; 32.2.2B; 32.2.6.3F; 32.2.2K | A32.2.6.5E; A32.2.2K |

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| | | climate change? Does UDOT know? I strongly advocate for a phased approach to test less costly and intrusive alternatives before committing to the Kraken called Gondola B. Every governmental entity representing the East Bench agrees with me. Thanks. | | |
| 34659 | Jacobs, Spencer | Widening the road with a 3rd, dedicated bus lane (busses only), and increased bus capacity (paid for by the resorts), and a few snow sheds in the critical avalanche terrain, is the option that makes the most sense. Snowsheds can be covered with natural ground cover and vegetation, providing a safe, natural land bridge for wildlife, while also increasing the beauty of the canyon. A slight widening of the road will not ruin or disturb too many bouldering spots, and will not destroy any of the world class climbing in little cottonwood. A gondola is a TERRIBLE choice for so many reasons: 1. It will not reduce traffic/cars in the canyon or approach roads. It will actually make traffic at the mouth of the canyon(s) and surrounding streets worse. 2. It's a total tourist attraction farce-we don't need more tourists. EVERYONE already knows about the prime snow conditions, terrain and convenience of winter recreation in Utah. People are coming here regardless. Too many. The gondola isn't going to fix that. 3. It's claimed that it will get more people to the resorts. It's ONLY taking people to the resorts. The resorts should pay for it in its entirety (if it were to be built-which it shouldn't). Taxes should NOT be used for a gondola that the majority of taxpayers would not use. 4. Unsafe for Climbers to be on routes while having a huge gondola passing by at eye level. 5. Makes zero sense to spend that much money on a solution that only would benefit and/or bypass avalanche mitigation on only a handful of days, and only in the winter. | 32.2.9B; 32.2.9E; 32.2.6.5E; 32.20C; 32.2.7A; 32.4B; 32.1.4D | A32.2.6.5E; A32.20C |
| 26439 | Jacobsen, Anna | Please do not build the gondola. We cannot destroy the environment in favor of our own recreational and corporate greed. I suggest limiting the number of cars allowed in the canyon per day and creating a robust, timely shuttle system. There has to be another way. We should be the ones making the sacrifices, not Little Cottonwood Canyon. | 32.1.2B; 32.2.2B; 32.2.2K; 32.2.2PP; 32.2.9E | A32.1.2B; A32.2.2K |
| 35983 | Jacobsen, Anna | Please, please do not do this. Don't irreversibly harm this beautiful place because of greedy resort owners. WE WANT BUSES!!!! | 32.2.9E; 32.1.2F; 32.2.9A | A32.1.2F |
| 31178 | Jacobsen, Brad | I do not want this eyesore, and especially am opposed to taxpayer money being used for it. Let the resorts pay for this as they stand to profit from it. | 32.2.9E; 32.2.7A | |
| 26806 | Jacobsen, Brooke | I stand with Mayor Wilson in that this is a costly project with better solutions. Gondolas, while sounding fancy, will not service the public as effectively as the other options presented. | 32.2.9E | |
| 37018 | Jacobsen, Hilary | NO to the gondola!!! | 32.2.9E | |
| 35947 | Jacobsen, Lauren | I believe the bus system is the best action at this time. I am a skier and a hiker, so I explore our canyons often. A very well organized bus system could serve everyone that uses the canyons. You can have two routes going up the canyons. One bus route would go straight up to the ski resorts. The other bus route makes stops at the biking, hiking, climbing, snow shoeing, etc. locations. Have pull outs for the buses to stop at to have people enter and exit the bus. Many of our national parks do this. It can be hard at first, but in the long run it is best. I actually love the different bus systems that I have used while exploring our parks. There is absolutely no reason to use our tax dollars for something that will not be used by everyone in Utah. Please use those dollars for teachers, police, firefighters. Use the money where it is NEEDED, not wanted, but the small portion of people. | 32.2.9A; 32.1.2D; 32.2.9E | |
| 27784 | Jacobsen, Melodie | I am writing this in hope that the insanity of building this monstrosity of the Gondola up Cottonwood Canyon can be stopped. \$550 Million tax dollars can be used for other projects that can better help Utahns in so many other ways. To spend this money to benefit the ski resorts is insanity run amok! Please, please deny this monstrosity of a project. Thank you, Melodie Jacobsen | 32.2.9E | |
| 35618 | Jacobsen, Melodie | Please Do Not approve this Monstrosity of a Gondola! Please say NO! Insanity Run Amok. | 32.2.9E | |
| 33998 | Jacobsen, Sharon | I am very much opposed to the idea of a gondola as the transportation! I would rather see buses carry the biggest crowds up. | 32.2.2B; 32.2.9A; 32.2.9E | |
| 36203 | Jacobsen, Shaun | I am against the gondola. This is not a transportation solution but an extension of two resorts at the expense of the public and the environment. Increases bus service and automobile tolls are the answer. If you can spend half a billion on a gondola, you can recruit bus drivers and pay a living wage. | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.9A; 32.2.2Y | A32.1.2F |
| 36030 | Jacobsen, Tyson | We should learn from the economic failures of boondoggles like the high speed rail in California, bankrupt toll roads in San Diego, or the Great Park fiasco in Irvine. Building a moderate to high fee based project that targets high income tourists evidences a lack of insight into high income mindsets. Convenience, perceived safety and appearances will keep the wealthy continuing to valet their vehicles at the resorts, while value conscious locals will skip the high fees and inconvenience of a | 32.2.7A | |

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| | | gondola. The role of government is to protect the rights and livelihoods of the civilians, this does neither. Let the private sector fund and take the risks not the local population who derives zero benefit | | |
| 35562 | Jacobson, Alison | While improving mass transit options and tolling would be positive means to address canyon access, a gondola is counterintuitive to protecting the canyon. It would ruin the aesthetics of the canyon, which is why many people go there. It also would create new problems with traffic and parking at the base of the canyon. I would much rather see more natural gas or electric buses serve the canyon. | 32.2.9E; 32.2.6.5E; 32.1.2F; 32.2.6.3F | A32.2.6.5E; A32.1.2F |
| 27332 | Jacobson, Gary | I oppose the gondola. My reasoning is as follows: It's ridiculously costly and like all projects of this magnitude will end up costing far more. It is not necessary because there are other alternatives such as limiting single rider vehicles. Charging a fee. Policing car to affirm they are compliant to snow tire and 4 wheel drive. Adding buses. The gondola will increase the number of people at the resorts thus decreasing enjoyment. And the money would be much better spent dealing with the lake issues | 32.2.9E; 32.20C | A32.20C |
| 38666 | Jacobson, Lauren | Hi, my name is Lauren Jacobson. I live in [REDACTED]. I'm just calling about the gondola and I was told that calling you guys to say leave your comments and stuff like that. I really am against the gondola. I'm a skier. So I understand this kind of stuff in the all the congestion and all that kind of stuff going up the canyons, but no there are many ways that we could spend our tax dollars for everyone in Utah. Not just for a little few bus system work, so you can check out all the national parks that we have. They have great bus systems that works very well. This is just it's ridiculous to have the gondola for just the very few and all the damage that's going to do to our canyons, which is not we just do not want that and all the no. Anyway, Lauren Jacobson, live in [REDACTED]. Again, my phone number is [REDACTED]. I know that there's a better way than the gondola. And I know that we are smart enough to figure it out. All right. Thanks. Bye. | 32.2.9E; 32.2.9A | |
| 32595 | Jacobson, Ruth | Please do not build a gondola up Little Cottonwood Canyon. The price is too high. There are cheaper alternatives. | 32.2.9E | |
| 27766 | Jacoby, Eric | These days more development and construction is not the answer - especially in our canyons. Please don't build a gondola. Regulate the automobile traffic. Enforce a tire traction law. Regulate the amount of ski are passes sold. Provide direct busses to ski areas from broader pickup locations. Restrict additional development at the ski areas. | 32.2.9E; 32.2.2K; 32.2.2M; 32.2.2I | A32.2.2K; A32.2.2I |
| 32450 | Jacoby, Rebecca | Most notably, the privately-held Ski resorts of Alta and Snowbird to not merit the significant expenditures of UDOT to build a Gondola System. The Ski Resorts of Alta and Snowbird should sell their daily ticket amounts with their own designated capacity parking lots to support those ticket sales. That would then constitute the amount of vehicles allowed to access Little Cottonwood Canyon for those designated Resorts. Passes only would be required to access the Parking and Skiing use of Alta and Snowbird. As a current estimate for building a Gondola System, the amount of \$600 million to One billion cannot be verified without actual design having been executed and submitted. It is not fair or does not seem legal that Utah State Transportation Budget and Utah State Taxpayer money is to be used to support the Little Cottonwood Ski Trade Entities. If those Ski Resorts have expanded and are selling tickets for the over-crowding of the Little Cottonwood road, then it is essential that they cut back to meet more realistic use and further expansion of a limited road use. The Budget estimate to build a Gondola System for Little Cottonwood represents a Discrimination of all other users than skiers for the canyon and public forest usage. The public expenditure from UDOT to build a Gondola is literally being proposed for Privately-held companies that hold ownership of Alta and Snowbird Resorts. Alta Resort is owned by multiple individuals-the Laughlin family 51%, the Quinney family 25%, the Bass family 11%. Ownership of Utah's Snowbird Ski & Summer Resort changed privately owned hands of co-founder Deck Bass to Wyoming Business man, Ian Cummings, who is also co-founder of Park City-Based Powder Corp. Why does UDOT have any requirement to use Public money to support Privately-owned Resorts? If the Gondola is proposed to have two stops, Snowbird and Alta, it leaves many other important and traditional stopping points will not be available to users? What about the needs for stops or parking access for White Pine, Red Pine, privately-owned residences and condos, hiking trailheads, restaurants that are all beyond designed stops for Gondola passengers. The Gondola as proposed is a Huge Mega Structure with Huge, Unsightly Towers that will significantly interrupt the environmental and aesthetic enjoyment/conditions that now exist in Little Cottonwood Canyon. The Gondola Structure path will encroach on the Edges of The Wilderness Designations of Little Cottonwood Canyon. It does not seem that this has been fully investigated in plans to date. The Parking Structure for a 2,500 'car parking building, represents One Million square feet---an enormous, very Urban Mass. Imagine its size and walls blocking views, imposing on neighborhoods, and roadway excursions. There is a powerful logic to increasing buses and light transit commuter vans, both vehicles types being electric----this is more convincing than Gondola trams moving every three minutes with only 35 persons. Buses carry 40-60 people at a time and could move every 3-5 minutes. How about an army of 1-passenger, electric vans moving every 2 minutes, that could pick up travelers across the valley at designated parking lots. Please consider NO GONDOLA-OTHER BUS AND MULTIPLE-PASSENGER VEHICLES REPRESENT SOLUTIONS WHICH ARE BETTER FOR QUALITY OF ENVIRONMENT AND APPARENT PROTECTIONAL USE OF LITTLE COTTONWOOD CANYON. THE PRIVATELY-HELD OWNERSHIP OF ALTA AND SNOWBIRD DOES NOT DESERVE THE UNFAIR EXPENDITURE OF UDOT BUILDING THEIR BUSINESSES. MANY PRIVATE CITIZENS DO NOT USE THESE SKI RESORTS. THESE PRIVATE COMPANIES MUST BUILD THEIR OWN ACCESS TO THEIR RESORTS AND STOP SELLING TICKETS THAT GO BEYOND THE CURRENT NEEDS OF THE ROADWAY OF LITTLE COTTONWOOD CANYON. | 32.2.2K; 32.2.7A; 32.2.6.5G; 32.3A; 32.2.9A | A32.2.2K; A32.3A |
| 38947 | Jacoby, Rebecca | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |

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| | | <p>1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16).</p> <p>2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process?</p> <p>3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort.</p> <p>4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored?</p> <p>5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range.</p> <p>Sincerely, Rebecca Jacoby [REDACTED]</p> | | |
| 33063 | Jacoby, Robert | <p>I am submitting this response to say that I am adamantly opposed to the gondola alternative for providing access to Little Cottonwood Canyon. My reasons follow:</p> <p>1. The only beneficiary of the proposed gondola system, will be the privately owned ski resorts in the canyon. The enormous cost of the gondola facilities and its infrastructure, will be the burden of the public, and will in effect, be a subsidy to the Owners of the ski resorts. The overall public will see no benefit.</p> <p>2. Access during the non-winter months provided by the gondola will be limited and in flexible visitors wanting to stop at trail heads and intermediate destinations. Whereas, an enhanced system of ground transportation, has the potential of providing the flexibly of visiting the many destinations other than the ski resorts.</p> <p>3. The notion of running an overhead, visually obtrusive, sky-system through one of our state's most beautiful wildernesses is an act of disrespect and short sightedness.</p> <p>4. As an avid user of LCC, and to enhance the quality of visiting, I would be in favor of potentially limiting the amount of people that can be in the Canyon at any one time. This could be accomplished by reservation or scheduling.</p> | 32.2.9E; 32.2.2K | A32.2.2K |
| 34837 | Jacques, Brooke | <p>I feel like this process was done SO SKETCHY and definitely NOT AT ALL considering what the ACTUAL PUBLIC AND PEOPLE WHO LIVE HERE WANT. This decision FROM the beginning was swayed to what is best for the people traveling here and not people in Utah WHO ARE PAYING FOR THIS. This is absolute [REDACTED] that this is the chosen alternative when the IMPACTS to the beautiful canyon and residents haven't been explained. THIS DECISION IS [REDACTED]. It's TERRIBLE. IT IS TERRIBLE FOR THE CANYON, THE WILDLIFE, and RESIDENTS OF UTAH. Y'all are acting like this is going to be a good thing for Utah but it's not. Rich people are not going to be impacted AT ALL or change their ways. This is going to make it harder for UTAH residents to access the canyon. THIS IS A TERRIBLE ALTERNATIVE SELECTION AND SHOULD NOT HAVE BEEN SELECTED. IM FLABBERGASTED THIS HAS MADE IT THIS FAR. It was the WORST and I feel like there's money changing hands. This is DEFINITELY NOT the best for the public but I also don't believe it holds any safety benefits or whatever</p> | 32.1.5C; 32.2.9E | A32.1.5C |
| 34816 | Jacques, Megan | <p>PLEASE DO NOT GO FORWARD WITH THIS AT THIS TIME. I think this 1,000% needs more study, public feedback, and HONEST INFORMATION about the impacts. This is going to destroy a beautiful canyon and I really believe MOST PEOPLE ARE NOT IN FAVOR OF THIS. I really think public opinion should make this decision but I feel like it's DEFINITELY NOT going to be made by what the public (who actually uses it and knows what they want and SHOULD HAVE MORE OF A SAY THAN ANYONE) but by what UDOT "THINKS," will be best or what they've been paid off to think.</p> | 32.2.9E; 32.1.5C; 32.2.9N | A32.1.5C; A32.2.9N |
| 25392 | Jacques, Rebecca | <p>Please do not build this. The environmental impact of destroying landscape, boulders, and wildlife habitat is not worth some additional convenience to tourists, nor the added traffic the gondola will attract. This is also unsafe, transporting individuals further into wilderness than they are equipped to go, risking their safety.</p> | 32.1.2B; 32.2.6.5K; 32.2.9E; 32.6D; 32.7C; 32.13A | A32.1.2B; A32.13A |
| 29058 | Jacskon, Ashley | <p>Little cottonwood is a one of a kind canyon. Not only for the resorts, but for all of the activities we can enjoy. By constructing a gondola, we limit the number of activities we can partake in and decrease the beauty of the canyon. One reason I love SLC is how readily we can climb outside and take a quick break from the hustle and bustle of the city. This ability makes SLC so unique and special to any other mountain city. We truly have it all here. The gondola would diminish this. Keep LCC and all the activities it has to offer.</p> | 32.2.9E; 32.2.6.5D; 32.4B | |
| 29231 | Jaffe, Michael | <p>I am OK with the gondola concept, if there is tolling private infilled cars, the continues to be a bus option, gondola capacity is maximized, it runs on weekends year round, parking fees are nominal, Wasatch road becomes 2 lanes in each direction, and if during the phase in period, if things are working we'll delay gondola. I do not think a road widening project alone can accommodate snow storm traffic. Use highway 210 car fees to pay for operation of gondola- which needs to be free to use.</p> | 32.2.9D; 32.29R; 32.2.6.5G; 32.2.4A; 32.2.9Q | A32.29R; A32.1.2H; A32.2.6S |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30806 | Jaffe, Richard | The plan for a gondola is badly misplaced. It serves only the resorts of Alta and Snowbird, and not any intermediate stops for hikers, climbers, etc. Asking the taxpayers to pay for a gondola used by a tiny percent of Salt Lake County residents is most unfair. Bus lanes are more appropriate, somewhat cheaper, and will serve intermediate stops. No on the gondola! | 32.2.9B; 32.2.9E | |
| 29055 | Jaffe, Richard | The planned gondola destroys the scenic mountain corridor, does not have intermediate stops for rock climbers and hikers, and the large cost appears to be borne by the 98% of the populace that do not ski in Little Cottonwood Canyon. A very elitist idea borne by the Utah taxpayers. Richard Jaffe, M.D. | 32.2.9E | |
| 29970 | Jagels, Crystal | I oppose this option to ease congestion in LCC. There are so many other options. It's a real shame that the people in charge are so willing to destroy the beauty of LCC for a buck and at the tax payers expense. Shouldn't we be spending that money to fight the homeless situation in the valley, not shuttle more rich people to enjoy their leisure sport? | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 33147 | Jahn, Nolan | This seems like a lofty goal that only benefits a small percentage of outdoor enthusiasts. I believe the majority of those enthusiasts would like trails without towers I know I would. I say no go to the gondola | 32.2.9E; 32.1.2D | |
| 36318 | Jahne, Molly | Building a gondola is the worst idea possible. Do better, try harder. | 32.2.9E | |
| 28523 | Jahner, Alyssa | Tolling! No gondola | 32.2.9E; 32.2.2Y | |
| 37536 | Jahnke, Jacob | I am against the gondola as I care about the canyon, its environmental impact, and the locals living there. | 32.2.9E | |
| 35702 | Jalali, Niki | This is going to cause very serious consequences to both the environment and the canyon. This is a decision that is not taking into account 80% of the general public who does not support this action. | 32.2.9E | |
| 34081 | James, Art | Raping Little Cottonwood Canyon with a foreign object is not the answer. The damage can never be undone. | 32.29D | |
| 25409 | James, Hayden | A gondola is not the best option to address little cottonwood canyon traffic. Not everyone going into LCC is going to the ski resorts, and to service resorts with taxpayer money is a wasteful use of that money. Additionally, with great concerns for the Great Salt Lake drying up, our long-term snowpack is likely to be affected. At that point, what good would a gondola do? I advocate for expanded, year round bus service. Buses at the pick up points every 5 minutes instead of 15. | 32.2.9E; 32.2.2E; 32.2.6.3C; 32.2.2PP; 32.2.7A; 32.2.9A | A32.2.6.3C |
| 35298 | James, Jenalee | The gondola is a horrible idea that will have severely poor effects on the beauty of little cottonwood canyon- a place that I've been visiting since a young child and is very special to me. It is perfect in its natural way. Want to prevent the ski traffic? Provide better bus systems. A gondola will ruin our natural piece of beauty that so many of us locals love and enjoy for all types of recreation- not just skiing. Please rethink doing this. It is a terrible idea that so many people are against. This would pain so many and break their hearts to see our mountains ruined with the technology we try to escape when we go there. | 32.2.9A; 32.2.9E | |
| 37118 | James, Oakley | Please we love LCC climbing | 32.1.2D | |
| 33910 | James, Rhianna | <p>The selection of the gondola as the solution to a relatively infrequent problem is the wrong choice, for a number of reasons.</p> <p>Firstly, I am not a resort skier, but I still frequently use the Cottonwood Canyons for other outdoor recreation opportunities (cross country skiing, climbing, hiking, trail running, etc.). The gondola will not stop at trailheads, and as such would be an ineffective solution for a substantial portion of the use within the canyons.</p> <p>Secondly, only two private entities will benefit from the installation of a gondola: two ski resorts. They are not hurting for money and should not be given a subsidy provided by the taxpayers. Tangentially related to that, it is one of the most expensive options evaluated in the EIS. Although it may be one of the cheaper ones to maintain on a yearly basis, projects such as this always go over budget during the construction phase, and I have no doubt that this will cost the taxpayer substantially more than expected.</p> <p>Thirdly, it will be a hassle to use, especially for resort guests with baggage. Most gondolas do not have substantial luggage storage, and I expect these ones will be no different. Additionally, it will likely cost money to park, and each gondola ride will require a ticket, which will cost money, and will be an expensive addition to a family outing to the ski resort. Additionally, the average travel time is listed at 43 minutes, but that does not include boarding time, wait time, etc. I suspect many people will not use it because of the additional time and hassle.</p> <p>Fourthly, the gondola will result in environmental degradation that will never be corrected. The views of the canyon will be forever tarnished by electric cables and the running of machinery, rather than the sound of water and pristine-looking views. Additionally, the construction of the gondola would render many popular, world-class climbing areas inaccessible for years, if not forever. Little Cottonwood Canyon is a premier destination for climbing, and it would be a crime to lose such access.</p> <p>Finally, and perhaps most importantly, is this solution increases the disparity between marginalized peoples' and wealthy peoples' abilities to access recreation in the canyon. By implementing a gondola, it removes easy access to backcountry options that are more economically feasible for many people and prioritizes wealthy peoples' access to the ski resorts. This is the opposite of what we should be doing.</p> <p>For all of these reasons, I am against the construction of the gondola. There are a number of solutions that I think could be implemented in tandem to reduce traffic while maintaining access: tolls on all cars going up canyon, except for ones that have four people in them; expanded bus access and cheap fare; and required</p> | 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.3A; 32.2.4A; 32.2.5.5C; 32.2.7A; 32.2.9A; 32.2.9E; 32.4B; 32.5A; 32.11D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | parking reservations at the ski resorts, so that they could only take as many people as can comfortably park in their lots. I believe all of these would be better for both the canyon and the taxpayer. | | |
| 28689 | Jameson, Penny | An idea preferred only by the developers! I would prefer car access limited by road conditions and available parking with improved bus service. | 32.2.9E; 32.2.2K | A32.2.2K |
| 27192 | Jameson, Thomas | The rest of the plan is great, but installing a gondola would follow an outdated belief system regard our world as something to be taken advantage of. When we as humans are only guests on this planet it would be incredibly irresponsible to further disrupt lcc | 32.2.9E | |
| 38119 | Jameson, Thomas | As a taxpayer I do not wish to have my funds used for this project. It will benefit only the private corporations of the contractors and ski resorts. Please do not build a gondola | 32.2.9E; 32.2.7A; 32.1.2D | |
| 29949 | Jameson, Thomas | Y'all are literally dumb █ don't do this it will not end well. | 32.29D | |
| 29960 | Jameson, Thomas | If the gondola was a transformer it would be a deceptacon | 32.29D | |
| 29961 | Jameson, Thomas | Ima hotbox that gondola if you make it. Frick you | 32.29D | |
| 29958 | Jameson, Thomas | Your daughters a █ | 32.29D | |
| 29957 | Jameson, Thomas | This is a threat but low key not maybe... | 32.29D | |
| 29959 | Jameson, Thomas | Da gondola finna be uglier than your mom | 32.29D | |
| 29962 | Jameson, Thomas | The skinwalker finna eat your children | 32.29D | |
| 36396 | Jamison, Janet | Little Cottonwood Canyon is a treasure. Building a gondola would be a travesty and should not be built. Expand bus service, charge for winter ski area parking, just don't build a gondola. It would benefit the ski areas and no other users, such as back country skiers and hikers. The canyon does not belong to Snowbird and Alta. With the disaster befalling the Great Salt Lake, resources should be spent on saving it, not building a gondola in a fragile ecosystem. | 32.2.9E; 32.2.9A; 32.1.2D | |
| 37558 | Jamison, Logan | Hello, I am writing to express my opposition to the proposed gondola alternative. The canyon bottom of Little Cottonwood canyon lies on Forest Service land, which means it must follow a mixed-use policy. The gondola would benefit patrons of only two ski resorts during only those busiest days of winter while offering no benefit to the tens of thousands of canyon users outside that relatively small niche. Hikers, snowshoers, canyon residents, sightseers, backcountry skiers, rock climbers, and others would not benefit from the gondola. These user groups vastly outweigh the number of user-days represented annually in the canyon when compared to Alta/Snowbird skiers. A transportation solution in Little Cottonwood needs to benefit all user groups, not just those wealthy enough to afford the hefty price tag of a ski area pass. Additionally, the economic impact of Alta and Snowbird on the Utah ski and tourism industry needs to be better evaluated to determine if such a huge taxpayer-funded project is justified for the benefit of Utah's economy, as these two resorts make up a relatively small fraction of Utah's ski industry. Asking the public to pay for what is essentially a new ski lift for two private resorts is incredibly irresponsible. UDOT has proposed a massive project without any prior legitimate attempt at controlling the traffic in the canyon. Tolling (or simply banning) single-occupant vehicles on the busiest/snowiest days would be an obvious and relatively easy-to-execute strategy. Increased bus service has not been seriously implemented, and the fact that UTA is significantly reducing Little Cottonwood bus service for the 2022-23 winter is very disappointing. At a minimum, increased bus service and tolling need to be implemented before any intrusive construction project is even considered. Increased bus service and tolling can additionally be used in Big Cottonwood Canyon and other high-use areas as needed. The environmental impact and taxpayer-funded price tag on the proposed gondola are simply too great to consider it as a viable alternative when UDOT has not made any legitimate attempts at lower-impact solutions. Thank you for your consideration. | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.7A; 32.2.9A; 32.2.4A | A32.1.2B |
| 30873 | Jamison, Will | Do you really think making Utahns spend 1/2 billion (not including cost overruns) on a Gondola is a good idea? Last year I started using bus service and found it convenient and cost saving. Better bus service wouldn't cost much more. Getting to the Gondola parking during a storm could be as bad as getting up the canyon. Quality skiing is a limited resource. Packing more people in the ski areas ruins the experience. | 32.2.9A; 32.20C | A32.20C |
| 35671 | Jane Keleher, Mary | First - I do agree that something needs to be done about the congestion in LCC during the winter months. And I think that the preferred alternative may be the best option though it will definitely detract from the beautiful views up and in the Canyon. However, I want to stress again that though the ski resorts do bring in revenues, the other non-ski users of the canyon should have just as much right to access and use of the canyon as the resort users. I am fine with paying a small toll (during winter) to drive my car but if I do pay a toll I want to be fairly certain that I can find a place to park at one of the many trailheads along LCC. I am not a skier but I am an avid hiker and snowshoe-er. Trailhead parking improvements should be a top priority not just a sub-alternative and the improvements should be sufficient enough to meet parking demand if no road-side parking will be permitted. I am not sure what is meant by "no roadside parking within .25 mile". .25 miles from what? The ski resorts? The trailheads? Having access to the canyons is my #1 reason for living in Sandy Utah. Not having access for year-round outdoor activities would greatly reduce any reason for continuing to live here. | 32.1.2D | |
| 27018 | Janis, Blair | The gondola does not serve the interests of the public, meet the needs of the community, or protect the environment in a way that preserves our vital natural resources. The damage of a gondola will be irreversible to the natural environment and to our economy - what makes recreation unique in this part of Utah is the vast backcountry and relative solitude that can be achieved so near the city. This is an expensive option that will cheapen the experience of being outdoors - all while burdening tax payers with a project that will only benefit private resorts. I urge you to reconsider this irresponsible proposal. | 32.1.2B; 32.2.7A; 32.6A | A32.1.2B |
| 33759 | Jankowski, Chris | A gondola is not the solution to manage little cotton wood canyon. Please for the habit and beauty of our canyon explore other options. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.13A | A32.1.2B; A32.13A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31291 | Janney, Dale | My thought on the subject is that the tram is going to be at least an eyesore and a money money pit that won't stop taking. Electric or natural gas buses will do the same thing without destroying the canyon and the water shed. | 32.2.9E; 32.2.6.3F | |
| 35476 | Jansen, Grace | I am not in favor of the gondola project up LCC. I have lived in Sandy my entire life and have cherished LCC growing up here. Not only am I an avid skier, but I have a love for the nature and wildlife within the canyon. The gondola is not what we want because it will number 1) only benefit the resorts and landowners that the gondola lies on, number 2) it will not reduce car traffic and will attract even more people to the already overused area, number 3) the costs are not justifiable for the cause. I would love to keep the canyon as local as possible and not attract millions of tourists. Not only will this overcrowd resorts and other areas, but it will not reach the goal of relieving traffic in the canyon. There are better ways to solve the traffic issue such as expanded parking at resorts, improved buses and introduced electric buses, adding a bus lane, monitoring 4x4 requirements more closely, controlling when traffic can go up and down the canyon during ski season, and so much more. No other options have even been tested, so the gondola seems like it is a very serious and intense solution to a problem that has many more less expensive and less harmful solutions. Please take this comment into consideration and do not move forward with the gondola!! | 32.2.9E; 32.1.2F; 32.1.2D; 32.1.2B; 32.2.2K; 32.2.6.3F; 32.2.2M | A32.1.2F; A32.1.2B; A32.2.2K |
| 37493 | Jansen, Jenn | An astronomical price tag that does not fix the issue. NO GONDOLA! | 32.2.9E | |
| 27043 | Jansen, Russ | I am 100% against the gondola. The cost, it's effectiveness do not line up. Improve the bus system. Create one way traffic options on weekends. NO to the expensive, inefficient, ineffective eyesore. | 32.2.9A; 32.2.9E | |
| 32943 | Janson, John | Seems like a more of a trial and error (but really just evaluate) sort of approach is needed - here are some options: Parking reservations Micro-transit Rideshare Programs Multi-passenger vehicle incentives Traction device requirements, as well as increased inspection hours and enforcement Go with a gate and a canyon limit - this will improve the ski experience - obviously this includes reservations. Gondola is just not flexible enough | 32.2.2K; 32.2.4A; 32.2.2M; 32.2.9E | A32.2.2K |
| 37550 | JANSSEN, ANNE | I am NOT in favor of a gondola. Please use increased bussing. | 32.2.9E; 32.2.9A | |
| 32056 | Jansson, Caroline | To Whom It May Concern: I am disheartened by UDOT's recent decision to implement a gondola in Little Cottonwood Canyon despite the overwhelming public opposition. This opposition is quite justified for the following reasons, all of which I hope are reconsidered with the eventual arrival at the conclusion that a gondola simply does not make any sense. There is no good reason to not attempt implementing alternative strategies for reducing traffic. These include, but are not limited to, electric bussing, tolling, parking management, carpooling programs, and requirements and enforcement of appropriate traction devices on vehicles...all of which are substantially less costly than the greater than half of a billion dollar price tag that has been proposed for the gondola (a likely gross underestimate of its true cost). The public will be forced to pay for this project from which only a small percentage will benefit. The fact that the largest beneficiaries are the private ski resorts of Snowbird and Alta is even more disconcerting. I sincerely doubt that the public shares the goal of increased ticket sales at these two resorts given the multifaceted costs that the gondola would impose. If one takes a closer look at what a gondola would actually provide, one would be hard pressed to see any true advantages. The actual travel time in the gondola is impressively long and that does not include the additional time spent parking at the mouth of the canyon. The traffic that the gondola purports to obviate would still exist at the northern and southern entrances to the canyon as people would still need to access the base station. The traffic that backs up onto the freeway and into local neighborhoods would almost certainly persist. The very real risk of too many visitors to the canyon is another consideration. I could foresee the gondola providing transportation to additional skiers instead of representing an alternative to preexistent patrons of the resorts. In other words, the number of vehicles on the road may not be substantially impacted (an unsurprising consequence of the inconvenience that the gondola imposes), yet the total number of skiers would increase. This would put an unsustainable strain on the mountains and resorts which already operate at levels that are disappointingly "beyond" capacity. Having lived at the mouth of Little Cottonwood Canyon for more than a decade, I understand and am frustrated by the amount of traffic that drives by at a snail's pace on the big powder days. Fortunately, I recognize that these represent a very small percentage of the overall days during the resorts' ski seasons and that it is a price that I am willing to infrequently pay so that I can live where I do. Even if the gondola were to lessen the impact in these instances, oftentimes it would also be restricted from operating due to avalanche control work that would prohibit its passage. As such, the true impact that it would have in the grand scheme of an entire season would likely be vanishingly small. Outside of the ski season, the gondola's worth would be much diminished as it only provides access to the resorts, one of | 32.2.9E; 32.2.9R; 32.2.6.5E; 32.2.0C | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.5E; A32.2.0C |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>which is entirely shut down.</p> <p>Perhaps most devastating of all of the consequences of a gondola will be the irreversible destruction of the canyon's beauty. Without hyperbole, one of the main reasons that I live here is the recreation and scenery that Little Cottonwood Canyon provides me throughout the year. I would be heartbroken to see multiple, hundred foot plus towers installed along the entire length of the canyon. I was saddened by the construction of the cell towers a few years ago. I don't want to even imagine how much the gondola will detract from my beautiful canyon. I am sure that there are many other enthusiasts, many of whom do not ski in the resorts, that feel the same way. Please consider the impact that it would have upon climbers, cyclists, hikers, and the endemic fauna.</p> <p>I have outlined many concerns that I have regarding the construction of your proposed solution to the traffic issues that Little Cottonwood Canyon faces. This time around, I hope that you take them very seriously and consider the opinions of the vast majority of other citizens that are opposed to this disastrous project as well.</p> | | |
| 28200 | Janzen, Bob | <p>I am against a gondola in little Cottonwood Canyon. I support widening roads up the canyon.</p> <p>Robert Janzen [REDACTED]</p> | 32.2.9E; 32.2.9B | |
| 31631 | Janzen, Robert | I oppose the gondola. I oppose any use of taxpayer money to fund the gondola. UDOT should pursue widening of the road up Little Cottonwood. | 32.2.9E; 32.2.7A; 32.2.9Q | |
| 37637 | Jardine, Griffin | I am strongly opposed to the gondola. The canyons are already full to capacity and all this would do is ruin the natural beauty of the glacial canyon and add to the overcrowdedness of the ski resorts. | 32.2.9E; 32.2.0C | A32.2.0C |
| 37980 | Jardine, Katie | I would like to add my voice to this issue and oppose the gondola in cottonwood canyon. The more I've read on the issue the more I feel it costs are astronomical for the purpose and could be better used in serving the needy of our city. I have spoken with multiple friends who ski, hike, bike and climb up the canyon who would not use the gondola. I personally would not use the gondola. We have a place up big cottonwood and our favorite part of going to our cabin is driving together. We love to drive during the fall as well and be in the colors of the changing leaves. Thanks for taking the time to read and consider my opinion. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 37555 | Jardine, Melissa | As a Salt Lake City homeowner who frequents Brighton and Little Cottonwood canyon I strongly oppose the Gondola project. The price tag, the environmental impact, the lack of compelling data that it would actually be used (a 45+ minute ride), etc. has me very concerned. There are other ways to troubleshoot the congestion in the canyon, and a gondola is not the answer. | 32.2.9E | |
| 31549 | Jardine, Michelle | This is a huge taxpayer expense that benefits the ski and snowboarding population. Current reservation and charges for parking, and additional buses would serve the same purpose at less expense. I am a skier and hiker and will never ski in that canyon again if the gondola is intalled. | 32.2.9E; 32.1.2D; 32.2.2K | A32.2.2K |
| 37395 | Jarman, Aubriele | There are so many other valid travel options rather than a gondola. The gondola option is expensive, destructive, and only benefitting the ski resort. Even as a skier, I think this is a horribly sad response to the problem. | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 30834 | jarrett, Alan | Enhanced bus service is the right choice for LCC. How many skiers can the two resorts handle? Overcrowding is going to ruin skiing the experience for everyone. So in response the ski resorts will expand adding to the impact to the canyon and our natural resources. Build it and they will come when is it ever going to stop? Thank You for your time | 32.2.9A; 32.2.0C | A32.2.0C |
| 32469 | Jarrett, Ashley | I love the idea of a gondola. I am hoping it is affordable for my family of 7 to ride. I am sure there will be some kind of a fee, but make it affordable. | 32.2.9D | |
| 25606 | Jarvis, M | I really like this option. It will provide a wonderful alternative to the congestion and provide a destination activity in and of itself. I can see many people riding it just for the scenery and not just to get up the canyon. | 32.2.9D | |
| 28229 | Jarvis, Nancy | I am against the gondola. We must preserve the wildness of these beautiful canyons that are already so impacted from the ski industry. I am a skier, a hiker, wildflower festival guide, but we must reverse our impact even though the populations Armand development is exponential here in Utah. We must think of not only ourselves but all living things that we share this corner of the world with. Thank you., and choose to protect, not destroy habitat. | 32.2.9E | |
| 29040 | Jasonged, Jasonged | <p>Key studies have shown that skiing has been suffering from declining participation over the past decade. <https://newtoski.com/is-skiing-becoming-more-or-less-popular/> (Alaina Johnson, June 24, 2022)</p> <p>According to the National Ski Areas Association the number of active ski and snowboard participants in the US has been falling since its peak of 10.1 million in 2010-11 to just 8.4 million in 2015-16. The skier visit statistics paint a similar picture - declining by over 7.7 million between 2010 and 2016.</p> <p><https://www.originoutside.com/insights/is-our-obsession-with-conversion-killing-the-ski-industry> The Covid years have changed the trend, or at least provided a bump.</p> <p>I'm a skier. Bought my first pass at Alta in the early 70s and my most recent one last year.</p> <p>I also pay taxes which I would like spent to enhance the health, friendliness and warmth of humanity, only a small part of which is subsidizing recreation for those making 160% of the local demographic (Oregon skiers in 2012, had a median income of \$82,000 while Oregon residents as a whole had a median income of \$49,000 <https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/12578/Ski%20Oregon %20Econ%20Impact%20Final.pdf;sequence=1></p> <p>According to the national weather service (https://www.extremeweatherwatch.com/cities/alta/most-yearly-snow), the most snow Alta has received since they began keeping records was 875" in 1983. Number 10 on the list of big years was 554" in 2019. Numbers 13,14, 15, and 17 are the only others in the top 20 since then and</p> | 32.2.2E; 32.1.4I; 32.2.9A; 32.2.2I; 32.2.6.3F; 32.2.0B; 32.2.0C | A32.2.2I; A32.2.0C |

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| | | <p>their totals hover around 500 - 525" contrary to old promotional material that claimed Alta averages 550" per year (https://www.nationalgeographic.com/adventure/article/10-ski-resorts-deepest-snow).</p> <p>Data from a university of British Columbia research project <https://blogs.ubc.ca/michaelpidwirny/season-length-mammoth/> shows temperatures between 1951-1980 were about 1.5 degrees C (2.7 degrees F) cooler than they were between 1981 and 2010. If those thirty years trends continue . . . ? <https://www.climate.gov/news-features/climate-and/climate-skiing> predicts there will be a greater than 75% change in ski season length by 2050 if we follow a moderate versus a high pathway of carbon dioxide emissions. They don't predict it will get longer.</p> <p>In 2016 the Denver Post reported that skier demographics was changing. It's the older people who skied more (9.5 days per year for those over 68.) Boomers of that year also skied more than the national average of five times per year, according to a National Ski Area Association survey released that August. Those ages 45-54 made up 20 percent of skiers, up from 14 percent in the 1997-98 season; the 55-64 age group made up 12 percent, up from nearly 5 percent, and those 65 and older rose to 5.5 percent from 2.5 percent, according to the NSAA study. That's almost 38% of the skiers being 45 or older. They are the ones who can afford it now, but they probably started skiing when they were much younger and have worked their way up into \$125+ per day tickets . Where is the sustaining young blood?</p> <p>Will the resorts' winter business be obsolete before a gondola is even paid for?? Will it's primarily winter revenue source be of significance as the winter recreational seasons shorten?</p> <p>Busses have a flexibility a gondola doesn't. Consider the possibility of sharing the capital costs of busses with the big five (Utah's National Parks) and our state parks. Shuttle services there use busses in the summer while the ski industry utilizes them in the winter.</p> <p>Ski bus ridership is up 48% since UTA increased canyon runs by ending direct service from downtown. <https://www.sltrib.com/news/politics/2019/05/23/ski-bus-ridership-is-up/> That change allowed them to run the canyon every 15/30 minutes (peak/off). Routes now start at designated Trax stations and visit high volume park-and-ride lots along the way.</p> <p>For whatever reason, there were about 85 fewer ski resorts (462 total) operating in 2021 than there were in 1991. <https://nsaa.org/webdocs/Media_Public/IndustryStats/ski_areas_per_season_thru_2021.pdf> Could have been bad business practices, consolidation, or "bad luck" with the weather. Time may tell.</p> <p>I resubmit an opinion piece here that I did for the Salt Lake Tribune in the fall of 2020 in response to an earlier gondola article. I believe I also submitted a copy to you, but it is still relevant and think it deserves your continued consideration.</p> <p>Thank you Mr. Rafferty for your perspective on the Little Cottonwood Canyon (LCC) transportation quandary. As I drove up there to hike last weekend I was struck yet again by the number of cars parked along the highway by those seeking forest access (half a mile's worth at White Pine). I was reminded that your gondola alternative, with stations only at Snowbird and Alta, would do nothing to address the needs of people wishing to visit White Pine, Red Pine, or Maybird Lakes or Lisa Falls or anything else farther down canyon. A 2016 USU study (1) estimates only about a third, 782,190, of LCC's annual visitors are resort patrons meaning many of the other 1,417,253 visitors would reap little benefit from a gondola. Flexible bus run with their own problems, would solve that one.</p> <p>Considering only resort visitors, you suggest a 30 passenger gondola cabin would arrive every 30 seconds and move 3500-4000 people per hour up the canyon, but the UDOT alternatives summary (2) says it would leave every two minutes. 30 people every two minutes only puts 900 people an hour up the canyon.</p> <p>It is estimated to cost \$393 million plus operating and maintenance. A bus chassis is estimated to last a dozen years (3), let's call it ten due on salted roads, and would need three engine rebuilds in that time (4) making it cost somewhere near half a million dollars over its lifetime. \$393 million would buy and maintain almost 800 buses.</p> <p>With ski racks on the outside of the bus (where would they go on the gondola?) the bus could transport 30 passengers. If it loads and leaves every two minutes it puts 900 skiers on the mountain per hour.</p> <p>The UDOT summary estimates 46 minute up canyon travel time for either the gondola or a bus. Theoretically that means 92 buses or gondola cabins running a continuous loops. Without personal auto traffic on the road a homogenous system would tend to have smoother flow.</p> <p>If buses were only used one year, 393 M would buy and rebuild enough buses to last 8 years, but since the life expectance I've decided to reduce to 10 years, that money would provide buses for 80 years. You stated the gondola's lifespan is three times that of a bus. Three times 10 or 12 is only in the thirty year realm.</p> <p>Touting the gondola as "the only electric option" that would reduce a number of our air pollutants might be true right now, but electric cars are on the upswing in the US and 80,000 electric buses were delivered globally in 2018. (5)</p> <p>"North of Los Angeles, Antelope Valley Transit Authority is close to becoming the first all-electric metro fleet in the US. And places like New York City and California have set goals to gradually transition to 100 percent zero-emission bus fleets by 2040." (5)</p> <p>And what do you do with your transit system when you don't need to get 1,000 people per hour up the canyon? If it's fixed in place maybe you continue to make your monthly payments and paint it.</p> <p>If it's a bunch of buses, you can run an appropriate summer schedule with stops at popular places along the way and maybe strike a deal with the National Park Service or other large organizations and share the cost letting them serve visitors in Zion or other heavily used venues.</p> <p>One oft voiced drawback to buses is the canyon closing avalanche threat. Though I've only anecdotal information here, looking at a canyon avalanche path map (7) suggests that most of Snowbird and much of Alta is in avalanche terrain and must be cleared/stabilized before the resorts can open. Do the patrols deem the runs safe for the public significantly earlier than UDOT can clear the road? How often?</p> <p>The viability of skiing as an economic venture is slightly raised from time to time but, Ski Utah data (8) says three of the last four years have had more skier days than any in the last ten. (through the 2019 season).</p> <p>Countering that optimism, a table compiled by onthesnow.com (9) shows a rather regular yearly snowfall drop for Alta from 574" in 2009 to 486, 360, 404, 303, 436,</p> | | |

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| | | <p>278, and 249 in 2016. The last 4 years have been up but since a 1994-95 high of 745" the trend has been generally down (10). "New analysis by the Climate Impact Lab (8) brings more bad news for American skiers already experiencing disappointing conditions at their favorite resorts. Within the next 20 years, the number of days at or below freezing in some of the most popular ski towns in the US will decline by weeks or even a month. If global greenhouse gas emissions continue to rise at the same pace that they did in the first decade of this century, ski resorts could see half as many sub-freezing days compared to historical averages by late century. While reducing global emissions will slow the pace of decline, American ski areas will still face significantly shorter seasons in the years ahead." Warmer climate means less snow and decreases the ability to artificially make snow. So what's the answer? First we need to figure out the question. What do we want to do? Alleviate winter driving and parking problems in the canyon? Provide a Disneyland ride? Adjust canyon usage to its reasonable carrying capacity? Subsidize one of my favorite sports? I've got lots of questions (1) https://saveourcanyons.files.wordpress.com/2018/01/tri_canyon_visi_tor_use_estimate.pdf (2) https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/05/9234_42_LCC_EIS_Alternatives_Project_Factsheet_FIN_WEB_6_29_2020.pdf (3) https://www.codot.gov/programs/commuterchoices/documents/trandir_transit.pdf (4) https://www.washingtonpost.com/local/on-the-road-to-rehab-its-a-hard-life-for-a-metro-bus/2011/08/18/glQAqNMWXJ_story.html (5) https://www.cnbc.com/2019/09/28/electric-buses-are-taking-over-china-and-the-us-is-trying-to-catch-up.html (6) https://www.impactlab.org/news-insights/americas-shrinking-ski-season/ (7) http://www.avalanchemapping.org/IMAGES/litcotweb.pdf (8) https://www.impactlab.org/news-insights/americas-shrinking-ski-season/ (9) https://universe.byu.edu/2017/01/12/scientists-predict-climate-change-to-impact-utah-ski-industry/ (10) https://www.freethepowder.com/blogs/report-blog/16177205-alta-utah-snowfall-history-from-1945-2014</p> | | |
| 34221 | Jayaraman, Sudha | as a voter living in the Millcreek neighborhood I strongly oppose the gondola. It would be a visual eyesore. It would destroy great places to climb and hike. It would be really expensive. There are far better ways of doing this that would be more sustainable in the long run than building an expensive gondola. | 32.2.9E; 32.4B; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 29943 | Jd King, John | NO NO DON'T DO THIS - this will ruin everything it will be a BIG MESS | 32.29D | |
| 33909 | Jean Hoggan, Sarah | For Big Cottonwood Canyon residents, I suggest that during the tolling period residents be allowed to apply for two license plates that will be exempt. Since the tolling will be done electronically, a computer can cross reference the exempt license plates from receiving a toll bill. | 31.1.1A; 32.2.4A | |
| 27992 | Jean Jones, Mary | I am 100% in favor of a gondola and am honestly surprised that so many of my peers are against it. Gondolas can run much more easily off of renewable energies, cut down on the amount of cars in the canyon, and are a much more reliable form of transportation, which is especially important for employees and employee retention. Having gondola towers in the canyon will cut down on the serene wilderness; however the lack of cars will have the opposite effect. Either way, parking needs to be more accessible, such as multiple garages at the base of the canyon. | 32.2.9D | |
| 28713 | Jean Jones, Mary | I already submitted a comment, but I wanted to add a couple things. Having a gondola would pleasantly cut down on road noise and the smell of brakes, making the canyon more enjoyable. | 32.2.9D | |
| 30982 | Jefferson, joyce | I am concerned about the estimated cost of this project. Is it of the best interest to use half a billion state or federal dollars for such a project when the money could be better spent for public education and/or other essential services in our state? It seems to me that the two privately owned ski resorts in Little Cottonwood Canyon should be covering most of the cost. | 32.2.7A; 32.1.2B | A32.1.2B |
| 30951 | Jefferson, Scott | Expand the road and buy buses. Do not spend state money on the gondola. Allow Snowbird and Alta to fully pay maintain and operate the gondola if they want. Have Snowbird and Alta also pay for the Environmental impact study. | 32.2.9B; 32.2.7A | |
| 28945 | Jeffrey Painter, M | Build the gondola. | 32.2.9D | |
| 26981 | Jeffrey, Bruce | Why spend so much money, which could be better used elsewhere, to reduce traffic backups/congestion on a few days during the winter season. Why not impose a reservation system to avoid the overcrowding on these few snow days? | 32.1.2B; 32.2.2K | A32.1.2B; A32.2.2K |
| 37763 | Jeffries, Jamed | The proposed gondola isn't the answer. It's not the best solution to traffic congestion and canyon access and it only serves the best interest of the resorts and not the general population. I agree with Stan Christiansen from Stanford in his assessment that costs are excessive. There are better alternatives. UDOT should start with increased bussing and additional parking at the base of the canyon.. | 32.2.9E; 32.1.2D | |
| 31456 | Jeffries, Larry | No No No. No Gondola for the Ski Resorts with tax payer funding. Way to much money involved that can be used for higher valued purposes.. Out of State skiers use the canyon for less than five months. How many snow days in that five months and how many traffic issues in those snow days. Most locals use the canyon in the summer for hiking, biking picnics, etc. The canyons are for everyone, not just the elite skiers. I use to ski but it has become a rich mans sport and I can't afford it any more. No on the Gondola. | 32.2.9E; 32.1.4D; 32.1.2B | A32.1.2B |
| 28482 | Jeglum, Matt | The thing that troubles me is that the whole motivation for this seems to be a perception of crowding by the legislature. Where is the analysis of the true extent of the congestion? Where is the cost/benefit analysis? You say the legislature wanted a study, so therefore it's worth spending \$550M? I ski in the Cottonwoods a lot. It seems to me that the 54 minute travel time from the mouth of the canyon will be significantly longer than all but the worst days of congestion. I can get to Alta in less than 54 minutes from the mouth even when the canyon is very congested. I really think all the proposed options are excessively expensive when you consider the | 32.1.4D; 32.1.2B; 32.1.4C; 32.2.9G; 32.2.7A | A32.1.2B |

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| | | benefit of sitting for a long time in a gondola will accrue to a small number of tourists on a small number of days. My vote is that no action is taken. If the resorts care so much about getting people to their resorts without personal vehicles, let them fund some buses themselves. | | |
| 27758 | Jemison, Jason | <p>Despite one of the main goals being "Maintain existing visual experience" I do not understand how building a gondola within LCC is a viable option. In no way, will one of the world's largest gondolas maintain the existing visual experience. Is will be obstructive from the base, top, and within the canyon.</p> <p>Also, the goal "Consideration of all canyon users, not just resort visitors" does not apply to the gondola. There are no planned mid-canyon stops, making it a poor solution to other canyon users; hikers, climbers, backcountry users, photographers. It only adds use to the resort users, and even them, is marginal.</p> <p>To make the gondola a viable option, parking, transportation, and other infrastructure needs to be added to the base of LCC, which also poses its own issues and restrictions. Where is the land coming from? How are people getting to the parking?</p> <p>I personally think the Gondola is not a viable option for improving transportation within LCC. Options such as improved buses within the canyon are a far more viable option, that align with the goals set at the beginning of the study. It adds accessibility for all users of the canyon, while maintaining the look of LCC.</p> | 32.2.9E; 32.1.2D; 32.2.9A | |
| 38552 | Jemison, Jason | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 28056 | Jenkins, Amie | The residents do not want a gondola. Please listen to the local people. The ski resorts can only support a limited number of people and increasing transportation will not increase capacity. The landscape will forever be changed and impacted. The earning potential of large ski companies should not override the natural resource of our canyon that will never be reclaimed once tainted with cables and posts. Put in a parking garage below the canyon and mandatory bus routes instead. This is much more cost effective and will persevere the natural landscape. | 32.2.9E; 32.2.9A | |
| 36009 | Jenkins, Bruce | Bore a tunnel to an open central stations under the mountain between the recreation sites. Have out tunnels leading to recreation areas from the central station. At the head of the main tunnel between both canyons a built multistory parking with a top floor park and extend both trax and bus service to this main location. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 31130 | Jenkins, David | <p>I have been following this issue closely from the beginning and attended the public hearings. It did not make sense to me to widen Little Cottonwood Road with two additional lanes and adding more busses. this would certainly destroy the canyon. i was able to travel to Europe this summer and while in Switzerland i rode the new gondola in Grendawald. It was amazing! The gondola is the right choice for solving the transportation issues for Little Cottonwood Canyon and i was so excited when it became the preferred option. i do not understand why there is another comment period after all the previous open houses and comment period that was done to get to this point.</p> <p>Now all of those against the Gondola have come out in force and i am sure that you are getting a lot of comments against the Gondola. But in my opinion, it is the best option. i am excited for it be constructed and can't wait to be able to ride it. it would be a game changer and overall, the best option.</p> <p>Please stay with the preferred alternative, the gondola with alternate B and do not let the additional negative public comments that you are receiving, or the politicians have any impact on continuing to make the right decision.</p> | 32.2.9E | |
| 31132 | Jenkins, David | I forgot to mention that the EIS that UDOT has done was very thorough and well done. I did read through most of it and can see why the Gondola with alternate B came out as the best recommendation. thanks to all involved for your diligent and hard work. | 32.2.9D | |
| 33052 | Jenkins, Grant | There seem to be several non-destructive options outside of a giant gondola bisecting a beautiful canyon | 32.2.9E | |
| 35388 | Jenkins, Jackie | I have been watching this approval process closely, as the wife of [REDACTED], who is the [REDACTED] on the project. When we were in Switzerland last spring we were able to ride a gondola made by the same company that is proposed in the GondolaB EIS alternative. I was very impressed by this efficient, quiet, comfortable and clean alternative. I understand why this is the preferred alternative to move the greatest number of people up the mountain with the least environmental impact while still allowing access to the mountain by private vehicle by using tolls for impact fees. | 32.2.9D | |
| 28588 | Jenkins, Jacob | I understand the want to serve the ski resorts but would like an added couple of stops at key locations for hiking/biking/camping purposes. I would gladly pay a few to use the gondola vs having taxpayers fund it. Maybe a bond with a payback to bond holders based on fees generated would be appropriate. | 32.2.7A; 32.2.6.5G; 32.1.2D | |
| 28720 | Jenkins, Jared | <p>To whom it may concern,</p> <p>Thank you for the opportunity to comment again on the proposed transportation plans for LCC. I am very thankful that you have listened to some of the concerns of the many recreation users of LCC and have protected some of those opportunities. I am very thankful that you are protecting the world class climbing boulders that litter the canyon and draw many visitors each year. This is an un-renewable resource that has made Utah a world class destination. So thank so much for protecting the climbing boulders.</p> <p>In contrast, I would like to register my continued disapproval of the Gondola. I believe this option for solving the traffic issues in LCC is driven by big ski dollars and has not really taken the voice of the local people into account. WE DON'T WANT THE GONDOLA. The gondola will be a forever eyesore on the canyon, and removes much of the outdoor feel of the canyon in favor of a carnival-like ride for wealthy ski customers from out of town. UDOT, Ski-Utah, and resort owners need to grapple with the fact that you can't keep putting more people on the mountain to increase profits while not serving your local community. The experience of skiing in the Wasatch is nothing like what it use to be. High ticket prices, too many people, paid parking, have all made the experience very unpleasant. I feel the Gondola only caters to this big business mentality to increase profits no matter what the cost.</p> | 32.2.9E; 32.2.4A; 32.2.9A; 32.2.9N; 32.1.2B; 32.2.2B; 32.1.1A | A32.2.9N; A32.1.2B; A32.1.1A |

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| | | <p>As a backcountry skier myself, we are still left with no place to park and high priced tickets for transportation up the canyon on an overpriced carnival ride. This is not what the Wasatch is about. Locals and many have moved here to enjoy the beauty of the outdoors on their own terms without dictation by big ski companies.</p> <p>I am still an advocate for a mandatory bus system for peaks seasons that has a large base somewhere on 94, or 90th south, or the gravel pit at the base of BCC (Turn that eyesoar into something useful). Build a large parking structure and have buses that run ever 10 minutes. This would not require the widening of the road, and provide good clean, transportation. You can build a really large parking garage, add many CNG buses for way less than what the eys soar of a gondola would cost.</p> <p>Finally, please provide some way for backcountry skiers to enjoy LCC. Currently there are 5-6 spots designated for backcountry ski parking up at Alta. This is a joke. This does not serve a major user of the canyon and again caters to paying out of town customers.</p> <p>Please don't destroy the beauty and feel of our cherished canyon with the Gondola.</p> <p>If you want to talk more in person I would love to, please give me a call.</p> <p>Jared Jenkins, [REDACTED]</p> | | |
| 36993 | Jenkins, Julie | The towers that hold the gondola will be unsightly in this beautiful canyon. | 32.2.9E | |
| 36999 | Jenkins, Kirk | This project is too expensive. They would be unsightly in the canyon. | 32.2.9E | |
| 29369 | Jenkins, Lee | Excellent proposal. Please do it! | 32.2.9D | |
| 36222 | Jenkins, Otto | Don't build a gondola.. support wider roads with avalanche sheds & busses | 32.2.9E; 32.2.9A | |
| 27425 | Jenkins, Teri | The gondola is a TERRIBLE idea. How stupid do you think Utahns are? Millions of dollars of OUR money to build a private gondola for rich skiers at Snowbird and Alta? Why don't THEY pay for it? Many Utahns can hardly afford food and gas, let alone pay for a mode of transportation up LCC that will NOT benefit them and that they will not be able to even afford to ride! The gondola will absolutely ruin beautiful Little Cottonwood Canyon, a canyon, as a Utah native, that i have hiked in all my life. I have also skied. I love skiing. But this gondola should not happen and I will fight to my last day to oppose it! | 32.2.9E; 32.2.7A | |
| 30446 | jenkinson, desiree | The gondola serves only the business needs of the canyon at the taxpayers expense, which is unacceptable. It would still create traffic and parking bottlenecks while ignoring the needs of people visiting the canyon outside of the resort. Please make your first step to increase bus services and charge a toll similar to Millcreek. | 32.2.9E; 32.2.9R; 32.2.2Y | A32.2.9R; A32.1.2H; A32.2.6S |
| 36260 | Jenness, Amy | <p>Hello!</p> <p>First off, thank you for your attention to these public comments.</p> <p>I believe that building a gondola is a very wrong choice to solve the problem of traffic in LCC during essentially 6 weeks (or less) during the winter months to serve a very small portion of the population.</p> <p>This project is set to take years to build- that's years of disruption to traffic, people, landscape, DRINKING WATER, and so many other factors before the project is completed. The risk to reward here is weighted so heavily to the risk that it seems wholly unnecessary.</p> <p>What LCC has to offer is so much greater than resort skiing, and it is entirely unfair to everyone who does not resort ski at Snowbird and Alta to commit this much money and disruption to the irreversible gondola project.</p> <p>Additional points are as follows:</p> <ul style="list-style-type: none"> - The gondola would have a huge negative effect on one of Salt Lake City's biggest economic drivers: dispersed recreation (hiking, climbing, running, backcountry skiing). This is more difficult to quantify than resort skiing, but is a huge factor when people choose to visit and/or relocate to Salt Lake City and is surely the largest economic driver in our local canyons - Access to climbing areas will be compromised for the next decade while the area is under construction, and some may be permanently affected or lost - The building of the gondola will come with the destruction and/or removal of irreplaceable and historic word-class climbing and views - The gondola is not an equitable solution and will perpetuate environmental marginalization and injustice in the Wasatch Front - The building of the gondola is fiscally irresponsible, with half a billion in initial construction costs alone <p>Thank you for your consideration.</p> | 32.2.9E; 32.1.2B; 32.1.2F; 32.1.2D | A32.1.2B; A32.1.2F |

Appendix A1, Reproductions of Comments on the Final EIS

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| 27110 | Jennings, Cabot | This is much to expensive to handle overflow traffic that only occurs on a few weekends during the winter. It also only benefits the two ski resorts and skiers. Other alternatives should be tried first. | 32.1.2B; 32.2.9E | A32.1.2B |
| 29275 | Jennings, Lara | When Alta implemented a parking reservation system last season it vastly decreased traffic in the Canyon. It would be better and more cost effective for the ski resorts to limit parking so there are not as many vehicles traveling in the canyon during the winter. People who don't get (or want) a parking spot can use the public transportation that is currently offered. The gondola is too expensive for what is essentially a ski resort problem. Parking reservations/fees are effective solutions that can be implemented for little to no money. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2QQ; 32.2.9E | A32.1.2B; A32.2.2K |
| 37965 | Jensen, Annalisa | More consideration needs to be taken, more research needs to be done, to approach any changes in little cottonwood canyon with absolutely the most environmentally responsible way possible. Really there needs to be greater consideration of how can transportation be approached with greater safety, less pollution, & better benefit to society throughout the state. & everyone must face how hypocritical it is to cut bus routes & minimize public transportation access in other places while centering public transportation resources around ski resorts. I appreciate and agree with the research and statements made by Both Save out Canyons and Wasatch Backcountry Alliance. The Gondolas project as proposed does not represent an adequate solution to the needs and concerns of the public. We need year round solutions that are truly environmentally responsible , & socially responsible, to serve the best interest of everyone, not to benefit the ski resorts while treating the rest of Utah residents like second class citizens | 32.2.9E | |
| 30376 | Jensen, Benjamin | How is this even possible!!?!? The gondola will do nothing for summer traffic. There are thousands and thousands of people that are against it but no one is listening. UDOT has somehow been influenced by the ski resorts to make this their number one plan?? Then have the tax payers of Utah foot the bill? It's absurd. You will Also be ruining LCC trails and climbing. There are other ways that a ski resort requested gondola funded by UTAH. PLEASE STOP THE GONDOLA!!! Paid parking already mitigated a ton of traffic and I'm sure since that was only last year that hasn't been taken into account. Also this year you just happen to cut ski buses. Whose pocket are you guys in. It's ridiculous. Use all the money you're going to waste on a pointless gondola to pay actual UTAHANS a wage to drive a bus. UDOT should be ashamed they have been influenced by the ski resorts to waste natural land, and tax resources for the ski resorts gondola. | 32.2.9E; 32.2.2K | A32.2.2K |
| 36303 | Jensen, Bill | All of the options considered do nothing to alleviate the traffic leading up to the mouth of the canyon. Road designs and speed limits have encouraged drivers to use hwy 209 to Wasatch Blvd and points North even though it is not the shortest route. Drivers use it because while driving a greater distance it is faster - and as such most drivers drive well above the posted speed limit because they are in a hurry. The gondola will only increase the traffic leading up to the mouth of the canyon regardless of what it does within the canyon itself. UDOT is turning what has been a residential road into a high traffic corridor. | 32.2.6.5E | A32.2.6.5E |
| 30904 | Jensen, Brandon | Dont do it | 32.2.9E | |
| 32564 | Jensen, Camille | NO to the gondola. | 32.2.9E | |
| 27371 | Jensen, Daniel | I support this. We need solutions to reduce vehicular traffic and congestion and enhance air quality in the canyon. | 32.2.9D | |
| 32181 | Jensen, David | I think the Gondola should be built. It is the most economical choice, it can be used even when weather closes the road, it is better for the environment, and it will be a tourist attraction. UTA already announced reduced us service due to driver shortages, so how could increasing bus service be possible? I thought a cog railway was a better option, but it would be more expensive and has significant noise pollution. Build the Gondola soon! | 32.2.9D | |
| 30796 | Jensen, Doug | You make it sound like the gondola is a done deal. It shouldn't be. The phased in approach is a good start. How much consideration was given to a no gondola option? Using a toll penalty for ALL cars regardless of occupancy. If you want to drive your own vehicle you pay. Period. I hate to think the gondola is the only option and wish you would consider phasing in busses only in the canyon option. No to the gondola! Yes to phased in approach without ending up with the gondola. Is the estimated \$7million in operation cost take into consideration the what expected costs are in the year it will be implemented? And what's the annual budget every year from the year it's implemented through its life expectancy? I don't trust your calculations because you are only using the smallest amount to make the gondola look like the best option because that's the option you want to use. | 32.2.9R; 32.2.9G; 32.2.4A; 32.2.9E; 32.2.7E | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.7E |
| 27677 | Jensen, Doug | NO gondola! It's impossible for me to believe that the gondola is the best choice. Especially with the gondola company spending money on an advertising smear campaign. How do the gondolas do in winds? That canyon gets a lot of wind. Why can't we try toll booths first to off set the cost of more busses and more bottom of canyon parking lots. I guarantee more people would bus if it was easier to find parking. Plus with a toll first solution the state would literally be raking in money. Something we know they like to do. It works for National Parks it should be our #1 option right now. Oh here's another novel idea, let the people vote on it and then actually do what the people decide. | 32.2.9E; 32.2.4A; 32.2.6.5K; 32.2.9N | A32.2.9N |
| 29297 | Jensen, Douglas | I fully support the gondola | 32.2.9D | |
| 29298 | Jensen, Douglas | I support the gondola. | 32.2.9D | |
| 29586 | Jensen, Ellis | A gondola is not better than restricting car traffic. Buses in that Canyon would do a much better job for so much less money than a gondola. The gondola very much benefits whoever builds the gondola, but not the voters and citizens of Utah. | 32.2.9A; 32.2.9E | |
| 30825 | jensen, Emilee | please don't pollute this beautiful canyon with machinery, there's only so much natural beauty left in this world can we please just preserve it. | 32.2.9G; 32.1.2F; 32.13C | A32.1.2F |

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| 27235 | Jensen, Glenn | <p>Little Cottonwood Canyon Snow Season is about November 15 through March 15. During this time the canyon road should be restricted to UTA busses and Alta residents only.</p> <p>UTA shuttle busses also operate from Old Mill Golf Course Parking lot and new Big Cottonwood parking lot on North West corner of canyon mouth. Access both from I-215.</p> <p>UDOT-build snow sheds/slide areas budge 2023 and construct</p> <p>Same system can be used for Solitude and Brighton resorts in Big Cottonwood when and if deemed necessary.</p> <p>Start Alta system this year, this season it is only 4 MONTHS PER YEAR! Don't wait 3 years to decide save millions!</p> <p>Glenn M. Jensen</p> | 32.2.2B; 32.2.2I; 32.2.6.2.1M | A32.2.2I |
| 37149 | Jensen, Grey | I strongly oppose the implementation of a gondola in Little Cottonwood. I have lived in Utah my entire life and have grown up learning to climb, bike, ski, and hike there. As a skier, I know that the dreaded "red snake" causes immense traffic problems in the canyon and surrounding areas; however, I do not believe that the destruction of the canyon is necessary, and a gondola would be a complete waste of tax-payer money. The gondola has a huge price tag to only serve a singular user group, to a singular location that people experience less than 50 days a year. I support tolling, reservations, and enhance bus services which would actually mitigate traffic, do no damage to the canyon and would cost a fraction of this proposal. As a climber, I also do not want to see the boulders I learned to climb on destroyed. I want future generations to get to enjoy the beauty of the LCC without a gondola in it. The absurd proposal of implementing a gondola would only benefit a few at the cost of many. | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.2.9A | |
| 31037 | Jensen, Jack | I implore that the gondola plan is not carried out. This plan is a gross example of robbing from the many for the benefit of the few, in this case robbing the natural splendor of the canyon from generations to come. Aside from exorbitant cost, the greatest debt would simply be the loss of the natural beauty, unaltered by mankind, of this canyon. I do not support this plan, nor any officials or leaders, elected or otherwise appointed who condone this plan moving forward. | 32.2.9E | |
| 29138 | Jensen, Jacob | As a taxpaying citizen, and a summer user of Little Cottonwood Canyon, I strongly oppose building a gondola. It is an extremely expensive project that disproportionately subsidizes two private businesses (Snowbird and Alta). Some money can certainly be spent to make improvements in the canyon, but such an expensive capital project with hefty long-term operational costs is ill-advised. Additionally, the gondola will destroy the natural beauty of the canyon. Please, please do not build the gondola. The fact that wealthy individuals and private companies are the primary supporters of the gondola project indicate that the main beneficiaries are not the general tax-paying population, but private companies and land owners. | 32.2.9E | |
| 27881 | Jensen, Jacob | This doesn't fix the issue for any users other than those at 2 very expensive ski resorts. Arguably not needed in summer . Will cost so much for so little return. I'm not in favor and feel a well tuned transit plan should be tried and implemented first. Either way stops along the way for back country users are still needed . | 32.2.9E; 32.1.2B | A32.1.2B |
| 38553 | Jensen, Jacob | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 27312 | Jensen, Jenise | I am not in support of UDOT's decision to build a gondola to reduce traffic congestion. Not only does this feel like a publicly funded subsidy for the ski industry, the environmental impact of building the gondola, as well as the continued traffic congestion to the canyons does not make sense at all. Improving and expanding bus options should be prioritized above all else. | 32.2.9E; 32.2.9A | |
| 29398 | Jensen, Joe | My name is Joe Jensen. My number is [REDACTED]. I'm leaving a voicemail in complete and total opposition to the announcement UDOT made today proposing to move forward with the gondola in Little Cottonwood Canyon. This is a horrible idea almost everybody I know that lives in our neighborhood here at the mouth of the canyon is opposed to it and UDOT needs to reconsider and it also looks like a majority of Utah residents are opposed to it to the tune of 60%, so uh take my comments into consideration. This is an awful decision. Thank you. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35879 | Jensen, Joe | It seems redundant but necessary to reiterate the financial and environmental disaster building a gondola in our national treasure of Little Cottonwood Canyon would be. As residents of this area for 30 years, we would relocate our home if this goes through. It would be a travesty of the highest degree. The fact that this plan is even being considered as an option is madness. Big business vs. the voice of the people, [REDACTED] the landscape and homeowners for profit. Please DO NOT go forward with this [REDACTED] plan. | 32.2.9E; 32.1.2F | A32.1.2F |
| 28598 | Jensen, Jonathan | I vehemently oppose UDOT's preferred alternative of a gondola, and urge the agency to withdraw this preference, and instead favor an expanded, affordable bus service on the existing road (without widening), plus fees and other disincentives for private vehicle use. | 32.2.9E; 32.2.9A; 32.2.9N | A32.2.9N |
| 32488 | Jensen, Joshua | I've commented on every public comment period concerning this gondola and other proposed solutions. The gondola is a terrible idea. And I'm pretty sure I'm at Jordi [a majority] of people in this valley have expressed the same thing. So my question for you is, why are we continuing to supply comments, if you've already decided to go against the public wishes. This seems like an exercise in fruition. Please abandon the silly idea it will cost taxpayers a fortune and have a major destructive impact on our canyon, and please consider some of the more reasonable options that we could put in place immediately. | 32.2.9E | |
| 33311 | Jensen, Kathy | The estimated cost of the gondola option is too high and it might go even higher. Taxpayers should not have to fund transportation costs for the 2 ski resorts in Little Cottonwood Canyon - the project does NOT benefit taxpayers enough. I would like to see other, less invasive approaches like frequent electric buses, large parking | 32.1.2B; 32.2.2K; 32.2.2L; 32.2.2PP; | A32.1.2B; A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |

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| | | hubs outside of the canyon for those buses to service and even parking reservations at the resorts (if ANY vehicles are allowed up the canyon during the winter). The go sola will be a blight on our beautiful canyon. Please reconsider the options and throw out the gondola. | 32.2.6.3F; 32.2.9A; 32.2.9E; 32.29R | |
| 32976 | jensen, kathy | too much \$\$\$\$\$ for relative few people. I want to see mountains not gondola. | 32.2.9E | |
| 37884 | Jensen, Kent | I am 100% AGAINST gondolas being put in the canyons and vote AGAINST such a proposal. | 32.2.9E | |
| 34109 | Jensen, Leah | As someone who has grown up in SLC my whole life it is extremely important that we preserve this beautiful canyon and implementing a gondola will not do that. | 32.2.9E | |
| 37160 | jensen, lucie | I'm opposed to it! I think it benefits a small, privileged group of people who can already afford to ski and doesn't benefit any of our poorer citizens yet their tax dollars are paying for it. I am already struggling to make it right now.. I have to go to the food bank for food and live pay check to pay check. Please don't take my tax dollars for something I won't benefit from. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 32618 | Jensen, Lyssa | I'm opposed to the gondola. It is cost prohibitive and doesn't create more benefit. | 32.2.9E | |
| 29078 | Jensen, Maren | I don't believe in corporate welfare. This gondola will be paid for by the taxpayer and will aid in lining the pockets of a very few. Not to mention it will be a permanent eyesore. The canyon is not just for skiers. A shuttle service is perfectly adequate for the ski resorts. | 32.1.2J; 32.2.2B | |
| 31419 | Jensen, Margie | <p>My name Margie R. Jensen,</p> <p>I am a native Utahn, And, I live on the [REDACTED]. My concerns are voiced here to UDOT.</p> <p>My daily life is affected by all these decisions of traffic around my neighborhood.I live on [REDACTED]. And, when I am driving turning on to Wasatch Blvd. is atrocious!</p> <p>I have major concerns about ruining the beauty of the fantastic geology and ecology of Little Cottonwood Canyon. The wild riparian zone would be ruined by all the towers and maintenance equipment that would be required to maintain these towers.</p> <p>This is an irreversible and rushed decision without trying many less expensive options like: more staging stations for parking. An improved bus system which includes designated buses to specific locations. A toll booth at the mouth of the canyon that monitors the number of users which would enable decisions made about carrying capacity.</p> <p>Who is the getting the payoff? The eager developers for the project, Snowbird and Alta are the money makers. This plan does not address local traffic or hikers and climbers.</p> <p>The proposal ignores public comment. 80% of Utahns oppose UDOT's proposal. Developer propaganda and money spent on ads are from GONDOLA WORKS. This is outrageous and I am so dismayed at UDOT's final EIS.</p> <p>Sincerely,</p> <p>Margie R. Jensen</p> | 32.2.9E; 32.1.2D; 32.2.6.5E; 32.2.4A | A32.2.6.5E |
| 28397 | Jensen, Marvin | Great idea! I love the gondola plan! Don't let the haters discourage this plan. | 32.2.9D | |
| 37805 | Jensen, Matthew | If your in favor of building a gondola you are a slimy politician and should go die in a hole. It literally would do nothing but help the 1% and destroy a watershed. Listen to your constituents! | 32.2.9E | |
| 27569 | Jensen, Mercedes | No to the gondola!! It's a huge eyesore for the canyon. People would rather bus up with increased bus service than a gondola. We aren't Europe!! | 32.2.9E | |
| 34133 | Jensen, Micah | This canyon means so much to so many. The damage this gondola would cause is lasting and profound. Please protect the Wasatch over the the wealthy seeking more money. Thank you. | 32.1.2B; 32.2.9E | A32.1.2B |
| 35331 | Jensen, Mitchell | No gondola or rail in our canyons! Buses and tolls only please. | 32.2.9E; 32.2.9A; 32.2.2Y | |
| 38796 | Jensen, Olivia | <p>Subject : Little Cottonwood Canyon y nuestra comunidad merecen respect!</p> <p>Dear Utah Department of Transportation,</p> <p>I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons.</p> | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2I; 32.10A; 32.2.9E | A32.1.2B; A32.2.6.3C; A32.2.2I |

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| | | <p>The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low-income communities. They will have less access to the gondola station and less access to Little Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low-income residents live.</p> <p>Tax dollars should be focused towards projects that most *residents* will be able to use. Not increasing access to private resorts used primarily by tourists and upper class locals. Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening.</p> <p>Thank you for your consideration. Sincerely, Olivia Jensen [REDACTED]</p> | | |
| 35689 | Jensen, Paul | In favor of the Gondola B. Cuts down on automobile emissions. | 32.2.9D | |
| 35882 | Jensen, Peter | The gondola is a bad idea for utah citizens. It will cost us a lot of money for Alta and snowbird will be the ones getting most of the benefit. It will also ruin the natural beauty and many classic climbing spots in the canyon. Consider trying less drastic measures like charging a fee for vehicles going up canyon. Improving the bus system or improving the flow of the canyon by improving the road. Please don't give money to greedy developers. Please don't ruin skiing for the people that truly love it so that it's easier for tourists to pack the resorts full of people. | 32.2.9E; 32.2.7A; 32.1.2F; 32.2.2Y; 32.2.9A | A32.1.2F |
| 36017 | Jensen, Rian | <p>I am a lifelong Sandy resident who has lived at the base of LCC for almost 50 years. I regularly access the canyon, typically skiing 50 to 60 days a year and hiking another 25 or 30.</p> <p>I oppose the gondola. I am for less intrusive and more cost effective measures being tried first, and not being tried just as you wait for money to fund the gondola.</p> <p>Something your plan does not address is the idea of putting canyon restrictions in place November 15 to April 15. I support no cars entering the canyon on any day between these dates unless they have four-wheel-drive and chains or snow tires. Many incidents of congestion in the canyon are created by poorly equipped cars and drivers. Buses will always be an option for people who don't have a car meeting this criteria.</p> <p>I also support a reasonable Canyon toll, carpooling and and an enhanced bus service.</p> <p>Another idea is not addressed in your plan is having municipalities, Sandy in Cottonwood Heights, law enforcement present at the critical intersections leading to the canyon. This would be a little Cottonwood Road and Wasatch and the north side of the Canyon Road near Danish road. It would only be several hours on the morning of busy weekend and powder days.</p> <p>Please, please do not proceed with the gondola. You do not have the backing of the community and canyon users, and it is an expensive measure primarily benefiting ski resorts. In addition, the resorts cannot currently handle the capacity.</p> <p>Thank you-</p> | 32.2.9E; 32.2.9R; 32.2.2B; 32.2.2Y; 32.2.2M; 32.1.2D; 32.2.0C | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.0C |
| 27185 | Jensen, Sadie | This new and "innovative" idea is essentially not innovative at all. To begin, I understand that the Gondola could potentially reduce some carbon emissions going into the air and the skiers would have an easier route to the resort. Although these outcomes are somewhat beneficial, the cons outweigh the pros by a landslide. From an environmental perspective, and even your very own environmental impact statement, the visual change is significant, both the air and water quality would not be improved at all and the effects of tourism will displace individuals indefinitely. Installing the Gondals will disturb the natural habitats of the animals we love and it will also create an ugly mark on the canyons that Utahns love. After the Gondola is installed, tourists will flock to Utah. On top of that, housing costs are skyrocketing, and having a hoard of tourists traveling because of the Gondola will increase the number of Airbnbs. Gentrification will ensue if the Airbnb numbers rise and this is dangerous because it is discriminatory toward the minority class. The whole project is extremely costly might I add, instead of shelling out this money | 32.2.9E | |

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| | | for the benefit of the ski resorts we need to funnel it into alternative ways to reduce pollution In our canyons. I am angry that this decision was made for the benefit of ski resorts when even skiers appreciate the beauty of our NATURAL and not industrial canyons. Take us seriously | | |
| 36996 | Jensen, Shannon | I do not support the gondola. It's a horrible use of taxpayer money. Even if the ski resorts funded the build, I do not agree that this is the solution. | 32.2.9E | |
| 26461 | Jensen, Tanner | A bus system would be so much better. We need to preserve the beauty and serenity of the canyon. I think zion national park's bus shuttle is a fantastic example to attempt to replicate. | 32.2.2B | |
| 33953 | Jensen, Tasha | I am strongly opposed to the proposed gondola. There are much cheaper options that wouldn't destroy habitat and would serve more than the wealthy | 32.2.9E | |
| 29547 | Jensen, Taylor | Hi - Please do not ruin our canyon with a gondola, there are may cheaper alternatives that would be better for the environment and our canyon. 1. Have the resorts limit ticket sales - there is no reason the resorts should be allowed to cause absolute chaos in the canyons and continue to have unlimited ticket sales, and prioritize unlimited profits while making agreements with IKON and other collective passes. Put some of the ownership on them, they need to limit ticket sales if they are ruining public roads and putting people in danger with gridlock up and down the canyon. 2. Implement tolling for single passenger vehicles, if folks want to drive up alone, fine, but charge them for it. This will discourage the behavior. 3. Ramp up the buses, if buses ran every few minutes, were less crowded more people would take them. | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 31917 | Jensen, TaylorA | I'm curious how UDOT has anything to do with the gondola possibly going up Little Cottonwood. I'm not against it and actually for reasons I can't say I'm for it, but I find it's kind of suspicious that UTA isn't being more public about their push for the bus option it's almost like they know something that everyone else doesn't. That being said I am more interested in why UDOT is pushing for the gondola. Thank you for your time. | 32.2.9N | A32.2.9N |
| 30525 | Jenson, Alyssa | The gondola will destroy parts of the canyon that will never be restored. You can't keep doing this to our mountains. | 32.2.9E | |
| 35434 | Jenson, Doug | I strongly oppose the gondola option in Little Cottonwood Canyon. Please do not proceed with this option and do something else to ease traffic congestion in the canyon. | 32.2.9E; 32.2.2PP | |
| 28543 | Jepperson, Madi | This plan will destroy the beauty that makes up all of Utah and is extremely greedy. This is not for the betterment of the community, it is all about money. This should be thrown out immediately | 32.29D | |
| 33040 | Jeppson, Hunter | Don't do it. It won't alleviate any traffic problems at trailheads in the canyon. It will only be "useful" (not really) in the winter time. The rest of the year it will go unused. | 32.2.9E; 32.1.2C; 32.2.5.6C | |
| 32105 | Jepsen, Rachel | I feel strongly that the gondola is not the right solution for Little Cottonwood Canyon, its inhabitants, its community, or its visitors. The gondola only benefits folks visiting Alta or Snowbird, and will as a result permanently change (for the worse) the natural beauty & state of the canyon. The cost of the gondola alone (for which funding does not currently exist) is an egregious use of taxpayer dollars, especially when adoption seems unlikely and the consequences seem so high. No gondola!! | 32.2.9E | |
| 30837 | Jeraj, Lisa | Enhanced bus service sounds good to me! ? | 32.2.9A | |
| 30194 | Jergins, Bill | Both my wife and I agree the only viable choice, that will work now and forward for the future , will be to build a gondola up the canyon to both ski resorts. If it isn't approved now, I'm confident it will be the only solution within 5 years. | 32.2.9D | |
| 35784 | Jerome, Eric | I echo the sentiments of the SLCA and highly oppose the gondola. I strongly support the use of improved bus services, carpooling, and other less invasive and costly alternatives to the gondola that are in service of all user groups. This would irrevocably alter the climbing and other recreational activities in the canyon, wiping away and alienating my local and traveling climbers and recreationalists. This history of climbing in this canyon is incredibly important and its preservation is paramount. Please do not move forward with the gondola or road widening alternatives. Thank you. | 32.2.9E; 32.2.9A; 32.2.2Y; 32.1.2D; 32.1.2F | A32.1.2F |
| 34862 | Jerry, Utah | The gondola makes no sense from a traffic perspective as it will just cause massive delays at the "parking garage" and with the buses(lol) from other parking lots to the gondola. The gondola also ruins the views and has the ability to overrun the canyon. Right now we have gridlock or turn people back which shows the carrying capacity of LCC. The gondola makes it possible to blow through that threshold. 1.) Add tolling(for resort skiers). I think a 3ppl+ car should not pay toll as that encourages carpooling/less cars in the canyon. 2.) Build snow sheds over major avalanche paths to mitigate road delays on major mornings 3.) Enforce snow tires through a sticker program. Every car that travels up the canyon between November 1 - April 30 will be required to have an M+S sticker. Stickers will be checked on major traction control days and afternoons when it begins to snow. Cars without stickers will be ticketed(like speeding) with the money to pay enforcement and to help with annual road maintenance. 4.) Open the other lots in lower LCC(Grit Mill/Gate Buttress) so there is at least a little more parking available for carpooling. | 32.2.6.5E; 32.17A | A32.2.6.5E |

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| 34878 | Jerry, Utah | One other comment. Does UDOT have a study that would show the supply chain management of the Gondola and Cars in the canyon? Would be interesting to see the proposed movement of people around the canyon given the Gondola's limited capacity and the peak timing of people moving in the canyons. I am sure it will be enjoyable to wait in 0 degree temps at 430pm for 3 hours at Alta to get to the bottom of the canyon to wait another hour for a bus to take you to the 6200 Lot. | 32.2.6.5C; 32.2.6.5D | |
| 30137 | Jessee, Ben | Bus routes would better serve transport in Little Cottonwood Canyon than any gondola, which gondola would disturb the beauty of the canyon and the environment. | 32.1.2B; 32.2.2PP; 32.2.9A | A32.1.2B |
| 29128 | Jessee, Nate | I am very disappointed in this proposal. UDOT clearly ignored public opinion in favor of resort interests. Taxpayer funded solutions should benefit taxpayers, not ski resorts. This does nothing for backcountry users, hikers, climbers, and the many others who recreate in our canyons. It is not even an efficient traffic solution. It is a flashy way to increase resort throughput, and UDOT should be ashamed. | 32.2.9E; 32.1.2B; 32.20C | A32.1.2B; A32.20C |
| 27400 | Jessing, William | The gondola and road widening should be last ditch efforts. The focus needs to be on streamlining the public transport system and tolling single passenger vehicles. The plan caters to a very small group over a very small time of the year. It's not worth the price or the destruction of the current land scape. Please hear the voices of the public on this matter and not the money of 2 ski resorts. | 32.2.9E; 32.2.4A | |
| 26447 | Jessop, David | This is my second comment so I apologize. I really like the idea of expanded Wasatch Blvd, snow sheds, better trailhead parking, and restricted road parking. This along with expanded bus services during ski season will surely solve the vast majority of our problems without a \$0.5B gondola which is sure to cost much more. thank you, Dave Jessop | 32.2.9A | |
| 26430 | Jessop, David | Taxpayer funds should not go toward a gondola which only serves to increase revenues for 2 ski resorts. Limit number of skier days to preserve the canyons. | 32.2.2K; 32.2.7A; 32.2.9E | A32.2.2K |
| 33686 | Jessop, Sarah | This is not going to solve any long term transport issues. The gondola will only serve the two resorts up little cottonwood and will leave our community with an pointless eyesore for decades to come. | 32.1.2B; 32.2.9E; 32.7C | A32.1.2B |
| 38175 | JEX, PAUL | I'm a Salt Lake resident & I strongly oppose the proposed gondola plan. Adding the visual monstrous towers to our beautiful canyon would be a crime. I favor increased bussing or a cogwheel railway. Also I believe the ski resorts & special interests should pay a good portion of the costs associated with the gondola project if it's unfortunately approved. | 32.2.9E; 32.2.9A; 32.2.9F; 32.2.7A | |
| 28797 | Jhamb, Randhir | As a home owner in Alta since 1995, I find the idea of an invasive gondola against all that Alta stands for, and represents to those of us who choose to live here. Towers and cables destroying the beautiful vistas that people come to enjoy in the Wasatch National Forest is something that's hard to envision. This is NOT the best option for alleviating traffic and congestion in the Little Cottonwood Canyon; please consider other alternatives! | 32.2.9E; 32.2.2PP | |
| 35950 | Jiang, Jenson | 35 capacity every 2 mins with the big number of investment cost is a BIG NO to me. | 32.2.9E | |
| 26927 | Jimenez, Jake | Don't destroy it. Let it's beauty stand | 32.29D | |
| 35001 | Jimenez, Shane | The general public of the salt lake valley, the same ones that use LCC on a daily or weekly basis are not in support of the gondola. Nor support growing the canyon in anyway. We don't need more people at the resorts. They have a capacity, as do the parking lots. The objective should not be thousands of people per hour. It should be limiting the number to a cap allowed in the canyon. Not bolster the amount of people. The ski slopes can not accommodate more people. So why are we trying to put more bodies up that canyon. Toll it, carpool benefits, and bus lanes. | 32.2.9E; 32.20C; 32.2.9B | A32.20C |
| 33226 | Jiricko, Audrey | No to gondola! I'm a Utah voter and enjoy little cottonwood. Let's expand busing and avoid negative consequences of building gondola. | 32.2.9E; 32.2.9A | |
| 36743 | Jirik, Richard | Dear Sirs: While I agree with many of UDOT's recommendations as set a forth in the LCC FEIS for addressing the transportation issues facing Little Cottonwood Canyon, I disagree with UDOT's selection of Gondola Alternative B as the preferred alternative. I cannot see the logic in committing to the eventual construction of the gondola and La Caille base station/parking structure unless the Enhance Bus Service alternative (which UDOT is essentially recommending in the interim for the Gondola B Alternative until funding for the gondola and base station are procured) is first implemented, fully tested, and refined as needed, in order to assess if the Enhanced Bus Service alternative is a viable solution to the traffic congestion and safety issues plaguing Wasatch Boulevard and SR 210 during the ski season. The performance and impacts of the Enhanced Bus Service Alternative would be assessed after a minimum five year period had elapsed. Only then should a decision be made on whether to proceed with the execution of the Gondola B Alternative or the Enhanced Bus Service in Peak-Period Shoulder Lane (PPSL) Alternative. I believe that UDOT should recommend the Enhanced Bus Service as the preferred alternative for the ROD, for the following reasons: 1) This alternative has the least environmental impact to LCC and Little Cottonwood Creek, and would have minimal visual impact to the scenic views; 2) It has the lowest estimated cost of all of the primary alternatives evaluated as per the FEIS; 3) The alternative is scalable with respect to the number of buses to be operated. | 32.2.9E; 32.2.9A; 32.2.2E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>4) Implementation of this alternative would not preclude the possible selection of another of the primary alternatives UDOT has identified, if the Enhanced Bus Service alternative is determined to be 1) unworkable, 2) ineffective in reaching performance goals (i.e., reducing traffic congestion, travel times, safety metrics, etc.) as set by UDOT, and/or 3) cost prohibitive during its full scale operation.</p> <p>I would agree with UDOT that from an efficiency and safety perspective, the Gondola Alternative B makes the most sense for transporting skiers to Snowbird and Alta. But at what cost ? Moreover, there are other factors that need to be considered when evaluating the merits of Gondola Alternative B, among them funding sources, the need to prioritize and address other local and state issues in the face of finite state revenues, and the long term impacts of climate change on Utah's ski industry. Unfortunately, these appear to not to have been considered by UDOT in selecting its preferred alternative.</p> <p>Estimated Cost and Funding Source(s)</p> <p>Foremost is the price tag of the Gondola Alternative B, estimated to be between \$533 and \$550M in 2020 dollars. Granted, these are preliminary estimates, but the cost range is still significantly higher than that for the Enhanced Bus Service Alternative. Although the FEIS does not address any potential funding sources for the gondola, it is reasonable to assume that at least most of the cost will be borne by Utah taxpayers, assuming authorization of funds by the state legislature. Given the myriad of problems that our state faces, and the competing demands for our limited tax revenues, one can argue that other needs (e.g., addressing water conservation, air quality, the housing shortage, education, etc.) warrant higher priority than funding a gondola that would largely benefit a relatively small and affluent segment of the population.</p> <p>Potential Impacts of Climate Change on Local Ski Resorts</p> <p>With respect to our continuing mega-drought, unquestionably exacerbated by global climate change, it is likely that future snow packs in the Central Wasatch Mountains will gradually diminish over the next several decades, especially if the Great Salt Lake continues to recede. As the lake shrinks, a reduction in lake effect snowfall at the higher elevations can be expected as time progresses. Significantly smaller seasonal snow packs, in conjunction with a gradual decrease in the length of the winter ski season in the future, will likely negatively impact the number of days the resorts can operate, and conversely, result in a gradual decline in the total number of ski person-days each season. A gradual but significant decline in the number skiers and demand for this type of recreation due to shorter ski seasons could make the gondola and supporting infrastructure an expensive and shortsighted boondoggle, and negate the primary rationales for constructing the gondola. In summary, do we as a society really want to spend millions to construct a gondola in Little Cottonwood Canyon that, as climate change progresses, could very well lead to the demise of the ski industry nationwide, including Utah, and ultimately relegate the gondola to a "white elephant" status ? In my view, the scenario I have outlined here is a very real one if we do not take more robust actions to address climate change, and it represents a cogent argument for scrapping Gondola B as recommended alternative.</p> <p>Sediment Loading into Little Cottonwood Creek</p> <p>The FEIS summary table for the Gondola B Alternative states that water quality standards for Little Cottonwood Creek will not be exceeded as a result of implementation of this alternative. However, while exceedance of COC MCLs may not be an problem during or after construction, it seems to me excessive sediment loading, as well as pollutants associated with construction of the gondola towers and the access road(s), is likely to impact Little Cottonwood Creek during stormwater runoff, despite any BMPs implemented (Chapter 19, Section 19.2.2.5), of which none are mentioned. Consequently, I fear that UDOT is downplaying the potential for significant adverse impacts to the water quality of the creek, and the possible shutdown, albeit likely temporarily, of the Little Cottonwood water treatment plant. While the footprint for each individual gondola tower will be relatively small, the same cannot be said for the access road needed to reach many if not most of the tower site. In summary, the potential for shutdown of the treatment plant at the mouth of LLC due to excessive sediment loading or construction-related pollution is another reason I am opposed to the Gondola B Alternative at this time.</p> <p>Other Thoughts on the Enhanced Bus Service Alternative:</p> <p>I am generally in favor of the various components of the Enhanced Bus Service Alternative, although I would like to see eventual adoption of summer bus service, and the incorporation of bus stops at various trailheads, if this alternative is selected in the ROD. Otherwise, a large segment of the recreational community that uses LLC in the summer months or snowshoes/backcountry skis in the winter will have to use POVs to access the canyon, adding to the traffic congestion and pollution.</p> <p>One element of the Enhanced Bus Service Alternative, as well as the Gondola B and Enhanced Bus Service In Peak-Period Shoulder Lane alternatives, that I believe absolutely critical to addressing the traffic issue, is the tolling/management of vehicle occupancy. Without this component any enhanced busing service is likely to fall short of expectations.</p> <p>In concluding, I want to reiterate my support for the Enhanced Bus Service alternative, despite the shortcomings I perceive for this alternatives as noted above. This alternative provides sufficient flexibility and scalability, has the least environmental impact, and has the lowest estimated cost of the alternatives evaluated by UDOT. If the Enhanced Bus Service alternative fails to meet expectations over a minimum five-year operational period as per a series of performance metrics, then UDOT, with public input, should be prepared to select either the Enhanced Bus Service in Peak-Period Shoulder Lane (PPSL) or the Gondola B alternative.</p> | | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Sincerely, Richard Jirik [REDACTED] | | |
| 38638 | Jirik, Richard | Dear Sirs: Please find my comments on the Little Cottonwood Canyon Final Environmental Impact Statement in the attached WORD document. Note that I have also submitted my comments via the UDOT website at Home - Little Cottonwood EIS <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.29R; 32.1.2B; 32.2.7A; 32.2.2E; 32.12A; 32.2.6.3C; 32.2.9A | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B; A32.12A; A32.2.6.3C |
| 33336 | Jo Zuspan, Sally | I do not support the Gondola. It's too much money, only serves a small segment of population, costly, and destructive to the canyon. I am against the gondola (and I am a skier). | 32.1.2D; 32.2.9E | |
| 28474 | Joergens-kokate, Sven | Would rather see the resorts manage patron numbers and an increased bussing system. | 32.2.2K; 32.2.9A | A32.2.2K |
| 25485 | Jog, Ann | Just no. I could give you a well thought out essay as the the nervous environmental reasons against this idea, but I'm sure others have already done so. It makes me want to cry thinking about what this will mean for climbers, and all humans due to the environment aspect if you follow though. Do better. | 32.29D | |
| 33506 | Johansen, Bryan | DO NOT APPROVE THE GONDOLA PLAN. The proposal does not have the support of the community along the wasatch front given the enormous footprint it will impose on the native areas through throughout the canyon, the impact it will have on scenery throughout the year, and the unjustifiable cost of a project that is designed solely to benefit the ski resorts for four months out of the year. This problem has transit solutions along the current road corridor that are better suited than doubling the transit footprint and impact on the environment. Other less intrusive options should at a minimum be explored first. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.13A; 32.29R | A32.1.2B; A32.13A; A32.29R; A32.1.2H; A32.2.6S |
| 26346 | Johansen, Christian | This is a terrible direction for the canyon. Why do folks want the west to burn? Bad bad bad on all fronts. Listen to those who live and breathe the canyon everyday. | 32.29D | |
| 35362 | Johansen, Haylee | As a lifetime resident of Utah I do not support the decision to build a Gondola. I've skied up that canyon, biked up that canyon, and my family lives [REDACTED]. The Gondola would be expensive, and benefit real estate developers more than it would benefit the skiers. I agree with this article that starting with much less invasive action would not only appease the locals but benefit other causes such as air quality. https://www.sltrib.com/opinion/commentary/2022/10/13/sara-mitchell-electric-buses-are/ Please do not build the Gondola. | 32.2.9E; 32.2.2PP | |
| 35361 | Johansen, Kaesi | I am a resident living at the mouth of Little Cottonwood Canyon, but even if I didn't live here I would be concerned with the overall cost of a project that benefits only two resorts and the developers at the expense of taxpayers. The addition of the Ikon Pass several years ago compounded traffic problems. Traffic seemed much improved over the past couple of winters with the implementation of reserved parking at Snowbird the first year and then Alta the second year. What steps are the resorts taking to solve this problem? I feel that Snowbird and Alta should be part of the solution to the traffic issues rather than looking to taxpayers to pad their pockets without having to put any skin in the game. The resorts should be footing the bill for the gondola. Traffic for University of Utah and BYU football games is ridiculous too -- is our next move going to be adding gondolas to those locations as well? I feel that our money would be better spent improving mass transit along the entire Wasatch Front to benefit the greatest number, rather than "improving?" a projected 50 days a year for skiers trying to reach an already over-crowded resort. I have often heard comments that resort users only get to ski down half the mountain before they have to stand in line for the next chair lift up. What's next? Turning over more land to the resorts for their expansion to accommodate the increased number of users? The future of Little Cottonwood Canyon is at stake with this decision. I lived in Cottonwood Heights for twenty years and moved to the mouth of Little Cottonwood around 5 years ago. The year round winds at the mouth of Little Cottonwood Canyon are much more severe and noticeable than we had in Cottonwood Heights. Last winter my neighbor's weather station clocked winds gusting to 80-90 miles per hour on several occasions. We lost shingles and mature trees along with sustaining other wind damage. I recognize that the Snowbird Tram is on a peak but it is often closed for wind. How realistic is it that the gondola will be reliable and safe with the wind we receive in the canyon and surrounding areas. What wind speeds are safe for the gondola and how often do wind speeds in the canyon and LaCaille areas exceed that level? Will the gondola also need to shut down following winds for safety inspection? How many of those 50 projected days will be taken away because of wind and safety inspection? Has a study been published regarding wind issues? I'm also concerned with bringing the additional traffic to the base of the gondola at LaCaille. I feel that the congestion that we are trying to alleviate will not be solved with the number of cars coming and going. The gondola option is only solving the traffic problem for the few miles up Little Cottonwood Canyon. The rest of SR210, Wasatch Blvd, 9400 South and surrounding areas will find no relief from the traffic congestion. Dispersing traffic throughout the valley and using bus service/mass transit will alleviate this issue. Of course this option would not be as appealing for the developers at LaCaille and it appears that they are the ones driving this gondola option. Regarding the 2500 parking spaces, what visual impact will be involved with that structure? Will it tower above North Little Cottonwood Road or will it be mostly underground? A towering parking structure will destroy canyon views as much if not more than the gondola towers. It appears that it will have easy access from the north and south to enter, but what are you recommending for exit? I often have difficulty exiting my own subdivision or making a left hand turn on to North Little | 32.1.2D; 32.2.7A; 32.2.2K; 32.2.6.5K; 32.2.6.5E | A32.2.2K; A32.2.6.5E |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>Cottonwood Road from the stop sign near the park and ride by the electric sign at the base of the canyon because of traffic coming down the canyon. Will there be a light at the parking structure to control those 2500 cars trying to exit the parking structure at the end of the day?</p> <p>Thank you for your consideration of these issues.</p> <p>Kaesi Johansen</p> | | |
| 35357 | Johansen, Kaesi | <p>I am a resident living at the mouth of Little Cottonwood Canyon and have a front row seat to the traffic congestion on Powder days. Two years ago Snowbird required skiers to have parking reservations before they came to ski. Last year Snowbird discontinued this practice and Alta implemented it. I noticed a marked decrease in the number of days where traffic congestion pinned me into my subdivision. Before we spend a billion dollars on a gondola, we need to require both ski resorts to require a parking reservation before you come to ski. Then we should have traffic engineers put together a report on the number of days that traffic congestion was intolerable. This should be done in full transparency and made available to all citizens of Utah. It is my assertion that such a common sense practice would eliminate the need to have a Gondola. If there are only 10 or 12 days a year where traffic is intolerable, that's just part of the experience to ski the greatest snow on earth. No need to put in a Gondola for 10 bad traffic days a year. I am a University of Utah football fan. Try going to a home game sometime. Traffic is just as bad or worse as it is in Little Cottonwood Canyon, yet we all acknowledge that it would be silly to put in a mass transit system just for the games. Its just part of going to the game and I'm ok with it. I find ways to adapt. Skiers need to do the same.</p> <p>Additionally, Snowbird and Alta currently sell all day and half day tickets. They should be required to offer ski passes in time increments and prices in an effort to incentivize skiers to use the resort at different periods during the day and thus reducing one or two big rushes to get to the resort. I know many older skiers who would be great with a 2 hour or 10 run pass. This would be easy and very low cost and may be very effective at spreading out traffic during the day as opposed to all coming in the morning.</p> <p>Kevin Johansen</p> | 32.2.2K; 32.1.2B; 32.29R | A32.2.2K; A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 28358 | Johanson, Mitch | <p>I'm going to keep this civil so it's not deleted. UDOT and the crooks that thinks this is ok on my dime while destroying the canyon for the all mighty buck should be ashamed of themselves just pathetic greedy fools!! I'm a 4th generation that's lived here there whole lives and watched get just destroyed so I'm retiring soon and leaving this hell hole</p> | 32.29D | |
| 37820 | John, Bryce | <p>Perhaps this is outside of the scope of UDOT responsibilities but it seems very unwise to simply try to put as many people as possible in that canyon. As a representative of a company that relies on Little Cottonwood Canyon water, I clearly see the effects of over use. We need to limit the impact rather than simply send more people up there. Spending the amount of money required for a gondola - which primarily benefits 2 resorts is insane.</p> | 32.20B; 32.1.2D; 32.2.9E | |
| 30938 | John, Joseph | <p>I've watched the videos and I've read through the commentaries, and I don't see any information regarding the cost of parking or the cost of riding the gondola, but I have to believe the public will be paying something to use these services. Please share what you expect the costs to be for both parking and the use of the gondola</p> | 32.2.4A | |
| 34604 | Johncock, Alex | <p>Not a single one of the locals that I've spoken with, including myself want this project done. Please consider the desires of those that are most effected by this project, and not those of the tourists and businesses.</p> | 32.2.9N | A32.2.9N |
| 27580 | Johncock, Sarah | <p>I'm happy the gondola is the preferred option, as I feel this will actually address the bottleneck effect in the canyon.</p> <p>HOWEVER, the traffic problem lies in the canyon and not on Wasatch Blvd. Wasatch is simply a product of the problem. If you already plan on increasing bus service and the long-term plan is the gondola, why is widening Wasatch necessary?</p> <p>Wasatch Blvd is already dangerous to travel along (via car, bike or pedestrian) or for my children to cross to get to the park safely, based on the current number of lanes and speed. Widening will simply make it effectively impossible to use the park for those that live on the west side of Wasatch Blvd, unless a car is pointlessly used to go less than a mile solely for safety concerns.</p> <p>This doesn't even touch on the environmental impact it will have on the established mature trees/greenery, the air quality in our neighborhoods, and the noise impact.</p> <p>It seems to me you chose to combine the 2 options and just slapped a label on it saying this first phase will be road widening anyway and sometime down the road, if funded, you'll throw the gondola up.</p> <p>This may benefit the ski resorts and the economic impact from visitors, but you are ultimately hurting the locals.</p> <p>Long story short, pick the gondola, increase the buses, and DON'T WIDEN AN ALREADY DANGEROUS ROAD THAT GOES THROUGH OUR NEIGHBORHOODS.</p> | 32.2.9D; 32.2.9L | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28920 | Johncock, Sarah | Wasatch Blvd is already a dangerous street for our children, but really all pedestrians, to cross or walk/ride along. Widening it will only make this more dangerous for pedestrians and stupidly increase car traffic to get to the park on the east side of Wasatch due to safety concerns for pedestrian use. It will also negatively impact the noise disturbances and affect the ecosystem in our area. Do not widen Wasatch for a problem in the canyon that lasts a small percentage of the year. For those that live near Wasatch, we know that the problem is not a backup in traffic, it's the speed of cars on the road. Increasing lanes will only make this problem worse. Do NOT widen Wasatch Blvd. | 32.2.9L; 32.2.6.2.2A | A32.2.6.2.2A |
| 32379 | Johner, Jory | Josh and the LCC EIS Team- Thank you for your hard work and inclusion of WFRC in the Little Cottonwood Canyon Environmental Impact Statement process. Attached you will find the WFRC comment letter for the Little Cottonwood Canyon Final EIS. Looking forward to continued partnership and coordination. Jory <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.2I; 32.1.1A; 32.29R | A32.2.2I; A32.1.1A; A32.29R; A32.1.2H; A32.2.6S |
| 33304 | Johns, Bryce | To Whom it may concern, I am Bryce Johns, a Utah voter and user of Little Cotton wood canyon. I am firmly opposed to the LLC Gondola project, which seems like an obvious example of a boondoggle. A gondola service would only service the handful of days a year the canyon is packed with skiers. It does nothing to help the rest of the year and all the other users that aren't going to the ski resorts. I understand that the ski resorts also are not planning on chipping in on this project that only benefits them. I support any of the other solutions and thank you for getting to the bottom of this to accurately represent the community. Thank you, Bryce Johns | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 32740 | Johnsen, Carter | I do not think there should be a gondola. There are other, less expensive solutions that benefit more than just the skier community. This cannot be allowed to happen. | 32.2.9E | |
| 26965 | Johnson, Abigail | I am a Cottonwood Heights resident, my partner and I own out home just off of Bengal Blvd. We have lived in Cottonwood Heights for 5 years and are devastated at this push to move forward. The gondola is NOT going to discourage people from driving - it's going to increase tourism and bring MORE people into the canyon. Little Cottonwood was special, and with each piece of added "progress", it loses the magic people love. There is such a thing as backwards progress. Remember Zion - before the mandatory buses, lottery hikes and MILLIONS of people who go there each year? LCC will face the same fate as Zion if this gondola goes in. Not to mention the increased traffic near my home, the pristine and unobstructed view from the top. All of that will be for nothing if you move forward with this. Salt Lake City is on its way to becoming the next Vail, and that's NOT a good thing. | 32.2.9E | |
| 29772 | Johnson, Adam | Gondola is a horrible solution. Please consider alternative options. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26234 | Johnson, Anthony | Morning, As a Sandy resident and frequent user of little cottonwood canyon, I am writing today to express my concern with the Gondola proposal. I am not wholly opposed to a Gondola, but I am opposed to having Taxpayers footing the bill. This proposal is for the ski resorts; if they want a Gondola they need to pay for the project. I would much prefer a wider road and train or bus system or better yet simply add parking garages and a wider road. Sincerely, Anthony Johnson | 32.2.9E; 32.2.7A; 32.2.2C | |
| 33154 | Johnson, Anthony | I am a Sandy resident (home and business owner) and I use little cottonwood canyon extensively for recreation year-round. I 100% OPPOSE the gondola! It does nothing to address traffic for most of the year and there is no reason my tax dollars should be misused on ski resort infrastructure. Widen the roads and build parking garages at the resorts! | 32.2.9E; 32.2.9B; 32.2.2QQ | |
| 28525 | Johnson, Ben | I am writing in regards to the final EIS for Little Cottonwood. As a longtime Utah resident I appreciate all the time and effort that has been spent on this challenging issue. I am an avid outdoorsman, both in summer and winter activities. I have been skiing at Alta and Snowbird for 37 years as a Salt Lake resident. I have been ski touring, mountain biking, hiking regularly and trail running in the cottonwood canyons for 20 years. I am very concerned about the decision that UDOT has made with plans to place a gondola in this canyon. I'm well aware that traffic is a problem in the cottonwood canyons and have waited in lines on weekends and powder days since college. This is an unfortunate problem that afflicts our beautiful canyons. This problem really afflicts the canyon on about 40-50 days per year. This includes winter weekends and great weekday powder days. The solution UDOT has offered places a never before done gondola at huge cost for a problem that afflicts a limited number of people for 50 days a year of recreation. I have skied in European countries with avalanche problems and crowding issues. None has attempted an 8 mile eyesore of a gondola. They use buses and trains with great success. Our national parks across the country suffer from overcrowding for months on end and have found good solutions with shuttles, buses and reservation systems. None has considered a lengthy gondola. I think a major reason for this is they lack the special interests that are pushing so hard for this gondola. Alta and Snowbird stand to make huge profits from a gondola. Their parking requirements at the resort will decrease so they can build more restaurants and hotel rooms. Snowbird has bought property at the gondola base station where they hope to make additional profits. Placing a gondola puts the interests of these private companies over the canyon users and taxpayers across the state. This is absolutely | 32.2.9E; 32.1.2B; 32.2.2PP; 32.2.2K; 32.2.2B; 32.2.9A; 32.2.9N; 32.1.2D | A32.1.2B; A32.2.2K; A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | unacceptable. Weekday recreationists will suffer from the limitations of a gondole. Non-skier recreationists will suffer from the limitations of a gondola that is designed to take the masses to pricey ski resorts. Summer recreationists and 95% of weekday recreationists have no need for a gondola. My understanding is that in polling and comments, approximately 80% of residents oppose the gondola. So why is this the chosen solution? Our state is putting the interests of two private companies before of its citizens and taxpayers. I plead with you to reconsider this decision. Look around the nation and world and previously successful and financially reasonable solutions to traffic issues. Thank you. --Ben Johnson | | |
| 33668 | Johnson, Ben | As a life long user of LCC (45+ years), I feel that a gondola would negatively impact LCC for generations to come. Not only would it be impacted by large obstructive towers throughout the canyon, but would provide very little year round benefit. For all but the busiest canyon days, a user will always choose to take a short drive up the canyon vs ride a 37 minute gondola ride from the base of LCC. Being a local resident and tax payer, I'd rather see a bus system with more routes, to be better promoted and utilized in the canyon. An enhanced bus system with road widening and snow sheds seem to be a logical choice. Thanks for listening to the current residents and current users of this canyon. | 32.1.2B; 32.2.5.5C; 32.2.6.3F; 32.2.9A; 32.2.9B; 32.2.9E; 32.2.9K | A32.1.2B |
| 35399 | Johnson, Bennett | Though I appreciate the work UDOT has put into this project, I do not feel this is the best way to spend taxpayer dollars. The use of state funds to provide a service which only benefits Snowbird, Alta, and Skiers is concerning. I would more strongly support increased tolling and busing. I know UDOT plans a phased approach with this and would encourage them to stick with this approach. | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.9A; 32.2.2Y; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 33845 | Johnson, Bradley | <p>The gondola is a bad idea. Especially given the relative small population that will use it, and the larger population that will pay for it. Environmental and local public concerns and views appear to have been ignored in an attempt to appease 2 ski resorts and a few politicians/former politicians. We cannot continue to look for ways to put more bodies in an already overcrowded canyon.</p> <p>Wider roads/dedicated bus lanes are a bad idea. Again, bad for the environment and only provides a tax payer funded means to provide access for a relatively small population.</p> | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9G; 32.2.9N | A32.1.2B; A32.2.9N |
| 26557 | Johnson, Braydon | Do not build this gondola. There is much better things we could be spending the money on. Use it to buy more public transportation and help the community. This will ruin the mountain and bring in all sorts of tourists and people we don't want here just for them to trash it even more. | 32.1.2B; 32.2.9E | A32.1.2B |
| 37139 | Johnson, Carolyn | <p>I live in close proximity to Little Cottonwood Canyon and a resident of [REDACTED] Park and Ride. I use both Little Cottonwood Canyon as a runner, hiker, and skier. On a day-to-day basis, what happens in Little Cottonwood Canyon affects me and my neighbors much more than politicians and tourists. I highly recommend the enhanced bus service. Why?</p> <p><u>Gondola Estimated Capital Cost - \$550 Million</u></p> <p><u>Enhanced Bus Service Capital Cost - \$324 Million</u></p> <p><u>Gondola - 2 stops</u></p> <p><u>Enhanced Bus - Numerous stops including hiking and skiing and can drop off runners and bikers</u></p> <p><u>Gondola - runs during the ski season</u></p> <p><u>Enhanced Bus - runs year round</u></p> <p><u>Gondola - most likely will be down during high winds and snow storms - much like the Snowbird Tram</u></p> <p><u>Buses -Buses run in windy and snowy conditions.</u></p> <p><u>Gondola - permanently scars and mars the canyon beauty</u> - infrastructure also displaces the habitat for animals - only used during the winter ski season</p> <p><u>Buses - Electric, - use current roads,</u> - higher frequency of electric buses, - more people can be carried to more specific sites. - Runs throughout the year on a clear and enhanced schedule - Enhanced bus system enables people to pick up their ride from their hotels, and neighborhoods so that our neighborhoods close to the canyons won't need to have high rise parking in our neighborhoods bringing more car/truck traffic congestion and worsening air pollution as well as leaving the high rise parking garages out of neighborhoods built to have views of the mountains.</p> <p><u>- Use tolls to go up the canyon</u></p> | 32.2.9A; 32.2.6.5G; 32.2.6.5F; 32.2.6.5K; 32.2.6.3F; 32.2.4A; 32.2.2K | A32.2.2K |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>- Use ski parking reservations - Use rideshare programs - Use multi-passenger vehicle incentives - Expand inspection hours and enforcement of traction devices for cars and trucks.</p> <p>Not only are electric buses a smart investment but they are an agile investment. One that can be easily adjusted according to usage, weather, and seasons. The gondola cannot move or make any type of quick or agile response to weather or population needs.</p> <p>Last but certainly not least is that this Gondola is an unwise use of public monies playing to corporations and people of means, former elected officials who had knowledge of this project before it was widely known and who will benefit greatly from taxpayer dollars.</p> <p>The gondola is not commonsense use of taxpayer money. It is not the best alternative for the canyons.</p> <p>We should prioritize these options: electric buses, rideshare, parking management, tolls, expanded enforcement of vehicles, things that make sense and that will help out ALL of us, not enrich the few.</p> | | |
| 25307 | Johnson, Catherine | Please do not build the gondola. I have been going up this canyon since I was 5. Majority of my winter weekends. As well as many summer. | 32.2.9E | |
| 28307 | Johnson, Charles | I'd like to see a formal review of the effects of the initial phases of increased bus service and traffic restrictions before advancing to gondola construction. Congestion metering and bus service allow for much greater flexibility in response to changing demand and conditions as the effects of climate change become clearer in the canyon. A massive capital project with a 40+ year lifespan will need relatively stable or at least predictable conditions over its term in order to assure good returns. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 35017 | Johnson, Charles | Little Cottonwood traffic is only a problem a few days a year. Spending up to \$1 BILLION to solve a problem that the ski resorts could do on their own is an unreasonable burden on taxpayers. Buses, carpooling or a toll would solve the problem at no cost to the general public. A gondola or any other improvements to LCC is an unwarranted expense that only benefits the resorts and the skiing public. Just say NO. | 32.2.9E; 32.2.9A | |
| 28715 | Johnson, Christian | <p>Choosing the Gondola B option for the Little Cottonwood Canyon transportation is the wrong choice for the following reasons.</p> <ol style="list-style-type: none"> 1. It does not address transportation solutions for non-resort and non-winter users. 2. A taxpayer funded solution that only benefits two, for profit companies is egregious. 3. Permanently destroys premier rock climbing areas. 4. Permanently destroys the viewshed in the canyon. 5. The price tag will be nearly double the original \$500 million estimate provided given current inflation and construction costs. <p>I am encouraged by the "phased" approach and hope that the improvements will work well enough that the gondola will not be necessary.</p> | 32.2.9E; 32.2.7F; 32.29R; 32.1.2B; 32.1.2D; 32.2.7A; 32.4B | A32.2.7F; A32.2.7C; A32.29R; A32.1.2H; A32.2.6S; A32.1.2B |
| 34738 | Johnson, Christianna | I am completely opposed to the long-term plan to construct a gondola with taxpayer money. However, I do support the other initial steps, including: increased and improved bus service as described in the Enhanced Bus Service Alternative (with no canyon roadway widening), tolling or restrictions on single occupancy vehicles, and the construction of mobility hubs. I believe these commonsense actions will prove effective enough that a gondola is not needed at all. Thank you for your consideration. NO GONDOLA! YES TO BUSES! | 32.2.9A; 32.2.9E | |
| 37689 | Johnson, Christopher | No gondola! please! It's too expensive. | 32.2.9E | |
| 27810 | Johnson, Connor | I think that other cheaper alternative should at least be tried first. The gondola only benefits resort skiers, and does not help people like me at all. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 26472 | Johnson, Dan | Putting in a gondola that only serves two ski resorts during ski season is not a good use of funds. Not to mention the permanent damage to the natural scenery of the canyon. As a skier I know that while the traffic can be bad on powder days or if there's an avalanche, there are not many of those days in a year. Certainly not enough to justify a \$600 million project that I don't anticipate many will use due to cost and inconvenience. This proposed system truly only benefits the ski resorts and will only be of any benefit on very few days. If it get's funded I will vote against any legislators who voted in favor of this. | 32.2.7A; 32.2.9E; 32.2.9N; 32.2.9E | A32.2.9N |
| 33727 | Johnson, Dave | Gondolas to get to a resort are useless. You cannot carry equipment to change into at resort. Children can't be aided as all hands are full. Gondolas are the worst solution. | 32.2.2PP; 32.2.3A; 32.2.9E | |
| 31001 | Johnson, David | <p>The gondola is the wrong solution to this issue. I live [REDACTED] or so outside Big C, and have used our canyons every year since I moved to Utah in 2004, for road cycling and hiking in the summer months, and snowshoeing in the winter. I do not ski.</p> <p>The gondola solution is completely inequitable to local users, and given the paucity of local public transit use, is of dubious value as a solution. Just consider the under-utilization of UTA bus routes in our suburbs. It only serves resort users (mainly skiers in winter), and does nothing for those of us who use the canyon for non-resort activities--it provides no transit to trailheads or other intermediate stops. It is a massive blight on a beautiful view up and down canyon... the visuals are horrifying.</p> <p>I am appalled that UDOT is effectively ignoring majority local opinion, which is that the gondola is the wrong solution. Please listen to the people that live here.</p> | 32.1.2C; 32.2.9E; 32.2.9N | A32.2.9N |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Perhaps we need a petition to redistribute gondola funds so that UTA can hire more bus drivers to do something to solve this problem. Ski busses are actually used! Let's use them more and increase penalties on canyon car trips. | | |
| 33725 | Johnson, David | Gondolas to get to a resort are useless. You cannot carry equipment to change into at resort. Children can't be aided as all hands are full. Gondolas are the worst solution. | 32.2.2PP; 32.2.3A; 32.2.9E | |
| 27118 | Johnson, Deborah | The Gondola will not make less traffic. It will make more. The gondola, if installed, will become a tourist attraction and a reason to come to slc. Businesses will love this but our local skiers will not. The gondola is NOT the solution. | 32.2.9E | |
| 28336 | Johnson, Derek | I'm glad to see the Gondola, I used the Gondola at Heavenly Ski Resort many times! From the parking garage near the shores of South Lake Tahoe, up to Tamarack lodge. Worked great. I'd trust dropping my kids off at the parking structure to take the gondola up to the resorts. I prefer that much over the smelly noisy, slow diesel (or even electric) buses! That just creates more congestion on the roads! I don't really see what the comments are about this time. One issue I see is that the skiers coming down from Alta may never get a ride on the tram, as they will probably be full before getting there. or vice versa if starting at Alta, those at Snowbird might not get on. I hope that is somehow taken into account by the gondola! This would be the same problem as with a bus! | 32.2.9D | |
| 29330 | Johnson, Dioni | GONDOLA IS NOT THE ANSWER - MORE DISTRUCTION AND OBSTRUCTION. The gondola only proves to destroy existing recitational spaces by altering the canyon. Long standing boulders and climbing routs will be taken out. Hiking trails may be significantly effected. Most of all, the beautiful views we all love from LCC will be forever obstructed by the gondola lines. UTAH CITIZEN OPOSED TO THE GONDOLA | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 29240 | Johnson, Don | Please, no gondola, I ski at both resorts in LCC and would love to just see tolls on single occupancy cars and a more robust bus service. It's a beautiful canyon and a gondola would ruin that and make Wasatch Blvd even more of a dumpster fire | 32.2.9E; 32.2.2Y | |
| 31692 | Johnson, Dyan | I do not believe the gondola is the right choice for Utah. We should try cheaper alternatives before we build an expensive gondola. I wish they would try tolls, buses, etc. before going to such extreme measures. I am a life long skier, and although I don't like waiting in gridlock traffic on powder days, the gondola is not worth building. | 32.2.9E; 32.2.2Y; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 27924 | Johnson, Earl | You are an irresponsible person if you are for the gondola. Building the world's longest gondola up a narrow pristine canyon (gondolas in Europe exist not as road replacements, but to get to the top of mountains), would be fiscally irresponsible and a glaring misuse of taxpayer funds. It reminds me of the "Bridge to Nowhere" in Alaska and would lead to a similar national embarrassment. | 32.2.9E | |
| 36942 | Johnson, Emma | As someone who has grown up in Salt Lake City and enjoyed Little Cottonwood Canyon for my whole life, I am deeply saddened by the proposal to build a gondola up its scenic center. Proponents of the gondola are almost entirely made up of shareholders and business owners who think they can make extra cash through development, but when we look at all the people affected by the proposal and all the people living in the area it is a wildly unpopular idea. It is already hard enough to cope with the fact of increased use of LCC and the necessitation of a possible road widening, but at least that plan uses already existing infrastructure and preserves the fundamental beauty of the canyon. A gondola is extremely impractical because it would hardly solve any of the actual problems, with the requirement of added parking, long lines and expensive fees to ride the gondola, and still needing to shut down service with heavy winds or other strong weather. Additionally, the overcrowding problem of the canyon would only be exacerbated by the addition of the gondola as an additional tourist attraction. And while we need people in the canyon to keep the tourism industry running, the problem at hand is with managing the existing customer base, not adding a new one which would wholly overwhelm the fragile canyon ecosystem and limited infrastructure in the area. Building the gondola is a poorly-informed money grab which would scar the landscape and become a point of hatred for many years to come. | 32.2.9E; 32.1.2B | A32.1.2B |
| 26695 | Johnson, Emma | I'm deeply saddened that a gondola has been chosen as the eventual LCC building plan, despite research and comments by organizations. The gondola is a self-serving money grab for the ski resorts, and will not actually help citizens trying to get up the canyon. It will be a tragedy when all the building has been done, and the city finally realizes that the natural beauty of the canyon is being lost. | 32.1.2B; 32.2.9E | A32.1.2B |
| 25302 | Johnson, Eric | Absolutely ridiculous. This clearly was always going to happen regardless of public opinion. You all should be investigated for bribery and fraud. Clearly money from a select few to another select few is driving this decision. It makes no sense to build an expensive eyesore to alleviate traffic that is bad, what...30 powder days in winter. Ignoring the other 330 days out of the year where it is not a problem. It is an enviromental disaster that hurts the natural beauty of the canyon in order to cater to two private entities. Alta and Snowbird are socializing the costs and privatizing the profit. A perfect metaphor for America as a whole. The fact that we didn't even try increased bussing during peak hours shows that UDOT and the Utah government doesn't care about the people or the environment. They only care about money. Embarrassing. Maybe think about other people instead of your greed. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28234 | Johnson, Eric | It's an absolutely awful idea, and outrageously expensive. Why the expense for just a handful of businesses? Not to mention the cost of operation and maintenance. Why aren't they paying for it? Are they paying for any of it? What is the actual cause of the bottleneck in the canyons? Why not build parking structures at said ski resorts at a fraction of the cost, then people won't be parking in the roads plugging things up, this is one of the worst, not thought out decisions ever. | 32.2.2QQ | |
| 26575 | Johnson, Eric | Please do not build a gondola that will ruin the views of Little Cottonwood and only serve the ski resorts. The canyon needs a better solution that takes into account all uses of the canyon. The gondola will do nothing to alleviate congestion at the trailheads. Nor should the public be asked to pay for a project that primarily serves private business. These are funds that should be directed elsewhere where they will benefit more people. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.7A | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34937 | Johnson, Eric | No gondola. A gondola would be far less efficient, and far more expensive, and far more damaging to the environment, than other options, eg, expanded bus service. The gondola will irreparably harm the canyon's beauty. | 32.2.9E | |
| 27354 | Johnson, Eric | I am against a gondola. It would negatively impact the environment forever that I have enjoyed in LCC. It is a disservice to all state residents. | 32.2.9E | |
| 29383 | Johnson, Erik | The community has spoken - no gondola! We cannot justify spending \$500 million on a project that will only benefit rich skiers and a few land owners while permanently defacing Little Cottonwood Canyon? I'd rather invest the \$500 million into our failing schools and for housing for our vast homeless population. The gondola is a taxpayer gift to the rich and to the ski resorts. No gondola! | 32.2.9E | |
| 29647 | Johnson, Evan | <p>I do not support the gondola alternative due to visual and land footprint impacts (put more buses on the existing road!), but I appreciate the thought going into the process - including recognizing the need for "phased" solutions that can be ready today, sooner than the gondola can be completed.</p> <p>I propose adding parking at the base of the canyons be the #1 priority during phasing. All transportation alternatives require leaving your car to get on a bus or gondola, so we need that parking. It would help with carpooling too. I suspect things will be surprisingly improved once we get more places to park, and add more bussing (with tolling to discourage single occupant vehicles from still driving). It helps both canyons. Then add the snow sheds, to improve road winter safety as the #2 priority.</p> <p>I'm surprised that the assessment shows buses being more expensive to operate than the gondola in the long run (should we replace all city buses with gondolas?). But I am hopeful that as electric vehicles improve, perhaps electric buses will be an affordable alternative that is cheaper to operate than the gondola, saving us the capital outlay of building a gondola.</p> <p>This whole project, and the gondola alternative specifically, benefits Snowbird and Alta much more than it benefits any single taxpayer. Even taxpayers who are devoted LCC ski bums (which is a vanishingly small percentage). A few people "live" up LCC, but really this is all about resort recreation access. And there are more important infrastructure projects our tax dollars could be going to, which benefit more people than privileged "powder hounds" like myself. I forget the potential breakdown of how much ski resorts might contribute to the construction and operation of the gondola, but I want to stress: the cost burden must be heavily on Snowbird and Alta. This is not a typical UDOT road improvement. This is non-skiing taxpayers paying to build a cool new ski lift for private corporation-owned resorts, which is ridiculous.</p> <p>Thank you for engaging so much during the long EIS and comment periods. I look forward to some improvement to the power day traffic jams, so I can go skiing again without worrying about being stuck in traffic for hours with my young children. I have been avoiding the canyon altogether, basically, and I miss Snowbird.</p> | 32.2.9E; 32.2.9A; 32.2.9R; 32.1.2B; 32.2.6.3F; 32.2.7A | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |
| 34298 | Johnson, Evan | <p>\$1 billion to solve a 30 day traffic problem plus \$1 million a week to run the longest gondola on earth seems luxurious. Rural Utah needs roads. Lagoon canyon rides to Snowbird for \$1 billion seems unneeded. Every canyon along the Wasatch Front is congested. Is every canyon going to get a \$1 UDOT Billion gondola, too? How was this canyon selected so other canyons can apply. The problem in Big Cottonwood is twice as big, no gondola there.</p> <p>No one faults UDOT for solving traffic issues, it's the glaring politics and good ole boy system we all see that's the problem. Perhaps a gondola lottery where many contested canyons applied, and one canyon was selected would tamp down the inside and back room dealings optics associated with this process.</p> | 32.1.2B; 32.2.9E; 32.1.1A | A32.1.2B; A32.1.1A |
| 32047 | Johnson, Evan | Please build the gondola. If needed expand the UTA bus service. I will use both services year round. | 32.2.9D; 32.2.9A | |
| 32045 | Johnson, Evan | Please build the gondola and if needed expanded UTA bus service. I'd use the gondola year round. | 32.2.9D; 32.2.9A | |
| 31572 | Johnson, Frank | <p>Why is UDOT so heavily subsidizing Snowbird with the longest gondola in the world while hiding the real cost of \$1 Billion to solve a 30 day congestion problem in the winter? Little Cottonwood Canyon is little, just 17,000 acres with very little flat land maybe 100 acres. Little Cottonwood Canyon currently lacks adequate fire flows, water flows, and sewer capacity.</p> <p>While we appreciate Snowbird persistence in getting a free billion dollar gondola, the billionaires who own snowbird can buy their own gondola.</p> <p>Big Cottonwood Canyon has a greater need for a gondola, because it is 34,000 acres with more visitors. Moab and Zions have a greater need for a gondola.</p> <p>A gondola from the SLCI to Park City resorts would be far more useful and save more lives from the dangerous Parley's Canyon during the winter months.</p> <p>As usual, the true cost of the new gondola Lagoon ride in LCC is more like \$1 billion, the operating cost has not been made public nor the cost of the tickets.</p> <p>LCC has about 6 public toilets and 1 million pounds of human poop on the canyon floor now, won't the gondola add to the problem of people pooping on the canyon floor?</p> <p>The politicians who speculated on base land for the gondola should not be part of the vetting process for UDOT. Most every town in Utah has a congestion problem today and getting worse.</p> | 32.2.9E; 32.2.7A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Clearly there are more deserving canyons, better uses for \$1 Billion though \$1 Billion is the old 1/2 a billion due to inflation. UDOT's "decision" was political not logistical. | | |
| 28398 | Johnson, Frederick | I'm generally supportive of the preferred alternative but I'm concerned that the total hourly capacity is insufficient unless Alta and Snowbird agree to limit skier numbers on their slopes per day as other major resorts are now doing. Also, I'm not sure that spending half a billion \$ to benefit mostly two ski businesses is a wise use of tax dollars if those two resorts are not contributing substantially to paying for the project. It's good the gondola will reduce the pollution caused by increased vehicle traffic up LLC. As part of this transportation project, why not include electric vehicle charging stations in the new parking lots and gradually increase the preference for electric vehicles? As EV's increase in market share and auto manufacturers phase out internal combustion engine vehicles, why not gradually ban ICE vehicles from using the highway up the canyon to lessen pollution? | 32.2.9D; 32.2.0C; 32.2.7A; 32.2.6.2.1C; 32.2.6H | A32.2.0C; A32.2.6.2.1C |
| 33444 | Johnson, Garrett | Do not build this gondola!! Why in the world would you build something that the rich will only use more, while those who use this canyon the most by far (climbers, hikers, bikers, etc) will be gone. It won't help traffic like you think. The only reason it will work is because you will be kicking out all of those that actually use the canyon to climb etc. I am very disappointed in the fact that we can't think of solutions that keep the beauty of the earth the way it should be. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B |
| 30075 | Johnson, Glenn | I live in east Sandy, within a few miles of the mouth of Little Cottonwood Canyon. I am a runner, and run down the canyon often. I was doing a canyon run in late July and reached the area of White Pine trail head. Both sides of Hwy 210 were packed with parked cars, stretching as far as I could see in both directions away from a parking lot already filled to capacity. This was more than a mile and a half from the nearest proposed Gondola Station (Snowbird). This image perfectly captures the absurdity of arguments in favor of the Gondola option. It will not "increase the quality of life for residents and canyon users by reducing traffic congestion as private vehicles shift to transit" unless of course you limit that discussion to downhill skiers buying \$100+ lift tickets and/or politically well-connected Sandy residents that also happen to be real estate investors. This reeks of cronyism and corruption. Please reconsider this absurd decision. | 32.2.6.5G; 32.2.9E | |
| 32278 | Johnson, Graham | I do not agree with the proposed gondola solution. I do not think we should spend taxpayer dollars to support commercial development in addition to it being at the expense of natural resources like the bouldering or trails. I vote no. Making bus service more viable is a better, more sustainable solution. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.9A | |
| 25579 | Johnson, Grant | Are you kidding me? Hundreds of millions of dollars to rip up and make the canyon look like a construction zone for YEARS all so a few private ski resorts can exclusively benefit. Heres an idea, just build a basic ride volume based toll booth at the mouth of the canyons and make it prohibitively expensive to drive the canyon alone. \$100 for a solo car, \$20 for two people, and free if your car has 4. No canyon construction, no corruption. This is an absolute environmental DISASTER, and I refuse to pay to have MY canyons turned into a cooperate gimmick. | 32.1.2B; 32.2.9E; 32.2.9N; 32.2.7C; 32.2.4C; 32.2.2C | A32.1.2B; A32.2.9N; A32.2.7C |
| 36261 | Johnson, Hairy | ██████ you if you build the gondola | 32.2.9E | |
| 30523 | Johnson, Heather | I'm very concerned about the congestion near my home , in cottonwood height, will not improve but possibly make it worse . | 32.7B | |
| 31548 | Johnson, J.A. | Please, please... consider the blight this gondola system will be on our beautiful canyon! It will be a terrible sight. It's not needed! 50 days a year is an exaggeration on over use. We live near the Canyon, some holiday weekends, yes. But we then must look at it all year around! | 32.2.9E; 32.17A | |
| 35190 | Johnson, James | This is the single most abusive project to the environment which is actually disguised as a project intended to "save" the canyon! Five of the seven days ea. week in the winter only the canyon is not busy. In fact, it's closer to a ghost town during the week. Only on three day holiday weekends is this even an issue! That literally means that, out of 365 days each year approx 20 days are cause for this drastic "solution", non-solution. Its unsightly, incredibly costly, a burden on tax payers and local residents! The real reason this is being pushed is for monetary gain for the companies and the individuals involved! Please don't do this to our beautiful, natural, monument! Save it, preserve it, protect God's creation. | 32.1.2F; 32.2.9G | A32.1.2F |
| 37779 | Johnson, Jan | A gondola might be the right direction but why bring all the traffic to the mouth of little cottonwood? Wouldn't it make more sense to base it from the gravel pit that's closer to 215 and if designed right could begin a network of gondola lifts between all resorts along the wasatch front and back. Doing it with the plan as is is a mistake. | 32.2.6.5E | A32.2.6.5E |
| 29423 | Johnson, Janelle | I would like to start by saying that I am adamantly against the gondola up little cottonwood canyon. I am at a loss for how this decade long, expensive project is in the best interest of Utah residents. What cost is this to us tax payers? How does this construction positively impact the environment and stability of the canyon? What does the environmental studies say this will do to our wildlife in the canyon? Why can't you enforce tolls for the canyon like we've done in millcreek? I have her to meet a Utah resident who is on board and excited about a gondola. Instead, we are devastated to see UDOT and the state of Utah make such a terrible environmental decision that affects the residents, the integrity of the canyon landscape, and the devastation this will have on both wildlife and the canyon earth. Please reconsider and listen to us. | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9E; 32.2.9N; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 27756 | Johnson, Janet | Gondola's are not the answer. It serves two locations only. This does not address the traffic issues for summer canyon usage. With the reduced snowfall in our region, this is very short sighted. The funds could and should be better spent elsewhere. The population is growing, and shows no signs of stopping. The resorts are going to have to manage the usage by reservation and paid parking only, making car pooling more attractive. They can't be so greedy as to not put a limit on skiers at any given time on the mountain. | 32.2.9E; 32.2.2E; 32.2.6.5D; 32.2.4A 32.2.2K | |

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| | | if the gondola goes forward, will cars be restricted going up the canyon? will the cost of the gondola trip be cost prohibitive to most people, or will it continue to make skiing only accessible to out of towners? what happens when the gondola breaks? | | |
| 25289 | Johnson, Jeff | This is a terrible idea. do not put a gondola up little cottonwood canyon. | 32.2.9E | |
| 26330 | Johnson, Joanna | Please don't do this! There are other options for our canyon. As a lifelong Utah resident, I am aware that snow has varied these past few years. Why destroy so much nature for a resource that isn't guaranteed? Find a way to transport skiers that doesn't damage the canyon that they would be using. Find a mutualistic solution, save money, and save that canyon! Nature in Utah is disappearing, please don't contribute to it. | 32.1.2B; 32.2.2E; 32.2.2PP | A32.1.2B |
| 25471 | Johnson, John | Keep our canyon clean and small. Don't destroy our climbing heritage. The resorts are already inducing too much demand in the canyon. | 32.2.9G; 32.4B | |
| 28033 | Johnson, Joseph | There has to be a better solution. Where are all the cars going to park for this. It's not going to relieve traffic. It's pricey. How are you going to protect nature in the canyon? I'm against this! | 32.2.2PP | |
| 26275 | Johnson, Joy | This is terrible! I hate having a stupid ugly gondola scarring our beautiful canyons. This is a tragedy. | 32.2.9E | |
| 35126 | Johnson, Kate | Here is my comment, it is in opposition to the gondola, in favor of the common sense phased approach. No to the gondola. No to road widening. No to taxpayers picking up the massive tab for private development. There's a better way. We can achieve 30% reduction in cars with enhanced bus service, carpooling, reservations and tolling and resort buy-in. Protect our watershed. Protect our majestic Little Cottonwood Canyon. | 32.2.9E; 32.1.2H; 32.2.29R; 32.2.2K | A32.1.2H; A32.2.29R; A32.1.2H; A32.2.6S; A32.2.2K |
| 33968 | Johnson, Kathy | Other alternatives have been made to reduce traffic, save our beautiful canyon. A 2,500 parking lot, millions spent on a gondola is not the answer! I am definitely apprised to a gondola that ruins our beautiful canyon and does not reduce the traffic in the canyon and near by neighborhoods. NO GONDOLA!! | 32.2.2PP; 32.2.9E; 32.7B; 32.7C | |
| 35137 | Johnson, Katie | Please do not add a Gondola to LCC. Both LCC and BCC need a better transportation system implemented year round. Traffic has gotten out of control. There needs to be a solution that helps people get to trail heads and tourist attractions, and not just Snowbird and Alta. Thanks, Katie | 32.2.9E; 32.1.1A; 32.1.2C | A32.1.1A |
| 27755 | Johnson, Kimberly | NO to the gondola! No to public subsidy of 2 businesses for 15 days per year. NO to towering structures that don't benefit hikers, climbers, xc skiers. NO to widening the road. These are terrible ideas, invasive and irreversible. Yes to more bus service and mandatory bussing days! | 32.2.9E; 32.1.2B | A32.1.2B |
| 29729 | Johnson, Lars | Please do not proceed with the Gondola. The gondola will make a ski day more expensive, longer duration in transportation, and burdensome experience, and it will saddle the locals with higher taxes to pay for it. I'm a happy owner of an AWD electric vehicle that we often use to drive to and from the mountains for various summer and winter activities and wish that more folks would drive EVs. It is great at keeping pollution out of the canyons, but what i like most is regenerating the battery on the descent and saving the energy. | 32.2.9E | |
| 37735 | Johnson, Leland | I am opposed to the gondola because of the impact to the beauty of Little Cottonwood Canyon and irreversible damage to the canyon. | 32.2.9E | |
| 29517 | Johnson, Linda | If a plan to improve traffic in Little Cottonwood Canyon is to be implemented, and if it is found suitable to spend the money it will cost, I believe the gondola solution is the least environmentally impactful for the area. It will not pollute the air in the canyon, will be mostly avalanche-proof, doesn't interfere with wildlife, and is fairly quiet. I do not like the plan for more pavement and more snowplowing, although I know that will continue. I think the opportunity to serve tourists in the summer is a major advantage, would like to see the resorts contribute to the cost. I am not sure the expense is justified if the Great Salt Lake diminution, and climate changes will destroy the skiing. | 32.2.2E; 32.2.9D | |
| 27132 | Johnson, Lisa | Please DON'T use gondola. The cost is too much and benefits only ski resorts. The environmental damage to canyon would be too great. It doesn't solve the transportation problem. It would be an ugly eye sore. | 32.2.9E | |
| 25303 | Johnson, Lynn | Bad idea. No gondola in little cottonwood | 32.2.9E | |
| 38124 | Johnson, Mardie | It is the most irresponsible way to spend the taxpayers money building a gondola that only benefits two businesses, one of which doesn't want the gondola (Alta) I grew up here in cottonwood heights hiking and walking little and big cottonwood canyons. The gondola will ruin what little we have left to preserve of the natural beauty of our local canyons!!!! | 32.2.9E; 32.2.7A; 32.1.2D | |
| 31794 | Johnson, Margaret | I am against the construction of the proposed gondola. Spending this amount of money to get more people recreating in Little Cottonwood Canyon is hazardous to the greater environment of the Salt Lake valley. We do not need to put more pressure on the limited resources of LCC or invest in even more extractive practices than the ski industry already does. As an employee in Alta, I see that resorts are already strained trying to serve the increased visitation over recent years. Ticket sales will need to be capped soon to combat the rising number of skier collisions, long wait times for food and restroom services on the mountain. Reserved parking has already solved the traffic problem's worst days. We need to pay the bus drivers more and offer more benefits so that there won't be a "labor shortage" for the most reasonable solution- increased bus service. A much smarter use of funds would be investing in protections for the shrinking Great Salt Lake. Otherwise the ski resorts that this gondola indiscriminately serves will have no more snow in the very near future. | 32.2.9E; 32.1.2B; 32.2.9A; 32.2.2K | A32.1.2B; A32.2.2K |
| 33701 | Johnson, Marianne | I am not favor of the gondola!!! It will detract from the beauty of the mountain scenery. Furthermore it only serves the ski resort and tourists- people who primarily only visit and don't live here. Like tattooing your body to please someone you will only see once or maybe a few times a year. Ridiculous really. I believe a better answer are the simpler ones, charge more for parking and run more buses. The ski resorts should help with that since they would gain more revenue than anyone | 32.2.2K; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9F | A32.2.2K |

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| | | else. When I was In Zermatt Switzerland I rode a cogwheel train up the mountain. It had multiple stops and was large enough to accommodate bikes and skis. I could get behind a project that was for everyone-not just tourists and ski resort goers. | | |
| 38654 | Johnson, Marilyn | Yes, my name is Marilyn Johnson. My call back number is [REDACTED]. I just wanted to provide comments relative to the proposed Gondola in Little Cottonwood Canyon. I think that is the worst idea ever. The people who lived near the canyon, let alone anyone else who lives in the valley, have already voiced their opinion and said no, we don't want it. So what part of no don't you guys understand? The thing is is that this Gondola situation is going to make the canyon not look any more natural than what it does now. It's going to make it look mechanized and it's only going to provide money for the ski resorts. Probably Snowbird is the one that headed this up. But the thing is is that greed is a big motivator it seems like in this whole thing, and you don't care what the canyon looks like as long as you get your pound of flesh from every skier out of the state. I think this is the worst idea that you could have come up with in the world. Again, my name is Marilyn Johnson [REDACTED]. I live in [REDACTED]. Thank you. | 32.2.9E; 32.1.2D | |
| 38554 | Johnson, Marilyn | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9N; 32.2.9E; 32.2.9B | A32.2.9N |
| 38649 | Johnson, Marilyn | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.4B; 32.2.6.5K; 32.2.9A | |
| 27562 | Johnson, Maryellen | Please consider charging a sliding scale for ski car access for parking/toll at the ski resorts. For example, a car with 6 people are free; 1-2 car occupancy \$50, etc. Alta and Snowbird are the two entities that benefit from the gondola. Why should we as taxpayers pay for this expensive transportation which will be used by skiers? Plus, why would skiers even want to use the gondola? This only means more time and money for them to access the ski resorts not to mention where do they store their personal belongings? Please do NOT approve the gondola. Let's think of better, smarter alternatives. | 32.2.4A; 32.2.2PP | |
| 36662 | Johnson, Maxine | I strongly believe that no gondola should be built in Little Cottonwood canyon. A multi-shuttle system and adequate parking makes more sense. | 32.2.9E; 32.2.9A | |
| 28035 | Johnson, Maxwell | I don't support it. It's financially and environmentally irresponsible. Tax payers shouldn't be left holding the bill. It's excessive. It would be the worlds longest gondola by a landslide because it's an absurd proposal. | 32.2.9E | |
| 31744 | Johnson, Maxwell | Why wouldn't we try something else (i.e. a toll, license plate days, more buses) before we do something so irreversible, expensive, and potentially detrimental to the canyon? | 32.2.9E; 32.2.9A; 32.2.2Y; 32.2.2K | A32.2.2K |
| 35966 | Johnson, Michael | I am a long time resident and user of LCC. I am strongly against the gondola. It does not address the combination of needs for the canyon and appears to only help the businesses of Alta and snowbird. I support broader options such as toll road and expanded bus for busy times. | 32.2.9E; 32.1.2D; 32.2.2Y; 32.2.9A | |
| 32716 | Johnson, Michelle | I support Mayor Jenny Wilson with protecting Little Cottonwood Canyon. | 32.2.9E | |
| 34902 | Johnson, Nick | I am strongly against the gondola. Maybe a system like in Zion? | 32.2.9E; 32.2.2B | |
| 33919 | Johnson, Nora | I am opposed to the gondola!!! I am a backcountry and resort skier and I want to preserve access to other parts of the canyon other than the ski resorts. They should implement tolling and rapid bus service instead (maybe electric busses). It would be so expensive to have to pay for parking, the gondola, and then the ski resort for families. | 32.1.2D; 32.2.2Y; 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 31078 | Johnson, P | I am OPPOSED to building the gondola! It's toooo expensive and only benefits the ski resorts at taxpayer expense. The ski resorts are already too expensive for locals and now you want the taxpayers to foot the bill on this ?? NO thank you. | 32.2.9E | |
| 29743 | Johnson, Pattie | No no no. Please do not build this! I grew up here skiing all resorts as early as 1976 & believe this will be detrimental in more ways than one. If it's constructed our Canyon's will be flooded more than ever!! with way too many people - the mountains WILL NOT BE SAFE to ski one- lift lines will be even longer, pushing the line way down into the valley. It's sad it has come to this. Reservation skiing is the only way now. | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 29917 | Johnson, Phillip | This project is not the Best use of funds. Why should we fund to businesses namely Snowbird and alta. The average person in Salt Lake City will not be using this gondola it will only be used less than 20 days a year. Why should I pay to make these 2 resorts money. | 32.1.2B; 32.2.9E; 32.6A | A32.1.2B |
| 31909 | Johnson, Randall | I think the Gondola is a bad idea and I am 100% against a gondola. The gondolla in LCC does nothing to help traffic in BCC. Where a fleet of buses could be flexible and used where and when needed. Supporting just mainly 2 companies, ski areas with tax payer money is wrong. Why have the number of tickets sold not been capped 5 years ago... No other company can expand without having adequate parking. If season passes were banned this problem would be solved. is it fair for a daily user local or tourist to pay 140\$ when season pass holders who brag about 80 ski days each year pay 15\$ for each day... Season pass holders also come up and ski for as little as 2 hours and then go home and they do not and will not use public transportation. A big investigation of all the parties who stand top gain financially needs to be completed or the public is going to lose all hope in government and UDOT Regards Randy in Sandy | 32.2.9E; 32.2.9A; 32.1.2D; 32.2.2K | A32.2.2K |
| 34436 | Johnson, Rebecca | I don't think Alta and Snowbird should force tax payers to pay for a gondola to benefit them. Why aren't they bearing a burden of the costs? I like to go up the canyon to do multiple activities and feel like the canyon's congestion started with their incorporation of the IKON pass so now everyone goes up there and we all are suffering but Alta and Snowbird are benefiting. It seems very one sided. Plus, has anyone seen the eye sore gondola in Moab?!! | 32.2.7A | |

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| 36501 | Johnson, Rebecca | I am against the gondola - there are better solutions. Fee to ride up the canyon, required parking reservations at resorts, and snow tires for every car going up the canyon would be better I think. | 32.2.9E; 32.2.2K; 32.2.2M; 32.2.4A | A32.2.2K |
| 32955 | Johnson, Sam | Ima utah native, and im moving back after 4 years away. The canyons and public lands are what makes utah so incredible! I have missed the views of mountains and the feeling of escape, and I believe moving forward with this type of construction only destroys this! I would much more prefer the bus style systems rafters will use, it will open up so many jobs for local guides and the nat forest dep!!! Making a larger parking lot at the beginning and really implementing this instead of a gondola that invades the entire canyon is much preferred | 32.2.9E | |
| 36644 | Johnson, Sandra | Why are you risking the watershed this canyon provides. In years of extreme drought this seems very irresponsible. Where are you going to put all the vehicles using the gondola system? You are only relocating all those vehicles to residential areas and those residential streets of those who live at the mouth of the canyon. Please don't build this gondola system. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 31681 | Johnson, Shane | As a native to Utah of 47 years, I am troubled by many things. This has go to be the worst idea! I lived at the base of little Cottonwood for the majority of my life and have spent many days and nights in the canyon. It is over used, over developed and doesn't need additional development. Leave the canyon alone, it is not ours to destroy. If we need to add restrictions to the canyon, I would much rather do that. I would even support a fee system like Millcreek or American Fork. Please please please don't build more with our tax dollars to encourage more use of the canyon. Let it flourish and heal. Please be good stewards of our tax dollars that you are entrusted with. | 32.2.9E; 32.2.9G; 32.2.2Y | |
| 32040 | Johnson, Shannon | I am appalled that the gondola may be built when it benefits so few people who are actual residents and taxpayers. Our canyon will be ruined for the ski resorts to make money, the developers to defile the canyon communities, including Granite and Cottonwood Heights. What a deception and misuse of funds. Lobbyist and former state senate leaders become richer and we lose enjoyment of beloved canyonscapes to concrete and pavement. | 32.2.9E; 32.1.2D | |
| 34762 | Johnson, Shelby | please do not harm mother nature, it's land, and the animals roaming it to make room for consumerism purposes. Ski resorts are not more important than the nature that existed first. | 32.29G | |
| 26930 | Johnson, Sid | There are so many better ways to serve the people and needs of LCC than a Gondola. If it isn't obvious, it's a massive play wherein public funds are funneled to the ski corporations. We don't want a gondola. Charge us a fee for non-carpool. More busses. Anything but a gondola. I'd way rather pay a tax/car than pay the resorts in yet one more way. | 32.2.2Y; 32.2.2K; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.2.2K |
| 30264 | Johnson, Sid | This is a horrible idea. Paid by taxes and fees yet the cash goes to the resorts. Doesn't solve the problem. I'd rather bike the canyon. I'd rather pay an Environmental tax at the mouth of the canyon if I'm gonna drive. The last thing we need is to funnel more cash to corporations. The gondola is irresponsible. | 32.2.9E | |
| 32532 | Johnson, Sidni | I received a graduate degree from Harvard University in Sustainability and Environmental Management. I am strongly opposed to the gondola. I stand with the opinion of Cottonwood Heights resident, Elizabeth Eve King, and her opinion in the form of a letter to the editor, published in the Salt Lake Tribune. King lists seven major concerns with the Utah Department of Transportation's (UDOT) gondola "solution" to the traffic in Little Cottonwood Canyon: 40 poles, each 15 feet in diameter, serviced by new roads big enough for huge trucks, will cut through the wilderness of Little Cottonwood Canyon. The exact price has not been revealed by UDOT but it will be expensive to ride the gondola. (Between \$50- \$110 per trip) It only services two sites. It won't run in the summer. It's paid for by taxpayers but only benefits Snowbird, Alta, La Callie, The Tree Farm, and Chris McCandless and Wayne Niederhauser. It's taken from transportation money meant for the entire state of Utah. There's new evidence (from Hawkwatch International) that the gondola would kill and injure birds during night migrations through the canyon. | 32.13A; 32.2.9E; Is bird deaths something we need to analyze? | A32.13A |
| 29018 | Johnson, Steven | I am against the gondola option to ease the congestion in LCC. I feel my tax dollars would be better spent in other ways. It seems the gondola would only benefit Alta and Snowbird. The gondola would be a huge gamble that may not work at all. I would not ride a gondola due to the length of time it takes to get to Alta. Wasatch Blvd. would be even more congested with a large parking structure proposed. Finally, the view of LCC would be so negatively impacted! | 32.2.9E; 32.2.7A; 32.7B | |

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| | | Steven Johnson | | |
| 32730 | Johnson, Sue | We have experienced the traffic problems created by the ikon pass. We have also experienced a dramatic improvement once parking pass systems were put in place. Such an easy and effective solution. There are so many such solutions still on the table. Pay stations with reduced fees for carpooling, incentives for multi-day ski use, buses, etc. A gondola will ultimately destroy the resource it intends to exploit. | 32.2.2K; 32.2.9E; 32.2.9A | A32.2.2K |
| 33939 | Johnson, Suzanne | Please don't ruin our canyon. We should not be subsidizing big business. | 32.2.9E | |
| 26283 | Johnson, Sydney | STOP RUINING OUR BEAUTIFUL LANDSCAPES FOR MONEY | 32.29D | |
| 32370 | Johnson, Tom | More government waste, making it so only the wealthy will be able to enjoy the nature in the canyons. | 32.2.9E | |
| 36846 | Johnson, Vicki | AGAINST gondola. AGAINST GONDOLA!!!! Limits access to Little Cottonwood Canyon for people who love to snowshoe, hike ect the many wonderful trails. No place to put your car - being dictated to. NO, NO, NO to the gondola & bus. | 32.2.9E | |
| 35134 | Johnson, Warren | I would have thought we had learned our lesson with provo canyon. Putting a gondola up a canyon in Utah is paramount to mass suicide. How many times did snow wipe out the Bridal Veil Falls gondola? Just saying, as a people we never learn from our mistakes. And I'm sure the same will happen concerning this little canyon ride. Just wondering if the engineers in charge of this project grew up in Utah and are aware of how extreme the weather here can be. | 32.2.9E | |
| 29995 | Johnson, Williejuan | Giftng this kind of money for the benefit of two ski resorts is an abuse of the taxpayers. | 32.2.9E | |
| 34614 | johnston, caroline | The gondola is a huge waste of money. It doesn't do anything to prevent traffic up the canyon. We should look at spending our taxpayers money on worthwhile investments such as saving the Great Salt Lake and improving public transportation. | 32.1.2B; 32.2.9E | A32.1.2B |
| 30084 | Johnston, Cyrus | Choosing the gondola as the preferred alternative to improve transportation is hilariously corrupt and backwards. The gondola will be a heinous eyesore on the sweeping valleys of LCC, and will greatly diminish the natural beauty of the area. It only benefits a select group of users, only for a specific period of time. Climbers, hikers, and all recreational users will not use the gondola at all, and will instead have to deal with the mechanical sounds of the gondola moving, as well as the previously mentioned visual impact. I grew up climbing in LCC and have loved climbing many roadside boulders that will be subsequently destroyed by the construction of the gondola. We climbers have been recreating in the canyons for well over 50 years now, and it is infuriating that this place we call our home crag will be greatly diminished to benefit groups of tourists and skiers. The gondola will cost millions of dollars, mostly for the purpose of Snowbird and Alta's owners making millions more dollars. This gondola is not for the SLC community, it is serving tourists at the expense of the locals. Instead, why don't we increase bus service?? The UDOT bus system is great for traveling up and down the canyon, and all that we would need is more parking space and more buses. This could be implemented within a few years at most, and would cost a fraction of the gondola. Please, show support for the local community and those users who do not wish to ski/snowboard. DO NOT BUILD THE GONDOLA | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B; 32.6D; 32.11D | A32.1.2B; A32.2.9N |
| 34772 | Johnston, Jennifer | Ladies and Gentlemen, I strongly urge UDOT to implement more cost-effective solutions to the traffic problem in the canyon instead of the proposed gondola. I am a life-long resident of Salt Lake and skier in both Cottonwood Canyons. I have found riding the ski bus to be a generally positive experience made challenging only by the size of the parking lots at the mouth of the canyons. This challenge would exist for a gondola as well. The Salt Lake Chamber is hosting an event on the challenges to Utah's ski industry posed by global warming. A very expensive gondola that would be used for shorter and shorter periods each year seems like the worst use of our tax dollars. Thank you for your consideration. | 32.2.9A; 32.2.9E; 32.2.2E | |
| 29676 | Johnston, Mark | If we are truly concerned about the environmental impact of the high volume of traffic entering the canyons (and watershed) to ski at overpriced resorts, then we must admit that capping or deterring some of that traffic needs to happen at some point soon. Environmentalists who are clamoring for a solution to traffic jams and pollution, while insisting we continue holding open the floodgates to the endless stream of skiers crowding the resorts and backcountry, are not truly environmentalists. As the population of the Salt Lake Valley expands rapidly, and popularity of exploring our beloved outdoor havens grows, the impact they have will worsen and the conditions of the canyons will deteriorate. Therefore, "solutions" that simply ensure a high volume of traffic can enter the canyon are not viable long-term solutions. And any decisions that clearly benefit only the resorts without truly considering the environmental impacts on the surrounding landscape and ecosystems, should and will be examined with great scrutiny. Before we jump into the most exotic and expensive supposed "solution," let's continue experimentation on controlling traffic without massive overhaul to the landscape. Charge a high fee for all vehicles entering the canyon (high enough to deter single occupant vehicles and encourage carpools) and provide free, regular shuttles, subsidized by the POV fees. The solution is simple and equitable, at least equitable enough for those still wealthy enough to pay for the gas, equipment, and lift passes that afford them the luxury of skiing. We must admit that a strict cap to canyon vehicular traffic on high volume days is the only solution that will benefit those trying to enjoy the canyons. And this plan would offer a good first experiment at implementing such a cap. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 27239 | Johnston, Martha | We don't need a gondola. We just need mandatory car pooling 3+. To a car and all Traffic problems will be resolved. Please stop this nonsense and wasteful spending and time | 32.2.9E; 32.2.2Y | |
| 36759 | Jolley, Jeremy | As a taxpayer and snowboarder I think finding this project is wrong. Not only do I not have public access to Alta ski area now I pay for public transport there. The Gondola solution just seems to benefit few people a few days of the year. Please take time if needed and develop a long term strategy for this canyon. | 32.2.9E; 32.1.2B | A32.1.2B |

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| 35325 | Jolley, Mary | Please do not build the gondola. There is so much natural beauty in LCC and it would be a massive wasteful mistake to spend 500 million dollars to fill it with gondola towers and noise in order to alleviate traffic during a few hours of a few days of the year. I strongly oppose this and will not support or vote for any representative who supports the gondola. Thank you for all you do! | 32.2.9E; 32.1.2B | A32.1.2B |
| 30102 | Jolly, James | The Gondola only benefits two extremely rich companies, if it has to be built let them pay for it not the taxpayers of UT (citizens). It also destroys the canyon and 100% should not be built! I know the only people who want to build the Gondola are the executives of Snowbird and Alta that benefit from it. The people of Utah are 100% against it. Let's put the money that would be spent on this and try to get us some water so we actually have a future. DO NOT BUILD the Gondola! | 32.2.7A; 32.2.9E; 32.6A | |
| 28705 | Jolly, Lauren | I am 1000% opposed to the building of this Gondola, especially with taxpayer money, as are most of the locals who live in Salt Lake. From what I understand, the gondola would only run in winter months, and will not be taking any visitors up the canyon to recreate outside of those times, nor will it make any stops along the way except at the very top for the two resorts, who will be the ones to truly benefit from this "free for them" tram. So in the summer we will just have an ugly eyesore that does nothing for us. I suspect this plan will also drive people to recreate more in Big Cottonwood Canyon which already sees too much traffic without any viable solutions on the table. My hope was to see mandatory bus transportation for BOTH canyons during peak days/times/holidays during the winter months, with the heavy investment put into building the necessary parking structures to allow for everyone to take a bus. No widening of the road needed either, if it's only buses going up and down. Please re-consider this because it will completely alter everything about this canyon for the future, and cost taxpayers an ungodly amount of money to benefit a few. | 32.2.9E; 32.20D; 32.2.9A; 32.2.2B; 32.2.7A; 32.1.2D; 32.2.6.4; 32.2.6.5F; 32.1.1A; 32.2.2PP; 32.2.9N | A32.1.1A; A32.2.9N |
| 34783 | Jones, Alexis | I believe the proposed gondola is a terrible idea for several reasons. First, it will not solve the issue of traffic in Little Cottonwood Canyon. Since no one is being forced to take the Gondola, and it would likely entail a high fee to use anyways, people are far more likely to continue driving their cars. In addition, the gondola only supports stops at the two ski resorts in Little Cottonwood Canyon, whereas traffic in the canyon is not solely due to skiers/snowboarders, but rather all canyon users - e.g., hiker, backcountry skiers, snowshoers, etc. Since there are no other stops throughout the canyon, such canyon users cannot use the gondola as a transportation option. Therefore, the end result is that the privately owned ski resorts will benefit unjustly from public resources, and the gondola will not solve the problem it seeks to address. Second, the gondola is the most extreme option and therefore other more reversible and practical solutions should be considered and prioritized over a gondola. The gondola option jumps to the far end of possible solutions. The bus system in the EIS final draft is a more practical option for long term longevity, but still does not create certainty of solving the problem. Rather, an even more practical solution is to consider the approach adopted in Zion National Park of a mandatory shuttle system for certain months out of the year. This would force people to take public transportation, because cars wouldn't be allowed up the canyon certain days/times of the year. This system could be easily modified based on the actual problematic days/times of the year, without creating an eyesore year round. Shuttle could stop at multiple locations, and to the extent skiers are worried that extra stops will take too long, some shuttles could be express to the ski resorts specifically without any added stops. In the meantime, all other canyon users could utilize the shuttles to their other desired locations. This approach acknowledges that not all users of the canyon are skiers/snowboarders. This approach could be further modified to allow users accessing the canyon before or after peak use times to drive cars, while those arriving later are mandatorily required to take the shuttle. This would be a cheaper solution than the gondola and one that could be implemented practically and a solution that has been tested by a Utah locale already. The gondola is the most expensive option and would likely cost at least double the quote. In addition, this would be one of the longest gondolas in the world, which seems like an impractical place to test out such technology - in a watershed and primary drinking water source and fragile environmental habitat and ecological system. It does not make logical sense to jump to such an extreme solution, when there are far more practical and easily reversible systems, that account for the increase of traffic in the winters, but does not affect the activities of those seeking the beauty of nature in the summer (e.g., bus system, mandatory shuttles, etc.). In addition, the gondola stands throughout the canyon would provide a huge impact on the ecology/water/wildlife in the canyon. A much bigger disturbance than mandatory shuttling. In fact, mandatory shuttling would likely improve the environment for wild animals at a fragile time of year (winter where they are expending more energy) because of the lessened number of vehicle disturbances on the road. The people of Salt Lake City do not want a gondola and it does not serve to benefit them. It serves purely to benefit the interests of private ski resorts and out-of-staters, who should really not be the ones dictating the policy that the locals have to live with in perpetuity. | 32.2.9E; 32.2.4A; 32.2.9A; 32.2.2B; 32.2.6.3D | |
| 28933 | Jones, Andy | The gondola is seriously the best option? Best for who exactly? The only people who seem to benefit are the owners of the resorts. If they want a gondola so bad then THEY need to foot the bill, NOT the taxpayers. The gondola will not improve traffic in the canyon and will destroy the beautiful environment of the canyon. All so the resorts can get more people on the mountain? Approving the gondola is absolutely unconscionable. UDOT should be ashamed of themselves. The gondola should be the option of LAST RESORT. | 32.2.9E; 32.2.7A; 32.1.2B | A32.1.2B |
| 30308 | Jones, Andy | Had to come back and leave another comment after seeing UDOT is REDUCING bus service?! What in the actual [REDACTED]? Why are you continuing to make the canyons worse? Hoping to change people's minds about the gondola? All UDOT is doing is showing how blatantly corrupt and in the pockets of the developers and resorts they are. MORE BUSES NO [REDACTED] GONDOLA. | 32.2.9E | |
| 34165 | Jones, Anna | Hi! My name is Anna and I am Opposed to the LLC Gondola project , because it will permanently destroy our cherished trails, crags, and views. I am a Utah voter and frequently use LCC for hiking, rock climbing, and back country skiing. I think it is important to persevere the natural beauty of our canyons. The gondola will not serve climbers, hikers, or other canyon users and will not alleviate any traffic at trailheads throughout the canyon. I think that there are other solutions such as tolling, increased bus service, etc. Thank you UDOT for getting to the bottom of this and accurately representing our community. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 34273 | Jones, Ariel | Please please please do not. Look into other options | 32.2.2PP; 32.2.9E | |
| 37522 | Jones, Ben | The gondola is a bad idea. Expanded bus service and tolls for private cars is the obviously better solution. | 32.2.9E; 32.2.9A; 32.2.4A | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37538 | Jones, Brenda | We used to own a cabin on Gaurdsman Pass in Big Cottonwood Canyon, so I understand the traffic mess in Little Cottonwood. Big Cottonwood is a total traffic disaster now. Noisy, overcrowded, and polluted by sloppy visitors who don't care about keeping our canyons beautiful. I don't feel that a gondola will serve the locals. and the general public, but rather, it will be used by the elite and tourists who can afford the high fares. How will the traffic change when the majority of local skiers won't be able to afford the high price of a gondola ticket.and how will they get up the canyon with the present inadequate and polluting bus transportation? Our family was priced out of skiing all together years ago. I get super motion sick, so No Way would I ride a crowded stinky bus either. I miss the good old days when our canyons were pristine and peaceful and skiing was affordable. | 32.29D | |
| 30370 | Jones, Celia | I'm really excited about this gondola even as a climber and outdoor enthusiast! I'm excited that it will protect the wildlife from traffic, plant-stomping roadside parking, and car fumes. It's great to get a touch of European charm to our ski resorts with the gondola. I wish it connected to Park City! | 32.2.9D | |
| 31090 | Jones, Christopher | As a concerned citizen of Salt Lake County, and as a regular visitor of LCC, I strongly oppose the gondola. As an impact on ecosystems and on recreation for those interested in climbing and other non-winter related activities this gondola is a private venture of catastrophic greed. Please make a soft solution approach by adopting successful systems such as a shuttle/bussing system. Zion National Park has made success through this method closing off the busy parts of the canyon to cars and we've seen an improvement over the years in pollution, congestion, and patron flow during peak season. Let's avoid the extreme solutions which satisfy only seasonal corporations. Thank you for considering my comment. Let's keep LCC beautiful, pristine and accessible to all of varying recreational preferences. Thank you. | 32.2.9E; 32.2.9A; 32.2.2B | |
| 26207 | Jones, Christopher | Hard no! There's still trash in the canyon from when they quarried granite for the temple. Keep the canyon as natural and beautiful as possible. As a climber for 20+years I continue to see the canyon more and more impacted, and a gondola will make it even worse. | 32.2.9E | |
| 27470 | Jones, Clayton | Absolutely love this idea. I think it solves all the problems currently facing the canyon and provides the least amount of environmental impact. | 32.2.9D | |
| 30432 | Jones, Daniel | The Gondola B selection for solving the Little Cottonwood congestion is misguided, especially with the newly announced reductions in public transit service to the canyon. The gondola will disrupt the natural beauty of the canyon, access to trails, and climbing. The potential traffic benefits are insufficient compared to increased bus options. Further, the gondola will have no impact on traffic related to non-resort visitations (e.g., back country skiers, hiking, photography, etc.). Finally, the large costs associated with the gondola will likely hit taxpayers in the state, but are only to benefit resort owners and a small percentage of the population utilizing the resorts. Conversely. Increased bus service has an increased likelihood of impacting a broader proportion of the population, supports new jobs, and (with added stops within the canyon) can reduce overall traffic volume in the canyon. Please reconsider the Gondola B selection before the canyon is forever altered! | 32.2.9E; 32.2.6I; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 31062 | Jones, Danielle | I believe a gondola to be an extreme measure in changing the canyon for winter sports, which many people in the area do not participate in. I appreciate the plans for tolling, carpooling, and increased bus access for the canyon. I would like to see those thoughtfully carried out and evaluated in all measurable ways before stepping ahead to a huge commitment like a gondola which would be permanently changing the landscape and aesthetic of the canyon. That is how people love it, exactly how it is. Many do not want to see the canyon altered by a man made structure above the trees for eternity. The seasons cause so much flux in visitors of the canyon, which allow changes and flexibility in bus regulation and tolls throughout the year which would provide less canyon impact than the gondola. I am a camper, hiker, and climber, and I do not like to see the land altered in ways that take away from affordable wholesome recreational activities for all to enjoy nature as it is. | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 31040 | Jones, David | I am strongly opposed to any form or option of a gondola going up a Little Cottonwood Canyon it would destroy the beauty of the canyon and serve limited commercial purposes only it will not serve the interest of the public at large or most users of the canyon ce | 32.2.9E | |
| 35593 | Jones, Donte | Hello My name is Donte Jones and I am a home owner in Sandy Utah. I live less than 10 minutes from little cottonwood and I go up into the canyon very often to hike and enjoy nature. The canyon is so beautiful and peaceful and the building of this gondola will negatively impact the experience of the canyon greatly. The pure existence of the gondola will permanently change the canyon for the residence who love and frequent the canyon. I would much rather pay a fee to use the canyon and pay for more bud services to allow for people to get from the bottom to the top. I would happily contribute to keeping our canyon beautiful rather than building this monstrosity. Please help keep our state beautiful and natural. Seeing this built would break the hearts of so many people. Thank you for reading this and considering my opinion. -- | 32.2.9E; 32.2.4A | |
| 26315 | Jones, Doug | Extremely disappointed that this expense would be considered by the state when that amount if money could greatly benefit homelessness and education. Much more important problems than getting more skiers up a canyon. | 32.1.2B; 32.2.9G; 32.2.9N | A32.1.2B; A32.2.9N |
| 37680 | Jones, Elizabeth | My primary concerns are accessibility. What would it cost to take the Gondola? Is this feasible, in addition to the \$160+ lift ticket? If the taxpayers are paying for the Gondola then the taxpayers should be able to afford it. Additionally, will each car have an employee to crowd control? Or would the people in the Gondola be left to themselves on a 30 minute (or more) ride up the canyon in the air. Without opportunity to get off? What is the plan for a medical condition? For a confrontational instance? Actually how long would this ride be? I would imagine that Gondolas do not move 40 mph (the speed limit in the canyon). So would it take over an hour to get up the canyon? | 32.2.4A; 32.2.6.5K; 32.2.6.5O | |
| 33436 | Jones, Eric | I am a Utah voter and LCC user and I oppose the construction of a gondola through the canyon. It will not prevent traffic, hinder wildlife and disrupt more than it will do good. Thank you for reading this. | 32.1.2B; 32.2.9E; 32.7C; 32.13A | A32.1.2B; A32.13A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31039 | Jones, Eugene | I am very much opposed to Gondola Alternative B. We taxpayers are subsidizing an industry that will have to curtail operations in the not too distant future, while causing irreparable harm to the natural peace and beauty of the canyon for other users (the public). | 32.2.9E | |
| 27914 | Jones, Evette | As an avid European skier using multiple modes of mountain transport I initially thought the Gondola Project was an an amazing idea. After some thought it is not! For most of those European resorts the entire town and surrounding areas benefit from the gondola, train, etc.. Due to it's secluded location the proposed remote base area is of no benefit to the local community. It will only benefit a few insider investors willing to squeeze \$'s from the tourists willing to use it. I moved here after visiting and skiing these mountains for over 30 years. Utah's idea of highways and public transportation is a joke. Nothing done since the Olympics and the TRAX was not very well planned, poor pickup locations, almost always empty and does not have the hours to support real world use. | 32.2.9E | |
| 26878 | Jones, Gary | I am a cottonwood heights home owner living less than a quarter mile from wasatch blvd. I love little cottonwood not just for skiing but hiking and climbing too. A tram will ruin the beauty of one of Utah's most beautiful areas. Ski resorts will be the big winners with the gondola. I am extremely against it and it's time for recreation and the ski industry to back down to save the natural beauty of the canyon. 600 billion? If this does happen, which I hope it does not, please have the ski resorts pick up the tab. It's too bad the 600 billion, I'm sure when all said and done it will be 800 billion plus, should be used to fix the great salt lake. Once dried out say goodbye to lake effect... this is insanity and shocked it's being considered. | 32.2.9E | |
| 35258 | Jones, Ian | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean," the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium," parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | 32.2.9E; 32.29F; 32.2.6.5E; 32.2.20B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |
| 28675 | Jones, Jackie | No to this project. It is too expensive. This is a horrible way to spend tax payer money. And it does not solve all the problems. We DO NOT support this project. | 32.2.9E; 32.1.2B; 32.7C | A32.1.2B |
| 28342 | Jones, Julie | The preferred alternative I would like to see is to have a bus system during the winter ski season that would come every 3-4 minutes. This would encourage people to take public transit by eliminating the need to plan or wait a long time for the bus to arrive. Because this would increase bus traffic in the canyons I would also limit the number of cars allowed to drive in the canyon with a toll both system that would count the cars and have a gate for when the limit is reached. | 32.2.9A; 32.2.2Y | |
| 34432 | Jones, Julie | Please do not put a gondola in our canyon. Have electric buses that make stops and pick ups at trailheads and resorts. Thank you | 32.2.6.3C | A32.2.6.3C |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35574 | Jones, Kam | Please do not build a gondola! It will ruin the natural mountain views and obstruct nature's beauty. Let's consider better bus systems and rolls first! | 32.2.9E; 32.1.2F; 32.2.9A; 32.2.2Y | A32.1.2F |
| 27041 | Jones, Kara | No! | 32.29D | |
| 26123 | Jones, Kaylee | That is a ridiculous cost to put in gondolas and more parking to use said gondolas. Parking lots add to wasted space in cities. It is much better to invest that money in better bus services. Plus, with the salt lake drying up, there won't be a lake effect to make the power snow utah is known for. Fix the salt lake before we even start to think about gondolas in a canyon ski resorts won't thrive in. | 32.1.2B; 32.2.9A; 32.2.9E; 32.2.2E | A32.1.2B |
| 30752 | Jones, Kelton | To build on previous comment, the gondola will permanently scar the scenic nature of the canyon. It damages our scenic natural resources so that the ski resorts can make more money by getting more people into their resorts, at the cost of the tax payer. | 32.17A | |
| 30750 | Jones, Kelton | Cap the number of people going up the canyon in vehicles early in the day, and force the rest to go up in busses. GONDOLA IS NOT NEEDED, THE CANYON IS FINE 5 out of 7 DAYS A WEEK, AND WEEKENDS CAN BE HANDLED WITH BUSSES | 32.2.4A; 32.1.2B; 32.2.9E | A32.1.2B |
| 29657 | Jones, Kevin | I do not like the plan for the gondola. Those in favor say that buses only work if people will ride them. The gondola will only work if people will ride it. There is no proof that they will ride it. If you build it and it is a bust it will either become an eye sore for decades to come or go the way of the Bridal Veil Falls tram. The buses are able to increase and decrease as demand requires. When they are not needed they are not there, you don't see them. The gondola towers and cables will always be visible, ruining the views in all of the canyon. Also there will not be enough stations for all of the places that people want to stop in the canyons. Please do more to prove that this is the option that the public wants. Not just the option that leadership at UDOT wants. Please do not be doing this to pad a resume. | 32.1.2B; 32.2.2PP; 32.2.6.5G; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 33216 | Jones, Laura | Please do not implement the plans for a gondola in LCC. There are cheaper and more effective alternatives like tolling that will benefit not just skiers but those who also use the canyon for hiking, biking and climbing. I use the canyon on a regular basis and find the idea of jumping to building a gondola absolutely ridiculous. Please do not do this. | 32.2.9E; 32.2.4A | |
| 37611 | Jones, Lindsay | The gondola is CLEARLY a pet project that is going to get rammed through no matter what. No one is working "for the people" or their constituents - the majority do not want this gondola. This isn't the way. Maybe resorts SHOULDN'T issue out IKON or Epic passes because that is truly a huge issue. I know many people have submitted some really great and more innovative ideas. It's all about money and what a certain few people want and that is obvious to pretty much everyone. This is absolutely ridiculous. All of the people in charge of this and pushing this through clearly don't care. Skiers aren't the only ones who use these mountains! Alta and Snowbird do not own these mountains. | 32.2.9E; 32.1.2D | |
| 30417 | Jones, Lo | Hello! I would like to formally submit my comment in opposition of the gondola for LCC. I believe that the construction and the implementation of the gondola will have negative effects on the canyon and the Salt Lake Community. Many people recreate in LCC from skiing to rock/ice climbing, hiking and trail running. The gondola will compromise many of the recreational activities that we enjoy in the canyon. I support other means of transportation up the canyon - increased bus service, carpooling etc. Please preserve LCC by NOT building a gondola. Thank you! | 32.2.9E | |
| 37510 | Jones, Lynne | Don't do the gondola. | 32.2.9E | |
| 27867 | Jones, Max | Beyond obvious that the people do not want a gondola! Stop being shills, do your job and listen to the people! Benefits nobody but the resorts! | 32.2.9E | |
| 27226 | Jones, Max | Nobody wants a gondola! The mayor of Alta included! Listen to the people! | 32.2.9E | |
| 35255 | Jones, Michael | No to a gondola! The ski industry has stepped too far into extorting a boondoggle that will scar our precious canyon. Our needs and money should be spent on serious environmental and infrastructure needs. Possible downturns in the ski industry due to drought and looming recession. We need to be more long sighted when spending \$500,000,000 to enrich the already gloated ski industry. | 32.2.9E | |
| 31323 | Jones, Michael | No on the gondola! For starters this issue should be treated as a public bond which should be voted on by Salt Lake County residents. | 32.2.9E; 32.2.9N | A32.2.9N |
| 38555 | Jones, Michael | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 26771 | Jones, Mike | As a Sandy resident, I fully support moving forward with the gondola proposal. What I don't support is Mayor Zoltanski sending out constant propaganda that the gondola proposal should be "dismissed". She is just one person with one point of view, no more or less important than any other person. She needs to stop trying to silence other voices with her platform. | 32.2.9D | |
| 28079 | Jones, Mitch | No gondola!! | 32.2.9E | |
| 33729 | Jones, Patricia | I thank UDOT for the time they put into studying the Little Cottonwood Canyon traffic reduction and the Gondola subject. However, UDOT's announcement to move forward with the gondola plan to deal with growing traffic concerns was very disappointing. The Gondola construction will bring an adverse consequences to non skiing canyon users such as picnickers, hikers etc as well as impacting the natural beauty and open space of the canyon. In addition, there are other more pressing Utah issues that require taxpayers to sacrifice their hard earned income. I along with many others would have preferred UDOT to focus on enhancing busing and further explore with ski resorts especially seeing the great improvement after Alta implemented its parking reservation system. Many of us were happy to see UDOT adopting a phased approach. We hope the time opened up by the phased approach will allow all involved working parties to | 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9N; 32.4B; 32.2.9R | A32.2.2K; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |

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| | | come up with real solutions to traffic reduction while at the same time what's best to preserve and protect the canyon we all love. I've been a Sandy resident for 27 years. I fully endorse our Mayor, Monica Zoltanski's statement made on UDOT's gondola announcement. In part she said, "We need real-time, on-demand technologies that offer free market incentives like preferred parking for large group carpools, surge tolling for peak travel times, and lift ticket pricing based on rolling start and end times before the public is tapped for investment. Convenient apps and reservations could go a long way to help customers know how to plan for an enjoyable, affordable day in the mountains. There's a lot that can be done." Double emphasis on the words "before the public is tapped for investment." | | |
| 35772 | Jones, Paul | I'm in favor of the gondola, provided costs can be kept in check. | 32.2.9D | |
| 29027 | Jones, Rachel | I'm curious as to whether the phase 2 gondola would proceed if the 30% passenger vehicle reduction target was met by phase 1 and the sub-alternatives. It would be great to see a version of this (or a disclaimer) that if expected reductions are met, the gondola would not proceed. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 35844 | Jones, Rebekah | I live in the Granite area, and strongly oppose the Gondola. Please consider an alternative plan | 32.2.9E | |
| 33549 | Jones, RobertA | The gondola is a terrible idea that will move very few people. We should build a train. | 32.2.2I; 32.2.2PP; 32.2.6.5C; 32.2.9E | A32.2.2I |
| 37279 | Jones, Ronald | I do not support Gondolas for Little Cottonwood Canyon. The \$550million cost estimate is going to end up costing a lot more when completed. The funding still has to be determined and likely a fair share of it will be from Utah taxpayers. Most Utah paying taxpayers are not skiers nor do they frequent the canyon. Leave the canyon alone. I urge you not to destroy one of the most beautiful natural sites in Utah. Brainstorm to explore other methods to reduce traffic congestion. | 32.2.9E; 32.2.7A | |
| 29926 | Jones, Steven | Say YES to the Gondola. https://gardner.utah.edu/wp-content/uploads/TravTourReport-Sep2020.pdf From the above URL: In 2019, Utah tourism saw \$10 billion in visitor spending according to the Utah Office of Tourism - and \$1.34 billion in tourism tax revenue. Skiing/Boarding is the largest portion, close to 50%. Utah's travel and tourism industry accounted for an estimated 141,500 total jobs in 2019, a 4.0% year-over-year increase. Approximately 1 in 11 Utah jobs is supported by visitor spending, either directly or indirectly. Also, ... The gondola establishes a second transportation source in the canyon. The road, mostly a one-lane road, will no longer be a single point of failure. The gondola is estimated to cost \$592 million and the bus system \$510 million. This is subjective; however for many, the gondola is more esthetic than road expansion and increased bus traffic. The views from the gondola will be stunning. The gondola will likely prove to be safer and better for the environment. Gondolas have been tried and are proving to be successful in places like Telluride, CO ... https://www.telluride.com/activity/gondola/ Growth is inevitable. It's time to put that last settler's syndrome in check and plan ahead. | 32.2.9D | |
| 34636 | Jones, Tanner | Build that Gondola! | 32.2.9D | |
| 26547 | Jones, Taylor | The last thing we need is a gondola, we need to prioritize the current issues with our roads to make it safer, not create something that will most likely create bigger issues in the long run. Please reconsider | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26706 | Jopling, Joe | I am strongly opposed to the gondola in Little Cottonwood Canyon. The only people that benefit are skiers and the Snowbird and Alta ski resorts. The gondola is forever and with global warming , even man made snow will not be option in the not so distant future. | 32.2.2E; 32.6A; 32.2.9E | |
| 32020 | Jopling, Marty | The Gondola proposal is a very bad idea. It is bad for the environment, it benefits only a select group of people , it is not a good use of tax payer money, it ruins the beauty of the canyon. I can't imagine who would spend \$30- The Gondola proposal is a very bad idea!! It is a wasteful use of tax payers money that will only benefit a select group of people. I don't know who could (or would) afford \$30-\$100 per person to ride it. People might ride it once just for the experience but would not ride it repeatedly. It would be an eyesore for the canyon and bad for the environment. We probably won't have enough snow in 10-20 years to warrant that expense. It doesn't make any sense to try and have a lot more people | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.2E; 32.1.2B; 32.20C | A32.1.2B; A32.20C |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | going up the canyon to ski and then get up there and have to wait in long lift lines. Who wants that??? Certainly not the skiers!!! There are hundreds of more useful projects statewide to spend the money on. We should try electric bus service, tolling, and limit the number of people at the resorts first. NO GONDOLA!! 4 | | |
| 34702 | Jordan, Benjamin | So we get to pay to ride a gondola OR pay a toll to drive & to park OR pay to ride transit? And you wonder why people who live in lower income communities don't visit the canyons much. There's no equity in these alternatives, just corporate welfare for the rich. Support market economics and make the resorts pay for this. | 32.2.4A | |
| 33866 | Jordan, Robert | A gondola is a bad idea because it won't decrease auto traffic while destroying the natural wilderness environment for the benefit of just two large corporations. This project is not in the public good, but rather, is a corporate boondoggle designed to benefit just two privately held companies at taxpayer expense. Scalable bus service is the best option to address canyon transportation. | 32.1.2B; 32.2.9A; 32.2.9E; 32.7C | A32.1.2B |
| 31496 | Jordan, Tess | The gondola is not the solution as, the canyon is not ONLY used for resort skiing. The proposed gondola is a selfish act that benefits one user to the canyon. Hiking, biking, climbing, running and backcountry skiing (dispersed recreation) are major uses of LCC and should not be minimized by the resorts with deep pockets. I urge you to consider enhanced bussing phase (without the added lane FIRST) as, this could be the solution. In the end, if this gondola gets approved I sincerely hope that the tax payers are NOT expected to pay for this eyesore that will fill a beautiful canyon. Make the the people/companies that would benefit from the gondola being there, THE RESORTS, pay. Unfortunately, the canyons have become overrun due to resorts jumping on the IKON and EPIC pass. But that should not negatively affect locals and outdoor athletes in the community. | 32.2.9E; 32.2.9A; 32.1.2D; 32.2.7A; 32.2.2K | A32.2.2K |
| 38002 | Jorde, Lynn | Please do not ruin the beauty of LCC with this monstrosity. It will only benefit two wealthy ski resorts. | 32.2.9E; 32.1.2D | |
| 37257 | Jorgensen, Abby | The gondola is not the best option!! Think about it, people are never going to not drive up. This will create even more congestion at the mouth. More crowded resorts, and tax payer dollars for something that is just too costly on the wallet and the environment. Destroying beautiful views of mountains that are unlike anywhere else. Listen to the community! I've sat in plenty of red snakes and that's better than exploiting little cottonwood canyon for some tourist trap. | 32.2.9E; 32.2.6.5E; 32.20C | A32.2.6.5E; A32.20C |
| 37266 | Jorgensen, Abby | The gondola is not the best option!! Think about it, people are never going to not drive up. This will create even more congestion at the mouth. More crowded resorts, and tax payer dollars for something that is just too costly on the wallet and the environment. Destroying beautiful views of mountains that are unlike anywhere else. Listen to the community! I've sat in plenty of red snakes and that's better than exploiting little cottonwood canyon for some tourist trap. | 32.2.9E; 32.2.6.5E; 32.20C; 32.2.7A | A32.2.6.5E; A32.20C |
| 28504 | Jorgensen, Andrew | The Gondola appears to be a boondoggle that the Resorts want, but the Public does not want, and certainly does not want to pay for. Public opposition is overwhelming despite widespread advertising by the "Gondola Works" group. If they have such deep pockets that they can pay for TV commercials - perhaps they should pay the \$600M themselves and not the residents of Utah? | 32.2.9E; 32.2.7A; 32.2.9N; 32.2.6E; 32.2.2PP | A32.2.9N |
| 27310 | Jorgensen, Andrew | With Public Opposition so massively against the gondola project, it's about time you listen to the taxpaying voters - instead of the campaign contributing donors. | 32.2.9E; 32.2.9N | A32.2.9N |
| 37741 | Jorgensen, Bryce | The snowbird Tram charges \$20 per person in the summer, plus Last time I checked a lift pass was over \$125 per day. Plus whatever the charge will be for the gondola. Average people won't even be able to use it. It will likely cost \$20 per person just to ride the gondola up the canyon. This will shut out average families from using it. Yeh come on up. Family of 5 for \$100. If taxes pay for it, the public should have access to it. Not just rich skiers. | 32.2.7A | |
| 36039 | Jorgensen, Janet | Please don't tear up a large swath of the canyon to benefit two ski resorts at the expense of every other canyon user. Ski traffic mitigation is the responsibility of the ski resort leadership and should begin outside of the canyon. Ski resorts need to fund their own transportation solutions that encourage their customers to begin the resort experience outside of the canyon. Expecting the state who already built and maintains the roads to also provide, at enormous impact and cost, alternative access to the resorts via gondola is ridiculous. | 32.1.2F; 32.1.2D; 32.2.7A | A32.1.2F |
| 30813 | Jorgensen, Jon-David | I appreciate that a lot of work has been put into coming up with a solution to the current problems. From my viewpoint the whole project is going to be very expensive (probably will double from estimated cost or more), make the experience of travelling up the canyon take longer overall, and result in a large state subsidy for skiers. It's also widely discussed how this would be a huge benefit to certain decision-makers in the state that stand to have a personal financial interest in the outcome. I have read through the materials related to the tolling proposal. I think tolling should be implemented along the lines propose on its own before committing to other expensive projects like the gondola. First, this would allow us to see how much the tolling alleviates the concerns, second, it could be adjusted, as needed, to strike the right balance, and third, it would generate revenue instead of spending money. It would allow those who utilize the space to pay for it, instead of those of us who don't live in or ski in SLC to avoid paying for the recreation of others. It's very likely that as pricing goes up, travelers would find alternatives by either more carpooling or busing. What's even better, is that as the price goes up we'll see enterprising individuals and companies looking to find solutions that haven't been thought of. Perhaps the resorts would provide buses. Others may come up with the capital to build their own gondola. If a gondola is to be built, it should be paid for with private dollars | 32.2.7F; 32.7A; 32.2.2Y; 32.2.7A | A32.2.7F; A32.2.7C |

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| | | <p>based on the value of the investment. The state should be a partner in making sure it's done safely and is done to minimize environmental harm, but not be the financier or owner/operator of the project.</p> <p>As discussed above, I don't like the idea of the state paying for a gondola. However, if the state slows down and relies on the tolling for now, the state could use the extra funds from the tolling to save towards building a Gondola or it could be used for other purposes that benefit the taxpayers.</p> <p>I also think that avoiding the appearance of corruption is an important reason to avoid pouring funds into this project. Many people I've spoken to are convinced that this is just a way for former legislators and higher-ups at UDOT to profit from their real estate investments. Whether it's true or not, when there are better options and it's public funds being spent, avoiding the appearance of corruption should be avoided if at all possible.</p> | | |
| 29818 | Jorgensen, Kirstie | No construction whatsoever | 32.2.9G | |
| 29603 | Jorgensen, Peter | <p>The Gondola solution only really benefits the ski resorts. If they want to fund it it could be considered but it doesn't make sense as a publically funded project just to deliver people to and from a private ski resort.</p> <p>I'd rather see a separated bike/ebike lane, a toll booth, and fleet of electric busses. That would provide individual accomodation to more canyon users than just resort pass holders.</p> | 32.1.2B; 32.2.4A; 32.2.6.3F; 32.2.7A; 32.2.9B; 32.2.9E | A32.1.2B |
| 30255 | Jorgensen, Steve | The visual impact of a gondola is not acceptable so close to a wilderness area. The spending of public funds for a gondola that only runs in the winter season to benefit private businesses is not acceptable. Having spent more than 4 decades building, operating, and maintaining aerial tramway I know that the risk of failure of the gondola and associated evacuations especially in or near avalanche paths would extremely difficult and time consuming. With a high degree of expertise I would likely not use it as the risks are to high. This route only addresses the symptom, not the cause of the problem. I was part of the mountain accord process, and participated a little with the cwc, it has always been swayed towards the resorts and the needs of salt lake city watershed. I say no to the gondola alternative. | 32.2.9E; 32.2.6.5K | |
| 30802 | Jorgensen, Steven | I would like to see UDOT start just the gondola only. No other projects. Get that done first. Then work in the other improvements. | 32.2.9D | |
| 35042 | Jorgensen, Steven | I would prefer all efforts and monies be spent for the Gondola solution first. Then phase in the other solutions gradually. | 32.2.9D | |
| 26759 | Jorgenson, Shane | Please exhaust all other possibilities before investing time and money into the Gondola solution. | 32.1.2.B, 32.2.9E; 32.2.2PP | |
| 34521 | Josey, Tanner | <p>Little Cottonwood Canyon certainly needs help. The amount of traffic in the winter is unsustainable. The issues that the canyon faces are also issues that are occurring in Big Cottonwood Canyon, yet there is no talk of a gondola project there. If there could be a unified collaboartion with the cities of Sandy, Cottonwood Heights, and Salt Lake City, as well as UDOT less destructive strategies could be implemented. The gondola in Little Cottonwood Canyon is a solution to a problem that not only costs over \$500 million but one that serves the private ski resorts. The traffic issues should be solved using least impactive solutions. Enhanced bus systems need to be implemented, car pooling needs to be a priority, and avalanche control needs to be thought about carefully. Please don't build the gondola because it will not solve the issues it claims to be solving. The natural beauty and the incredible access to world class recreation needs to be valued, protected and ultimately be the basis of the solutions presented. The environment in the canyon is worth protecting.</p> <p>Sincerely, Tanner Josey</p> | 32.1.1A; 32.2.9A; 32.2.9E | A32.1.1A |
| 38556 | Josh, Josh | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.1.2F | A32.1.2F |
| 29871 | Jovanovic, Marko | The gondola is a terrible idea. It will ruin the canyon and cost us an insane amount of money. It just serves special interests. Nobody wants it, and I don't undarstand why you don't care! | 32.2.9E; 32.2.9N | A32.2.9N |
| 27413 | Jovanovic, Sandra | The gondola is a terrible idea! Nobody wants it,just say no!!! | 32.2.9E | |
| 27413 | Jovanovic, Sandra | The gondola is a terrible idea! Nobody wants it,just say no!!! | 32.2.9E | |
| 29498 | Jovanovic-hacon, Sasha | Nobody wants the gondola. 14000 comments and you keep ignoring the facts. Stop the gondola! | 32.2.9E; 32.2.9N | A32.2.9N |
| 31971 | Joy Chase, Andy | <p>NO NO NO 1,000,000,000,000,000,000,000 times on Gondola B</p> <p>By the time you scrounge up the money from private investors, crooks, etc., there will be no snow in this valley anyway. We have major water issues and an evaporating lake that is going to damage all of our livelihoods significantly in the next few years. Let's throw some money at that instead of some disgusting gondola.</p> <p>We have world renowned climbers, as well as, strong local climbers that come to Little Cottonwood Canyon to train and get stronger. There's nowhere else in the world like little cottonwood for bouldering. The gondola will directly affect these special climbing areas. These places need to be protected. Utah is becoming more and more of a joke.</p> | 32.2.9E; 32.2.2E; 32.2.7A; 32.1.2D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30747 | Joy, Nick | I implore you to consider alternate options open year-round for all activities. No one wants to wait in traffic, wait for limited parking, and then wait another hour ride up the canyon. This is a waste of taxpayer money, and I will vote against that, as well as any individual in my district that votes for it. | 32.1.2C | |
| 27695 | Joyce, Lynn | "No to the Gondola". Be smart. With global warming, how viable is the ski industry anyway. The big 2 you're catering to may not be able to even produce their own snow in 5 or more years when the temperatures don't get low enough to produce any. Then you'll have a Gondola to nowhere. Just like the bridge in Alaska... not a very good idea. | 32.2.9E; 32.2.2E | |
| 31773 | Joyce, Mary | The gondola is the worst, most financially irresponsible idea I have ever heard! The taxpayers should have the final say on this issue! Destroying our precious canyon is not the solution to a vehicle problem. | 32.2.9E; 32.2.7A | |

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| 31782 | joyce, steven | No to the gondola! Will destroy what's left of pristine environment of the canyon, deprive those who don't go to Alta or Snowbird of access. You will use our tax dollars, and then charge us to ride in it! Charge an access fee, use busses, but let us go where we want in winter without looking at ugly gondola towers. Don't ruin Little Cottonwood Canyon beyond repair. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 38785 | Juarez, Olivia | <p>Dear Utah Department of Transportation, I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons.</p> <p>The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low-income communities. They will have less access to the gondola station and less access to Little Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low-income residents live.</p> <p>Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening.</p> <p>Thank you for your consideration. Sincerely, Olivia Juarez </p> | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2I; 32.10A | A32.1.2B; A32.2.6.3C; A32.2.2I |
| 38784 | Juarez, Olivia | Hello, GreenLatinos would like to encourage public participation in the Little Cottonwood Canyon EIS public comment period. Is there an email that we can direct individuals to send public comment to in lieu of the comment form on https://littlecottonwoodeis.udot.utah.gov/ ? Thank you, Olivia | 32.29D | |
| 33084 | Judd, Ashley | This is the most greedy non benefiting plan I've ever heard. If the communities opinion really mattered over ski resorts making money then the gondola wouldn't haven't even gotten this far!! This is not solving any traffic issues and is just a flashy POS that'll ruin so much wildlife and trails and natural rock climbing. Not to mention will completely alter the landscape! | 32.2.9E | |
| 29504 | Judd, Christi | I believe UDOT has chosen the Gondola option without adequate research and time to see how other mitigation options can affect traffic for the better. A Gondola is unwanted by the VAST majority of people in the Salt Lake valley. We implore you to rethink this idea and listen to the people and the experts on the damage the Gondola would do to our canyon. I am happy that a phased approach has been chosen and I strongly believe that if the effort is put into the early phases a Gondola will never be the answer. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 26908 | Judd, Kim | This is fantastic! The gondola option makes sense for so many reasons, and it will also generate revenue for the city, which additional buses would not have done. The gondola is safer, and addresses the traffic much more effectively. | 32.2.9D | |
| 32965 | Judd, Lauren | I vote AGAINST the Gondola. The cost is outrageous and it will only be used a few months of the year. Additionally, it would take away from the natural beauty. | 32.2.9E; 32.1.2B | A32.1.2B |

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| 33523 | Judd, Michelle | Please consider something else. We don't need more development up our canyons. Make it easier with more bus routes & increase car tolls. | 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | |
| 31725 | Judd, Stephen | I am against ANY new infrastructure being built in the canyons, especially a giant gondola that will undoubtedly be an absolute mess parking at. We should be restricting canyon usage, not catapulting people to the top. There are TOO MANY PEOPLE USING THE CANYONS. Obviously a Gondola isn't going to fix anything, just cause more issues. | 32.1.2B; 32.2.9G | A32.1.2B |
| 34519 | Judd, Stephen | 210 billion of taxpayer money, snowbird and Alta won't pay a dime. The mountains are already overloaded with people without a stupid gondola. | 32.2.9E | |
| 28677 | Judd, Traci | As a resident of Utah for 60 years, I do not support the gondola project. It is not necessary and will ruin the beauty of Little Cottonwood Canyon. Just limit the number of vehicles that can go up the canyon on ski days! | 32.2.9E; 32.2.2K | A32.2.2K |
| 31560 | Judd, William | Sounds like UDT saw how successful solitudes parking fees were. And they want a piece of the action. I don't think they should implement tolls on the roads. During the winter months, if the ski resorts want to have parking fees, that's up to them. But the government should stay out of it. | 32.2.4A | |
| 27643 | Juhl, Clint | Love the Gondola selection! Don't let the negative & opposing voices change your mind. Clint 29 year Sandy Resident and avid skier! | 32.2.9D | |
| 29979 | Juhl, Hayley | Born and raised in the Wasatch front the, the decision for the gondola is rather devastating. This decision has largely disregarded the needs of the community for corporate profit. While yes, it will be an eye sore it is also a terrible mismanagement of tax payers dollars. As one of the largest gondola structures in history, this project is (with examples of gondolas past) going to cost significantly more than the projected \$5 million. Not to mention the environmental impact. Forget the damage that the structure will cause to our canyons. But the trails that will be destroyed due to heavy machinery, and additional pollutants entering our streams. An incredibly large, expensive, and ugly bandage when next to other solutions have been attempted yet. I also fear, that by the completion of this gondola, the ski industry will no longer be a viable industry for Utah's tourism industry. We have just experienced yet another hottest year on record. And we are approaching another day at the very end of September that will almost reach 90 degrees. This is following a rather grim snow year within the timeframe of the leased ski season. With all of this in mind it is truly hard to believe that this is the best option. Finally, as I sit here and think of all the reasons this is not the right fit for LCC and the community surrounding it. I can think of so many ways in our communities that this funding could not only improve our cities, but change lives! With inflation as high as it is, housing through the roof and food prices increasing daily, providing easy, safe and accessible public transportation is a large need throughout salt lake county and surrounding cities. I understand grant money, and other donations in the back pockets of decision makers might make things a bit complicated. However, choosing corporate greed over OUR communities, OUR environment and OUR future, UDOT included would be a devastating decision! Maybe we could a take a page out of Yvon Chouinards book and make some uncomfortable sacrifices for the good of out community, our canyons, our state and our futures! | 32.2.9E; 32.2.7C; 32.2.2E; 32.1.2B | A32.2.7C; A32.1.2B |
| 35855 | Juhlin, Diana | The gondola will serve mostly 2 large ski areas but all the tax payers will pay for it. The few who can afford to ski will get the benefit paid by many. I have not seen published any financial resources to be made available by the 2 large ski areas benefiting from the Gondola. Where is their skin in the game,". A gondola with greatly impact the beauty of the canyon. People compare this to gondolas in the Swiss alps but those gondolas are in wide canyons and valleys. The Swiss gondolas are not in narrow canyons with rock and vegetation beauty on both sides. Gondola is a solution for the wealthy to ski. | 32.2.9E; 32.2.7A; 32.1.2D; 32.1.2F | A32.1.2F |
| 35822 | Julian, Logan | I want to express my overall dissatisfaction in the option UDOT has chosen. The gondola does NOT help the public, but it gives the resorts more revenue at taxpayer expense. It also creates a large eye sore while looking down/up canyon. The gondola does not help elevate traffic if you are not going to Alta or Snowbird. I was very disappointed when the gondola was chosen. As a recreationalist, this does not help me get up canyon to White Pine TH or to grizzly gulch. If I wanted to backcountry ski. Will Alta pass holders get to ride the gondola for free like they park for free now on leased land? There are far too many questions over the gondola. My fear is this is a money grab for a lot of stakeholders and was done in poor faith. The SL Trib article showing snowbird purchased land under a different LLC is very concerning and clearly was not made in good faith. I was a little surprised how expensive tolling would be for the roll out. That is fine as I would rather pay the 20-30 dollars to the state instead of Alta which restricts people from actively riding the lifts. Will there be a year pass available similar to Millcreek? What about busy summer days? How does the gondola help that? Does it just sit idling and people in cars watch it collect dust? Again, the gondola is NOT a solution and is a way to increase profit to a very small select few. The Wasatch of old is gone and now it is all money hungry people. This is a sad time to live here, and I do not think a commonsense solution will be found. | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.4A; 32.2.6.5G; 32.2.6.5F | A32.1.2F |
| 38061 | June Vandersteen, Martin | As 30 year residents of the [REDACTED] we are Very Very Very Very Very Very much against having the tram built in this canyon. | 32.2.9E | |

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| | | <p>1. The construction of the tram would harm the canyon as well as the wild life.</p> <p>2. The Tram would be going over our home and back yard destroying our right to privacy and quiet enjoyment.</p> <p>3. It would increase the amount of traffic, people and tourists in our neighborhood and in the canyon affecting our daily lives.</p> <p>4. Once a tram is built, that will only be the beginning of the commercial development in Little Cottonwood Canyon.</p> <p>Shouldn't Little Cottonwood Canyon residences have the most to say about this project?</p> | | |
| 25842 | Jungst, Tahni | I am a part of the rock climbing community and this area is extremely important for our community. This project would destroy or make inaccessible areas that we recreate and spend time outside. Please reconsider the gondola project as the rock climbing community would be greatly impacted. | 32.2.9E; 32.4B | |
| 26345 | Junk, Andrew | I'm against the decision for a gondola. I don't think gondola will be used more than buses. I think enhanced buses can help the little cottonwood traffic. | 32.2.9A; 32.2.9E | |
| 29797 | Jurgens, Kelli | Here visiting this beautiful LCC today 09/22/22... we traveled to the area from South Dakota to attend our son's celebration of life. Our son lost his life in the Gates Buttress climbing area last October 2021. It breaks my heart that destruction of such a beloved area to so many people is under attack. My son loved this Canyon, called it his "backyard". I say HELL NO on this proposed gondola. Leave the landscape the way the universe designed it. ¿ã? | 32.2.9E | |
| 30427 | Jurney, Patrick | No Gondola in our canyon! Put in more buses or create a toll for single occupancy vehicles instead. | 32.2.9A; 32.2.9E | |
| 30431 | Just, Ericson | Please don't do this. | 32.29D | |
| 25924 | Just, Ian | This gondola service will destroy the canyon, there is no way around it. The scenic views and natural beauty will suffer at the hands of selfish individuals who seek a convenient commute to a resort that doesn't care about them but to only take more money from them. | 32.2.9E | |
| 34098 | Justesen, Mike | I'm a life long citizen of Salt Lake City, a resisted voter in Salt Lake county and a tax payer and frequent user of the canyon. I'm opposed to spending hundreds of millions of taxpayer dollar's for the sole benefit of increasing traffic in one canyon for two ski resorts. I think that that amount of money could be better spend on increasing overall public transportation. We don't need to increase access for a few people (tourists) for larger bottom line profit for Alta and Snowbird. If either or both resorts want to fund the gondola or put an extra bus lane in and pay for it that is fine, NO TAX PAYER DOLLARS!! | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 28507 | Justice, Kim | I disagree with the gondola as a solution to the traffic. The gondola only benefits Snowbird and Alta and should not be funded with taxpayer money. There are many more broadly effective and less expensive solutions that can be put in place. 1. Build snow sheds over the roadway in high risk areas. 2. Increase parking areas at the base of the canyon for bus travel. 3. Increase buses in the canyon, including in the summer. 4. Restrict vehicles without 4 wheel drive and snow tires from entering the canyon with a stop and check in the winter. 5. As traffic continues to increase, move to carpool only unless residents or bus when busy. With climate change and the drying lake bed, the future of skiing in the canyons is less certain. It makes NO sense to spend so much money on a gondola. Regards, Kim Justice | 32.2.9E; 32.2.9A; 32.2.2E; 32.2.7A; 32.2.2PP; 32.2.9K; 32.2.2M; 32.2.2Y | |
| 32807 | Justice, Malcolm | I have skied at Alta since the mid-60s and at Snowbird since it opened in 1972. I currently ski at the two resorts over 100 days per year. The gondola option would be a costly waste of taxpayer money. If Alta and snowbird want a gondola they should pay for it since they are the only ones that would benefit from it. Expanding SR210 would be an even bigger disaster. I am in favor of significantly increasing the number and frequency of buses going up the canyon and building snow sheds where appropriate. Also, an immediate solution would be to actually enforce the traction laws on snow days. Many valley residents, including myself, participate in the UDOT Cottonwoods sticker program, yet I've never seen it enforced. Much of the traffic problems on powder days are caused by people in cars that are not appropriate to go up the canyon under the conditions. Just stopping those cars on bad weather days would a lot of congestion. | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.2K; 32.2.2M | A32.2.2K |
| 34654 | K Stepan, Donald | I still think the Gondola is the best resolution of traffic in Little Cottonwood Canyon. A bus resolution WILL NOT solve the traffic problem, but instead will just add to it. The buses will get hung up in traffic just like every other vehicle trying to get up and down the canyon. | 32.2.9D | |
| 31216 | K, D | Going forward, please include, prominently, what is going to be the price to ride the Gondola, or at least a projected range of likely prices being considered. Thank you. | 32.2.4A | |
| 28915 | K, D | No gondola !!! | 32.2.9E | |
| 32822 | K, David | No local will use the gondola. It needs very easy transportation to the gondola. More important, it is too long of a ride. It takes 23 minute drive from cw hts city hall to snowbird vs close to 50 minutes on the gondola. Make it faster. Won't support until the ride is faster. I will support buses until then. | 32.2.9E; 32.2.9A; 32.1.4C | |
| 34037 | k, jack | why | 32.29D | |
| 37088 | K, Josh | No gondola please. There has been too much corruption already with this proposed project and hush-hush land deals. The ski resorts will need to find alternative solutions to the overcrowding in the canyons. Most of the local would-be skiers were priced-out of being able to afford to ski in the Cottonwood canyons years ago. The ski resorts will need to limit patrons. The ski resorts will need to limit parking, fund expanded bus service, road maintenance, and park 'n ride lots elsewhere. Tax payers should not be required to pay for projects to benefit only the ski resorts. No tax money for these projects. | 32.2.9E; 32.2.2K; 32.2.9A | A32.2.2K |
| 33141 | K, Kassy | I am a resident of Holladay, and oppose the Gondola. Please do not spend half a billion tax payer dollars to fund ski resorts! Bad choice UDOT. The public has spoken that they clearly do not want this. Listen. | 32.2.9E; 32.2.9N | A32.2.9N |
| 32582 | Kabili, Albert | I strongly disagree with constructing a gondola in LCC. I also do not like the road widening option either. A gondola would ruin the natural beauty of the canyon. It would also be very inconvenient, take too long, located in an area that still would bottleneck traffic, and an all around horrible choice. A better bus system, | 32.2.9E; 32.2.2B; 32.2.2L; 32.2.9N | A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | creating a toll, or even prohibiting cars like Zion would be far more desirable and cheaper. And the \$500 million cost estimate is a joke. It will easily cost double that with no contractor willing to do it for a fixed price. No. Just no. Polls show the majority of Utahns do not want this project. | | |
| 25522 | Kabili, Albert | This decision is very upsetting and opposed by most Utahns. Wrecks the aesthetic of canyon, fiscally irresponsible, and doesn't give a chance to improve the situation versus less xrastic means. Horrible decision. | 32.29D | |
| 38799 | Kace, N. | <p>Subject : Little Cottonwood Canyon y nuestra comunidad merecen respect! Dear Utah Department of Transportation, I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons.</p> <p>The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low-income communities. They will have less access to the gondola station and less access to Little Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low-income residents live.</p> <p>Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening.</p> <p>Thank you for your consideration. Sincerely, NK A. </p> | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2I; 32.10A | A32.1.2B; A32.2.6.3C; A32.2.2I |
| 34189 | Kachi, Yukio | The gondola's huge cost would be wasted, for there won't be enough snowfall to keep the ski resorts going, and there won't be enough water to keep snow making. | 32.2.2E | |
| 26391 | Kachi, Yukio | I support "the common-sense solution". The other options are too costly and too disruptive of nature. | 32.2.9E | |
| 34758 | Kachurin, Andrei | No gondolas please. Need extra lane for electric bus with multiple canyon stops to hike different trails | 32.2.9B; 32.2.6.3F | |
| 28100 | Kachurin, Andrei | No handball. Never. One additional road line and electric buses are needed. | 32.2.9B | |
| 28101 | Kachurin, Andrei | No gondolas. Never. One additional road line and electric buses are needed. | 32.2.9E; 32.2.9B | |
| 34347 | Kaczmarek, Aimee | While there is numerous reasons why this is a terrible decision but how can you justify solely putting the cost on the public?! Especially when it is only benefiting two major ski resorts. This should be put on the ski resorts first then put on the public. Secondly, I still don't understand how this gondola will benefit those who are hoping to ski the canyon during spring, summer or fall? What about the wildlife and the impacts they will see? What about when the gondola stops working, how will it be removed? | 32.2.7A; 32.2.6.5G | |
| 34065 | Kaddu, Ria | Hello, my name is Ria Kaddu and I have grown up and continued to live in Utah. I have been living in Salt Lake City for the past 5 years. I urge the UDOT to not construct the gondola. The gondola would have a destructive environmental impact and alter the look of the canyon year-round in the name of addressing an issue only present during the snow sports season. Increased bussing would have less environmental impact and not alter the look of the canyon. Thank you for your consideration. | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31503 | Kading, Chris | Please consider the irreversible effects the gondola will have on this canyon. There is no rush to destroy something that cannot be recreated. Busses, carpool, shuttle vans all increase access while limiting total number of vehicles. They can be throttled to match demand throughout the seasons and can and will all be electric before long. Not sure who is getting rich off the gondola but it seems to be a terrible solution if only servicing resorts at peak times. Please find some other project to spend billions of tax payer dollars on that doesn't ruin the remaining nature we have for future generations. Thank you | 32.2.9E; 32.2.2Y; 32.2.9A; 32.1.2F; 32.1.5C | A32.1.2F; A32.1.5C |
| 28627 | Kadlec, Chantelle | The gondola is unnecessary, a disruption to wildlife and migratory birds and really will only alleviate canyon issues for a few snowy days a year. Other options of tolling, required carpooling or using electric shuttles should be further considered. So many cars going up the canyon only have 1 or 2 people and requiring a carpool minimum would reduce traffic by half. There could be a stop at the bottom to pick up single riders or if that's uncomfortable there needs to be more bus/shuttle options. The gondola is just padding the pockets of snowbird and La Caille. | 32.2.9E; 32.2.9A; 32.2.6.3F; 32.13A; 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.9N | A32.13A; A32.1.2B; A32.2.9N |
| 33454 | Kadlec, Mark | I'm a local climber that enjoys bouldering and hiking around the Little Cottonwood area and strongly oppose any ski resort pushes to put in a Gondola | 32.1.2B; 32.2.9E; 32.4B | A32.1.2B |
| 28075 | Kadrmad, Jeff | Bring it to a public vote For me not a fan for the project only caters to the resorts, so waste of taxpayer money | 32.2.9E; 32.2.9N | A32.2.9N |
| 28621 | Kadrmad, Jeff | h | 32.2.9A; 32.2.4A; 32.2.9E | |
| 38052 | Kafesjian, Scott | I believe the cost of the proposed solutions is way out of line with the benefit that might be realized. Estimates of ridership on the proposed gondola may be way off. It seems to me that there would be high interest initially but the cost/benefit for most people would deter them from riding it. It would be like an amusement park ride, or a tourist attraction and would provide access only to 2 stops - Alta and Snowbird. It may not operate at all during the summer (?). Cost estimates for construction are most likely well below current cost to build, and way below future cost to build a gondola. Detailed design discoveries and unforeseen design requirements will undoubtedly result in major overruns above the cost estimates. Such are very common for projects like this that are out of the ordinary and represent major increases in complexity, permitting, seismic issues, etc. It seems that the gondola offers little or no time savings vs. driving or taking a bus. The only possible benefit of the gondola is that it "might" offer an alternate transportation mode if the canyon road is impassable. The number of times this happens in a winter is relatively small. In this event, it is highly likely that ski resorts would be also closed for avalanche mitigation, thus there would be little reason to get to one of the 2 resorts where the proposed gondola would stop. In fact, during bad weather and high wind events (the very things that tends to result in road closure) the proposed gondola may not be able to operate. These points do not even represent the major reason that the gondola is a poor choice. That is the extremely negative visual impact of the towers and the environmental disruption that construction and operation would bring. The towers will be visible from essentially everywhere in the canyon, and much of the S.L. Valley nearby, thereby changing the very nature of the canyon that is one of the most beautiful features of the Wasatch. Further, UDOTs own projections of ridership levels seem to be extremely optimistic. What motivation will there be to pay an as yet unknown price, park and carry everything you will need for a day of skiing from your car to the base station, wait in line (yes, there will probably be a line to board), take the long ride to the upper station, carry all your gear from the station to the resort, and reverse it all at the end of the day?? Seems like an epic adventure that is not likely to be undertaken by many resort-goers. I agree there are traffic problems in the canyon. However, these problems are not of the same impact as traffic congestion on major roads in the state that are used by many more people than the LCC road and have much broader consequences. The traffic in the canyon may occasionally result in decreased revenue for Alta and Snowbird. However, that is the nature of the winter sport they offer. Sometimes it snows a lot in LCC! During those times, skiing may not be possible! Efficient, powerful, electric buses with purposeful design (for carrying skiers, hikers, etc.) are a much more workable solution than a gondola, and result in much less environmental and visual impact and will be much more likely to be used. Coupled with a toll and restrictions on personal vehicles on the busiest days, this is the most attractive approach for traffic mitigation. Buses can also stop at locations other than the designated end stations of a gondola as conditions dictate or travel trends change. The buses must be design for the purpose at hand - comfortably transporting skiers and their equipment up and down a steep mountain road- not for moving commuters on suburban and urban roads. LCC is a relatively small, environmentally sensitive area that is not a place that can accommodate unlimited numbers of visitors. The goal should not be to put more people in the canyon, it should be to maintain the beauty and resources that the canyon offers. Reducing road traffic is a great way to do that, but installing a massively expensive, permanent eyesore like a gondola is not the way to do it. The canyon will be ruined by a gondola, simply put. | 32.2.9E; 32.2.6.5F; 32.2.6.5G; 32.2.6.3F; 32.2.4A; 32.2.2K | A32.2.2K |
| 27101 | Kagen, Stephanie | Let's looks at some facts. Park city almost didn't have enough snow last year to open all of their mountain. Sierra Nevadas won't have snow by year 2050. Where does that leave the Wasatch with year of snow left? This gondola is permanent & not environmentally friendly. Please give rise to the idea of increasing the bus system. Why is it so hard to give an increase to the bus system for one or two years? Try that and if that's not working then fine- gondola. | 32.1.2B; 32.2.2E; 32.2.9A; 32.2.9E | A32.1.2B |
| 35621 | kagen, stephanie | i just think we need to explore other options before doing something very permanent like the gondola. This will only serve the ski resorts. Looking at climate change, how long will we even be able to recreate in the wasatch during winter? by the time the gondola is finished, we may not even have a winter to play in. Who is paying for this? Not IKON passholders, the tax payers. This is not fair. This will not reduce the number of cars in the canyon. | 32.2.9R; 32.1.2D; 32.2.2E; 32.2.7A | A32.2.9R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30215 | Kahler, Doug | Lo!!!! I'm guessing over 90% of the replies I read on Facebook are against gondolas. It's beyond a stupid option even more baffling how idiot (that was the correction for UDOT, but I thought appropriate. And let me tell, putting in gondolas will be such a HUGE deterrent to tourism. Who the hell is gonna want to come here & have to ride a gondola to the resort?????? STUPID!!! | 32.1.2B; 32.2.2PP; 32.2.9E; 32.6A | A32.1.2B |
| 28479 | Kahler, Douglas | The gondola is not the preferred choice..... the public is overwhelmingly against it..... mainly because it's a stupid idea! Only way this gets picked is because of backdoor money deals. The fact that anyone would seriously consider this is those that are galactically stupid! And good luck on people traveling here for this mess! Kiss off tourism! | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 28693 | Kahn, Brian | Go for the gondola. Show the world that Europe did it 100 years ago and now it is time for utah. For all the backcountry skiers who say no, ask them if they will trade pollution and global warming and no snow versus getting with the program and getting traffic and pollution levels down. Get this approved. Get the Olympics. Get federal funding and get it done | 32.2.9D | |
| 38565 | Kai, Kai | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9A; 32.2.9E; 32.2.2K | A32.2.2K |
| 31412 | Kain, Robert | Please do NOT build a gondola and disrupt the beauty and accessibility of climbing and hiking in the canyon. | 32.2.9E | |
| 30718 | Kakatsakis, Thomas | Little Cottonwood Canyon will not have adequate snowpack for consistent resort skiing within the near future as a result of climate change. In 25 years, it will be raining at the top gondola station more days than it will be snowing. Why would you build a gondola a few decades before the snow stops? It does not make any sense. Please listen to your constituents and do not build the gondola. 500 million dollars of tax payer money for a gondola which helps the profit of private corporations, a few decades before their businesses are no longer sustainable? Does not make sense. Do not build the gondola. Please!!!! | 32.2.9E; 32.2.2E | |
| 25735 | Kakatsakis, Thomas | The vast majority of the population does not want the gondola. Listen to your constituents. DO NOT BUILD the gondola. Please listen to the opinion of the public which is overwhelming against this. | 32.2.9E; 32.2.9N | A32.2.9N |
| 38198 | Kalandiak, Alexa | <p>UDOT should reconsider the gondola as the best option for Little Cottonwood Canyon. There are many negative outcomes, and any positives are vastly underwhelming.</p> <p>The proposed solution has unacceptable effects/destruction Little Cottonwood's natural character and environment.</p> <p>Access to many areas will be severely restricted during years of construction, pushing crowds to other locations that are already facing overcrowding issues, and it will compromise Little Cottonwood's repudiation as a destination.</p> <p>Classic climbing routes and hikes would be irrevocably changed/destroyed, and the sights and sounds of nature would be replaced with views of cables and the noise of machinery.</p> <p>The gondola as it is proposed right now only serves ski resort users, ignoring other trailheads and recreation users.</p> <p>Cars will still be permitted in the canyon, and many will choose the comfort of their cars over a slow moving gondola.</p> <p>Unless it is free, a paid gondola will only perpetuate existing inequalities for those wishing to access outdoor recreation.</p> <p>There are undoubtedly other drawbacks, and the positives are limited. UDOT has failed to try and address the issue in a less dramatic way, instead making issues worse by cutting bus routes and frequency of buses. If we can't find the money to raise driver wages and increase bussing, how are we going to find half a billion dollars to build the gondola. UDOT needs to scrap the current solution and go back to the drawing board.</p> | 32.2.9E; 32.1.2D; 32.2.6.5G | |
| 29694 | Kalian, Colby | <p>I don't think the gondola is a great option. It is way too much money for a problem that is only really a problem a few days a year.</p> <p>It would also effect they view down the canyon.</p> <p>It could also potentially become obsolete in coming years of snow totals continue to decline the way they have over the past 20 years.</p> <p>Don't do the gondola.</p> <p>Thanks.</p> | 32.1.2B; 32.2.2E; 32.2.9E | A32.1.2B |
| 34116 | Kallaker, Theo | A bus system would be preferred to the gondola, to preserve the ecosystems and natural beauty of the canyon. It would also be nice to have a more comprehensive bus system to reach the canyons in SLC...I've lived here for 5 years without a car and find it difficult to reach these natural areas that are so close to me! | 32.1.1A; 32.2.9A; 32.2.9E | A32.1.1A |
| 37259 | Kamerath, Audrey | I do not think that Gondola B should be built. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>poorer individuals, use by ski and hotel resort employees, who is paying for the improvements, skiers, hikers and just tourists coming to see the beauty of the canyon. Costs and maintenance have been determined although, as a general rule these tend to be gross underestimates. Esthetics must be considered. What will road widening do to the canyon or what will towers for a gondola look like. The beauty of the canyon must be maintained. Use during construction must be maintained and be at a minimal inconvenience. Allowances must be made so that those with lower incomes can also enjoy the canyon. Ski and hotel resort employees are usually not paid very well and have to live in lower income neighborhoods. They need free use of whatever system is decided upon. The costs should be shared by those that will profit from whatever is decided upon. The hotels, condominiums and ski resorts need to pay their fair share of the costs and everything should not fall upon taxpayer money. Hikers need areas by the trailheads to park or to get off a bus or gondola by the start of their hike. If a gondola is decided upon we need to consider those that will ride up and down for views of the canyon and skiers need a place to carry their equipment. We just cannot stuff people in a bus or gondola and ignore views, lack of seats skis being kept with the skier in the cabin. Adequate parking at the entrance point for a bus or gondola is necessary. How will visitors staying at downtown hotels be accommodated? Will there be bus service from downtown to the starting point of buses or a gondola to the resorts? Both the bus service and the gondola have assets and liabilities. We must look beyond 35 years. To me 35 years ago seems like yesterday as time has passed so quickly. We need a 100 year outlook. I believe road widening and a dedicated bus service provides the best flexibility as climate changes and population growth continues.</p> <p>Than you. Richard E. Kanner, MD</p>  | | |
| 34128 | Kano, Shandi | <p>Hi, UDOT and the appointers of UDOT,</p> <p>My name is Shandi Kano, a constituent of yours. I live at 3285 Ruskin CT Sandy, UT, one mile from the mouth of LCC, and I am writing in to ask you to reject the proposed Gondola B as the preferred option to mitigate traffic in LCC.</p> <p>Little Cottonwood is important to me because there was a time when being up that canyon saved my life. I had experienced a nervous breakdown at the Boston Marathon bombings in 2013. I was out east living and working for ESPN and this moment in time forced me into some serious health consequences. Coming back here where I went to school, I found myself more and more drawn into Little. Spending time in that canyon helped my brain heal from trauma, helped my body heal from severe physiological damage and gave hope back to my spirit.</p> <p>Never in my wildest dreams would I ever think I'd be privileged enough to live where I live, to be this close to a place I've loved since the early 2000's. As a runner, a backcountry snowboarder, a lover and appreciator of nature and all it does for us as a society, this is important to me. As a person who endures the winter traffic from my doorstep, I have thought through the process of using the Gondola instead. I thought through what things would be like if actually there was a gondola on those busier days. The truth is, the traffic that stands still just beyond my fence will still be there, however, it will be worse than it already is. Instead of the vehicles trying to get up the canyon, they are vying for one of the limited parking spots at the gondola base (which is right in the middle of a quiet residential neighborhood, which does not feel right). When those spots fill up, the decision is to get back in line to wait to get up canyon, or drive somewhere else to find parking, and then wait for a bus, which will then put you back in traffic to wait for a drop off at the gondola, and then the ride itself, which only serves two, for-profit destinations.</p> <p>According to the following facts from your EIS:</p> <ol style="list-style-type: none"> 1. The proposed \$600M is coming from the taxpayers of this state. This is not a trivial amount of money that benefits private developers and two ski resorts and resort skiers only, while not benefiting the majority of those who live in this state, yet will pay for this. 2. According to the EIS, the water quality of LCC will be diminished (DEIS 19.2.2.5) The Sandy municipal water district as well as the SLC Dept of public utilities, are both concerned about this as they stated that the your analysis and preparation for the protection of our water is extremely insufficient. Our watershed will be the most vulnerable during construction, which is several years long according to your EIS. Last year, UDOT contracted a company to do work on 215. Concrete ended up in the Millcreek stream. Therefore, UDOT does not have the trust of the public when it comes to the protection of our water sources. Salt Lake Public utilities believes that our water will be impacted and I am disappointed in the response you made to them. 3. Wildlife and ecosystem analysis from the EIS feels very insufficient and vague. We know that impacts to any one species of wildlife or fauna has a cascading effect on more wildlife and more fauna. Elementary science class teaches us that the decline of an animal like, say, a scavenger like a vulture, can create a surge in diseases, like Rabies, amongst smaller mammals. Which of course, impacts the larger mammals who eat the smaller guys. Which of course, we can start to see increases in wildlife and human interactions as the wildlife comes to urban areas looking for food. The cascading effect is very real, the decline of one species will always lead to a decline elsewhere. I am disappointed in your analysis here as it is insufficient and vague. 4. Table 13.4-7 of the EIS shows that 6,620 acres of forest/woodland will be impacted by the construction of the gondola. It also shows that 2,412 acres of | 32.2.9E; 32.2.6.5E; 32.12A; 31.13A; 32.2.6.5B; 32.2.6.5G; 32.2.9A; 32.2.9F; 32.2.4A; 32.2.2K | A32.2.6.5E; A32.12A; A32.2.2K |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>shrubland will be impacted. It also shows that 6,688 acres of bedrock will be impacted by the construction. Again, the decline of each of these resources has a cascading effect the ecosystem overall and our livelihoods. This will impact our water quality, our air quality and the quality of life for the ecosystem and wildlife overall. Less shrubs and greenery means less clean air, and less food for the wildlife. These interactions are far reaching and far exceed the 28 acres that UDOT has claimed to be converted.</p> <p>5. I also have concerns about the impact of the noise on the wildlife. Research shows that where more human noise is added to an ecosystem, the wildlife population declines and or becomes unhealthy and unstable. Again, the cascading effects here.</p> <p>6. The construction of the gondola is worrisome for many reasons. We know that it will take longer than proposed and we know that it will cost more than proposed. Furthermore, this proposed gondola would be the longest in the world. The first of its kind, the build, the maintenance and the finances will far exceed what has been proposed. Again, this is taxpayer funded for something that has not been done before and cannot be trusted or relied upon. In the FEIS, you have a statement that says "If a gondola alternative is selected, UDOT would contract final design and construction of the gondola to a company that specializes in gondola systems. If the gondola system changes, based on the gondola system contractor's final design, UDOT might need to reevaluate the environmental analysis done in the EIS." Effectively, this tells the public that we don't truly know how long this will take, how much it will cost, and what the consequences will be. It seems as though the reason for the vague analysis in many areas of this EIS are due to the fact that the plans are loose and therefore unreliable. Based on your supplier or hitting a rock you cannot get through, we go back to square one and everything changes. Again, the cascading effects here are like wildfire. There is nothing listed on what happens if there is trauma to the lines of the gondola. What if any structure is damaged at all. This is an unacceptable analysis for the public.</p> <p>The goal was to "substantially improve roadway safety and reliability and mobility from Ft. Union to the town of Alta for all users." Based on the facts from your EIS, this is not what will happen with the gondola. White Pine users for example, both cannot take the gondola to White Pine and based on the proposal, cannot park at White Pine because of the removal of on-road parking.</p> <p>I am concerned why the Gondola was chosen as preferred.</p> <p>Alternative options that benefit the canyon, ALL of its users and the resources we rely on. These options also think about the future of this place and those to come who are yet to enjoy it and should be considered as they have proven to be effective as well as far more affordable.</p> <ol style="list-style-type: none"> 1. Expanded bus service with electric busses 2. Incentives to carpool or incentives to take public transit 3. Removing cars from the canyon at all, leaving only an electric train that stops at ALL major access points in the canyon for all users. 4. Reducing traffic on the road by 30% (which is only stated as a goal, not a proven thing in your EIS) but we have seen that paid parking or parking reservations at Alta has reduced users in the canyon. In other words, there are some common sense solutions that are already working. <p>Former public representatives, Senator Wayne Niederhauser and Chris McCandles sold the property where the gondola base is slated to be located but maintained the property that's around it. Our community fears what this means. Particularly, ideas like Yellowstone Clubs, or more places for elite tourists and yet more construction, more destruction to our neighborhoods and ecosystems, our community, and our livelihoods.</p> <p>I fear a proposal of a public-private partnership. I fear that there's a conspiracy by former Senator Wayne Niederhauser and Chris McCandles and Kevin Gates of LaCaille. By law, Pre-determination is prohibited. Which feels like something important to note as it is public knowledge that the majority of the 14,000 comments were against the gondola and that much more affordable, common sense solutions have not been considered.</p> <p>I urge you UDOT, to deny the gondola proposal as it is factually not the solution you have stated we need, nor the solution that the people of this community, this area, this city and this state prefer or want.</p> <p>Finally, in your EIS, the phased approach that included expanded bus services now cannot be implemented due to the bus routes that you have cut up the canyon for the winter. It all seems insidious and pre-determined and does not represent what the public prefers. As you constituent, again, I urge you, please deny this proposed solution as you have clearly shown in the EIS it is not an adequate solution and does not have reliable plans.</p> <p>Shandi Kano shandikk@gmail.com 801-368-0602</p> | | |
| 29425 | Kapacinskas, Marly | <p>From a public standpoint, I do not support the gondola. As it will only serve Alta and Snowbird, the intentions are clear: provide access to the canyon for those who can afford it. It's absurd that this project will be funded by the public, when all persons and wallets on the gondola will be deposited at the doorstep of the resorts.</p> <p>I understand that property has been purchased for a parking lot at the base of the canyon, but what happens when that lot is full? Traffic does not originate in the canyon, it originates in the valley. We must integrate our approaches with local and regional transportation objectives! Otherwise the mouth of LCC will become an absolute zoo as people once more fight for parking, and residents and those seeking other forms of recreation are impacted.</p> | 32.1.1A; 32.1.2B; 32.2.7A; 32.2.9E; 32.7B | A32.1.1A; A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Where is the money from Alta and Snowbird to mitigate impacts both in the canyon and in the neighborhoods around it? What are they doing to help our communities? Great, a free gondola pass. But WHAT ELSE? | | |
| 26697 | Kapcinkas, Sam | The gondola will ruin the visual experience of the canyon, destroy climbing areas, and force tax payers to pay for the benefit of the resorts. There are better alternatives to the transportation issues in the cottonwoods that don't involve permanently ruining the canyon and the community has overwhelming voiced there support for those alternatives. Please listen and act accordingly. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B |
| 34731 | Kapes, Ryan | No gondola is necessary to accommodate traffic if increased bus service, tolls, and a new park and ride at the bcc gravel pit are implemented. Traffic is only exceptionally bad about 15 day per year, not to mention that the gondola doesn't adequately serve backcountry skiing trailheads and isn't being paid for by the for profit ski resorts. If the ski resorts were paying at least half of the bill, it might be reasonable. | 32.2.9E; 32.2.9A; 32.2.7A | |
| 27174 | Kaplan, Ben | No Gondola! Preserve the nature and keep little cottonwood beautiful for generations to come! | 32.2.9E | |
| 26469 | Kaplan, Rochelle | <p>I am totally opposed to the gondola plan, and although a long time skier at both Alta and Snowbird, now plan to ski Big Cottonwood Canyon to protest their support of the gondola. The gondola is an expensive boondoggle, benefitting Little Cottonwood Canyon ski resort owners, developers like the majority of state legislators, including former legislators involved in this expensive plan. The bill would be borne by all taxpayers, the canyon's beauty would be hurt, and the route is on an earthquake fault line.</p> <p>The nearby community, of which I am a part, is opposed, as are its mayors, to the gondola. We don't need more skiers. We need to instead limit the # of skiers, increase electric buses, charge for parking.</p> <p>Shame on you. Doing this in stages does not alter the damage a gondola will cause. Shame on you!</p> | 32.1.2.B, 32.2.2K; 32.2.2Y; 32.2.2QQ; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9DD | A32.2.2K; A32.2.9DD |
| 27967 | Kardon, Gabrielle | I am strongly opposed to the gondola option. This only benefits the two ski resorts. However, it is not beneficial in the winter to backcountry skiers and the rest of the year, it will be a significant eye-sore to the canyon and those hiking or enjoying its natural beauty. Given climate change, the likelihood that these ski resorts will even be functional in 30 years is low. Why are we spending public dollars to support a profit-driven private, unsustainable industry? I have no understanding of why we should support this terrible plan. I am adamantly opposed to this plan! | 32.2.9E; 32.2.2E | |
| 28542 | Karen Bergan, Rich | We're in support of the little Cottonwood gondola. | 32.2.9D | |
| 36854 | Karen Lowe, Gary | We are very much against the gondola. That is a lot of taxpayer money to spend for a few users. Try other recommended actions first. Users may try it once and then probably go back to convenience of vehicles. | 32.2.9E | |
| 31726 | Karg, Hailey | <p>The is a very upsetting proposal to the MAJORITY of Utahns, as you can see from all of the comments. Here are just a few of the many reasons the gondola is a TERRIBLE idea:</p> <p>1) expensive to build: this money is coming out of taxpayers pockets. Do you know what we can do with \$550 million-\$1 billion?? Maybe use it to improve education, pay teachers, make the world a better place by educating children properly. That's just 1 idea. Not to mention, the gondola is only benefiting Alta & Snowbird.. why do you think snowbird mischievously purchased an LLC for the gondola? THEY WANT IT.</p> <p>2) destruction of land to build: how much land are they destroying by building a giant gondola? Tearing down trees. Affecting bird migration. Not to mention it will be a HUGE EYE SORE. If you want to see a gondola, go to Europe!</p> <p>3) threat to the watershed: through constructing/ operating the gondola, it poses a significant risk to the canyon's watershed. Protect our water sources, water is a basic human need!</p> <p>4) expense to ride the gondola: it is projected to cost \$50-\$110 to take 1 ride, who can afford that? What about a family of 5? Skiing/ snowboarding is already an elitist sport, ski passes cost > \$1200, gear is expensive etc.- it will only worsen that issue. Can we make skiing more affordable for everyone instead of widening the gap? Hey, we could use some of that \$550 million to allow underprivileged kids learn to ski! ;)</p> <p>5) The gondola ride time is an hour. An HOUR?? It takes 15 minutes to drive from the mouth of LCC to the resorts. What happens if someone forgets a glove? Take that ride right back down, grab that glove and head up- oh that's 3 hours of your day, you could have gotten 12 laps in already!</p> <p>I have more.</p> <p>But here is a GREAT SOLUTION to the canyon traffic: Build 2 multi-level parking structures from each entrance of the canyon (because the current bus stop lots are WAY too small). Build one near the swamp lot, or the lot at the bottom of LCC, or where the proposed gondola base is to be! Build the other near 9400 S. Then have a FREQUENT BUS OPERATION FROM THE 2 LOTS. If buses run every 10-15 minutes from the lots to the resorts, people will take them. People will take the bus if it is not full when it gets to them, and if it is on time! Running frequently will assure the busses won't get full, and they will remain on time. People were previously deterred from taking buses, if they weren't timely, or out of concern they wouldn't be able to get on. Bus rides take 20 minutes instead of 55 minutes! YAY. On top of the frequent bus operation, there should also be a CANYON TOLL. Just like in other states that toll highways, Utah can charge to enter the canyon. Whatever it costs, it will be MUCH CHEAPER than buying a gondola pass. Locals should be allowed to purchase an annual pass, or highway toll device (like bridges in CA) that automatically charges you. Please please go with a more reasonable solution to canyon traffic like this! There is absolutely NO NEED FOR A GONDOLA. Thanks for reading.</p> | 32.2.9E; 32.1.2B; 32.1.5C; 32.2.9A; 32.2.2Y; 32.12A; 32.2.4A; 32.2.6.5O | A32.1.2B; A32.1.5C; A32.12A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34777 | Karg, Michele | I retract my support for the gondola in Little Cottonwood Canyon. I oppose a gondola-based solution in any form. I support increasing buses and increasing parking lots in the Salt Lake Valley. The gondola is not favorable for the majority of people. The gondola is a scam. A gondola disrespects the land and disrespects residents of Utah. It's too expensive and it's not the best solution. Do not scam Utah residents. Do not deface Little Cottonwood Canyon. | 32.2.9E; 32.2.9A | |
| 31618 | Karg, Miki | The proposed gondola is NOT the solution! I have not seen any information on what the fee for a gondola ride will be, but consider the cost for a couple or a family with children - it would be much too expensive. In reality, who do you think is going to ride the gondola? The logistics of getting yourself to the gondola station after boarding a bus or loading your car with all of your gear, riding or driving to the station, dragging all of your equipment from the bus or your car to the gondola, then from the gondola to a place at the resort where you can gear up and find someplace to leave other belongings (lunch, extra clothes, etc.) is a hassle! Also, the length of time it takes to get to the resorts that are benefitting is too long. Even sending up to 2500 cars up the 2 roads will create such a traffic backlog. Please try other options of road tolling and increased bus service before you spend an exorbitant amount of money on an option that will destroy the beauty of the canyon, benefit only the ski areas, be used only part of the year, and will likely have low ridership. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 33738 | Karg, Miki | I think we need to try enhanced bus service up Little Cottonwood Canyon before we jump into building a gondola. The recent announcement of reduced bus service up the canyon is a ploy to encourage public support of the gondola. Also, there is little being said recently about proposed changes to Wasatch Boulevard, which is a very important topic. If bus service is being cut back due to driver shortage, offer drivers a better wage to encourage more drivers. This is a much more economical and practical solution than spending \$550 million of taxpayer money to fund a gondola and its related costs. Expand bus service -run more buses more frequently from strategically placed bus hubs around the valley!!!! | 32.1.1A; 32.2.9A; 32.2.9E | A32.1.1A |
| 34205 | Kari Wade, B | I am very opposed to the gondola solution for LCC. The cost and impact to the canyon and taxpayers is not acceptable. This should be decided from the majority voice of the people. It is clear that the majority do not want this. The main demand is during the winter months, primarily the months of January and February. The gondola is not needed. Any elected official who votes for the gondola will not get my vote. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 33254 | Karjalahti, Katie | This whole proposal is a massive bummer. It's going to remove the nature from hikes and rock climbing routes in little cottonwood canyon. If I want to go out and enjoy nature, I don't want to listen to motors and see massive poles and gandalas moving tourists uphill. It's a solution that will only create more problems. Snowbird and Alta do not have the capacity to support more people. This feels like a money making scheme more than an environmental and traffic solution. Implement a bus system similar to Brighton in big cottonwood canyon that can be adjusted by the amount of people trying to get into the canyon instead of a gandala system that is going to cost so much money and ALWAYS be there to interrupt people trying to enjoy themselves in the canyon. Are you even reading this? Take notice of the neighborhoods in sandy and cottonwood heights and what they are asking for before you make decisions for a community that doesn't want you to. Have a good day. Ps if you remove hiking trails and rock climbing routes you're going to have the SAME problem in different canyons that people go to instead. | 32.2.9E; 32.2.0C; 32.1.1A; 32.4B; 32.2.0I | A32.2.0C; A32.1.1A |
| 28256 | Karlik, Laurie | Why is Dopylmyer, who makes the cabs, the source for what type of bus can make it up and down the canyon? The gondolas in Tahoe are \$60 for a round trip. Even with the price of gas, people will drive or bus rather than pay that price. UDot will need to charge that much just to cover the insurance, and by UDot, I mean me, the tax payer! Take a gondola up, then bus down to a trail?! Does anyone see the lunacy in that?! You spent 36 minutes in the cab plus let's say 5 minutes per side to load and unload for a total of 46 minutes. This time will be repeated for the trip back down so now we are at 1 hr and 32 minutes. Now get into the free shuttle (bus) to ride to a trailhead, let's say 10 minutes of waiting and a 5 minute drive which will occur both directions for a total of 30 minutes. Total now 2 hours and 2 minutes added to your day for your hike. Or you can drive your car to a trailhead from the gondola base, 6-8 minutes. Struggle to park, and walk to trailhead, 15 minutes. Total 46 minutes round trip for the same hike. Hum. Not a hard decision for me as to which use. Sure a vacationer will like it, but not a local! I live on [REDACTED] [REDACTED] It takes 14 minutes from our garage to the Snowbird parking lot so I base my data on facts. | 32.2.4A; 32.2.6.3C | A32.2.6.3C |
| 34351 | Karpinski, Kelly | First off, I oppose the gondola. It's a tax payer funded subsidy to the ski resorts and will ruin the beauty of the canyon, amongst other things (eg climbing rocks, etc). Second, none of your solutions benefit all users of the canyon. It seems you want to not allow roadside parking, when many backcountry skiing and hiking routes do not have dedicated parking. You need solutions for all routes prior to banning roadside parking. Third, the enhanced bus service is still severely lacking. We need early routes (5,6,7 am). Summer routes too. Select busses also need to service the trailheads. Fourth and final, tolls should never be charged if there isn't an alternative. A single occupant does not have a public way to get to white Pine, for example. It's not always possible to carpool and no bus services this spot, so you shut ppl out of recreating. As long as the toll is above entry 1, and you can avoid the toll by arriving before a public alternative, then fine. You should align this with Alta's timed parking lot opening. If you can't arrive there before the toll goes in, it's not really fare to Alta skiers vs Snowbird skiers. | 32.2.9E; 32.2.6.3C; 32.2.6.5G; 32.2.2Y; 32.2.4A | A32.2.6.3C |
| 38566 | Karr, Jamie | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 36324 | Karras, Annie | No gondola | 32.2.9E | |
| 35469 | Karras, Kim | As a resident of Sandy, I have the wonderful opportunity of visiting Little Cottonwood canyon multiple times a month all year long. I love the beauty, solitude, and grandeur of this canyon. I enjoy having a place of refuge. I enjoy having a place to take my children where they can experience the awe of nature. That being said, I am strongly opposed to the proposed gondola. I am concerned that the construction will destroy the beauty of the canyon - and that the damage will be difficult to reverse. I also feel that the proposal is too expensive and that there are simpler, more cost-effective solutions to this problem. Please preserve the beauty of this amazing canyon!!!!!! | 32.2.9E; 32.1.2F | A32.1.2F |
| 27106 | Karren, Clint | I am a native Utahn, an avid user of Little Cottonwood Canyon and have been for my entire life. I fully understand the need to reduce traffic congestion up the canyon and I am not entirely opposed to the Gondola proposal. However, I do not support this proposal simply because IT WILL COST UTAH TAXPAYERS HUNDREDS OF MILLIONS OF DOLLARS THAT WILL ONLY BENEFIT A SMALL PORTION OF THE CANYON STAKEHOLDERS (I.E., SKI RESORTS AND PATRONS) FOR ONLY A FEW MONTHS OF THE YEAR (I.E., THE SKI SEASON). I do not ski at the ski resorts, and I see thousands of other recreationists, like myself, that backcountry ski, snowshoe, ice climb, sled, hike, rock climb, backpack, fish, camp, mountain bike, etc. that will not benefit from this. The Gondola will do nothing to gain access or reduce congestion to the many recreation spots that dot Highway 210 that are used throughout the year (not to mention the enormous eyesore that will be created with +200 ft gondola towers lining the canyon floor). I realize that there is no perfect solution to this problem but there certainly are better options that will use tax dollars more equitably for all canyon users throughout the year. If the Gondola is constructed, it would only be fair to the Utah taxpayers that most, if not all, of the cost be covered by the ski resorts (and their patrons) since they are the only ones to benefit from this. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9E; 32.4B | A32.1.2B |
| 31551 | Karren, Jeffrey | I am very much opposed to the gondola idea. It makes no economic sense to me; it will mar the beauty of the canyon, it will financially benefit a very few special interests. Bad, bad idea! | 32.2.9E; 32.2.7A | |
| 31550 | Karren, Kathy | I am definitely against the gondola in Little Cottonwood Canyon. It would only help a small group of people for a limited number of months during the year at a huge cost. I am certain there are other options that should be considered! | 32.2.9E; 32.1.2D; 32.2.6.5F | |
| 32945 | Karrington, Tiffany | Do not use tax money to fix this problem!!!!!!!!!!!! This is not a problem for most of the people in Salt Lake, and will not benefit the Many!! Do not tax all of us for this. | 32.1.2B | A32.1.2B |
| 31765 | Kartchner, Steve | I do not support spending this level of funding on a project that could be better spent that would provide benefit to a greater population. Just keep things the way they are. That is the best alternative and costs nothing. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 26386 | Kartchner, Steve | This is not a good allocation of money, particularly with a downturn in the economy and high inflation. I do not support this project. Please abandon the plan for a gondola. | 32.1.2B; 32.2.9E | A32.1.2B |
| 30037 | Kartchner, Steven | This is a poor use of public funds for the large amount that will be expended. I oppose tax funds used for this purpose as they could go to better uses that would benefit a larger percentage of the population. | 32.1.2B; 32.2.7A; 32.2.9N | A32.1.2B; A32.2.9N |
| 29171 | Kartman, Michael | Resident of Sandy. My proposal is easy - just eliminate the IKON and EPIC passholders and that will cure the traffic congestion in no time. | 32.2.2K | A32.2.2K |
| 28830 | Karz, Jessica | This seems to go against what the general population desires as a solution for our canyons. This a solution that purely pleases the corporations and only 20% of the population that desires the gondola. DO NOT BUILD A GONDOLA. DO NOT RUIN OUR BEAUTIFUL CANYON! | 32.2.9E; 32.2.9N | A32.2.9N |
| 31807 | Kasemir, Heidi | Please do NOT build a gondola. Consider trying better bus infrastructure. | 32.2.9E; 32.2.9A | |
| 28395 | Kaserman, Mike | The proposal to build a gondola from the base to the top of LCC is proposing that we all subsidize the Snowbird and Alta ski areas. It'd be a windfall for them, and an expensive insult for the rest of us. Yes, it would decrease traffic in the canyon - by the number of people going to those resorts. In the summer, how much of the canyon traffic is heading there? Most of us are heading for areas lower in the canyons, for the fantastic hiking and climbing. Even in the winter, many of your voters are going backcountry skiing, or ice climbing, or hiking. The gondola would mainly serve out of town visitors going to ski Snowbird or Alta. At your voters' expense. | 32.2.9E; 32.2.0C; 32.2.6.5G; 32.1.2D; 32.2.9N; 32.2.2PP | A32.2.0C; A32.2.9N |
| 32524 | Kashefsky, Emma | No gondola | 32.2.9E | |
| 32794 | Kasteler, Claire | Gondola is a ridiculous option that is not fluid when we are addressing a fluid situation. We need a solution that is more capable of addressing that crowd control isn't necessary every day... so why have a permanent fixture? Electric busses, incentives and fees are the answer. Force people to use busses...other countries force folks to use trains and if that's the only way to get there, guess what... people still ski. I prefer driving, but if my only choice is a bus, I'd take it... spend the money to make them nice busses with lots of features and give them priority over cars... like bus=free. Car=50\$ toll | 32.1.2H; 32.2.9E; 32.2.9A; 32.2.4A | A32.1.2H |
| 30585 | kasteler, Taylor | would much rather have an alternative than the gondola. It's going to ruin our outdoors | 32.2.9E | |
| 37907 | Kastelic, Robert | Bad idea. The installation of the gondola will heavily damage the land, the towers will impact the visual quality of the canyon, doesn't address Summer congestion and only serves the ski resorts as no stops at the areas that are heavily congested, taxpayers should not fund a private company to operate on public lands and it has a short operating window compared to cost. Do not let this abomination to the landscape go forward. | 32.2.9E; 32.1.2D 32.2.6.5G; 32.2.6.5F; 32.2.7A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35127 | Kastelic, Sarah | Terrible idea. So expensive, and ridership is going to be so minimal. And widening roads and giant parking structures aside- what is the point of this in summer? I don't understand how it's even gotten this far. | 32.2.9L; 32.2.9C; 32.2.9E | |
| 37941 | Kastelic, Tiffany | Oppose this idea. It will ruin the land and be visually disgusting. Does not address traffic in the Summer that is not going to the ski resorts, which will be the only two stops. Taxpayer money should not be used in such a wasteful manner. This is a terrible, terrible idea that needs to be rejected. | 32.2.9E; 32.2.7A; 32.2.6.5F | |
| 33391 | Kastelic, Zach | I do not support the Gondola and see multiple EIS issues related to the construction according to the plan laid out by UDOT. My complaints are as follows: The Gondola will massively affect the sightlines of the little cottonwood corridor. The plan calls for at times 150 Ft. concrete pillars. This will have significant negative impact visually for the canyon and detract from the natural visual value of the canyon. Little Cottonwood is one of the most scenic areas within 30 minutes of Salt Lake City, and disrupting that view would detract massively from the natural asset we have. Not only from within the canyon will the views be affected but from hiking trails, ridgelines, and any other way you can view the canyon. Preserving the natural beauty of the area while still being able to recreate is very important to me and I don't see the gondola preserving that. The taxpayers will be funding a public construction project benefitting private industry. Of which the taxpayer sees no direct benefit. Subsidizing the private ski industry at the cost of visual enjoyment of the canyon. I am also concerned about the funding sources for the gondola, as well as operation and maintenance over the life cycle of the gondola. Are those costs being included in the \$500 Million estimate included in the plan. Who would be responsible for O&M on the gondola once constructed? Related to the operation of the gondola little cottonwood is prone to avalanches on those high snow days. Is the gondola going to be able to operate on those days? Traffic flow is most noticeable on days where high snowfall has occurred and if it is unable to operate during that time then I am concerned it will not significantly contribute to the traffic issue. In fact I don't believe the gondola effectively addresses the traffic issue at all. With high estimated ticket prices, no limitations to private vehicles still using the roads, and the gondola perhaps not operating on those days it is needed most, It won't produce an effective reduction of traffic in the canyon. I would propose simply to enact a reservation system in the canyon to limit the number of privately owned vehicles that are able to drive up the canyon, and supplement that with increased bus services for the remainder, as well as expanding the park and ride system. That would address the traffic concerns simply, and without massive costs to both the taxpayers and our natural assets in the Salt Lake Valley. | 32.2.9E; 32.2.7E; 32.2.6.5H; 32.2.4A; 32.2.2K; 32.2.9A | A32.2.7E; A32.2.2K |
| 26407 | Kastellec, Matthew | I am incredibly disappointed by UDOT's insistence that a gondola is the right solution despite it's astronomical monetary cost and unknowable impacts on the environment and watershed, all to ensure skiers can get up canyon on the 10 days a year when driving is unsafe. I am hopeful that the alternates in the earlier phases prove once and for all that we don't need a gondola - we need better bussing, tolls, and restrictions to help manage the flow of people and vehicles. I will be lobbying my representatives to ensure the funding for the gondola never happens. | 32.1.2B; 32.1.2F; 32.2.2K; 32.2.2Y; 32.2.2QQ; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A , 32.2.9E | A32.1.2B; A32.1.2F; A32.2.2K |
| 35160 | Kasten, Maggie | I disagree that a gondola is the best strategy to deal with canyon traffic. Enhancing busses and parking for canyon use around the valley would be a better approach. It could be implemented in shorter time and less expense. | 32.2.9E | |
| 37819 | Kates, Grant | I am 100% against the gondola. I believe it to be in the best interest of less than 1%. We're taking about a natural increase in population that can be battled by other means. There is no reason to dig up and establish such an eye sore in his beautiful area. Look at the cost, we simply can't afford it. Coupled with issues with the great salt lake I think we all need to make better priorities and allocate the states funds in a proper fashion. This mentality of let's build a gondola and our issues will go away is silly and immature. As leaders of the community and elected officials, let's look at this situation for what it is and take the time to rethink the. Eat solution for the earth, the state, the locals who love living here, and the tourists who will never stop visiting. | 32.2.9E | |
| 37436 | Katsanevas, Maria | I'm for the Gondola. I think it will eliminate all the traffic. Can't wait for it. | 32.2.9D | |
| 27888 | Katz, Linda | I am a ski instructor at Alta and own a condo at Powder Ridge. I oppose the gondola. It is unnecessarily expensive for tax payers. It will be unattractive and slow. The parking reservation system WORKED last year. Combined with tolling, carpool incentives, and expanded bus service there is no need for the gondola. The canyon is small and fragile, and can only handle as many guests as the parking lots can hold. I do not know anyone who supports the gondola other than ski area leaders which makes me think all the comments of tax payers and residents are not valued. Thank you | 32.2.9E; 32.2.2K | A32.2.2K |
| 27889 | Katz, Mike | As a resident of powder ridge at Alta I am very concerned about the view shed up the canyon and I think it would be effected negatively by the gondola. As a tax payer I have to imagine we have better use for our money than to support this project to help to reduce traffic on between 5% and 10% of calendar days a year - seems irresponsible. As someone who cares about the environment, electric cars and busses are growing at such a rate that in 10 years 25% to 50% of the traffic up the canyon will be electric thus reducing the negative local effect of carbon emissions on the canyon. Please do the tolling and enhanced bus service first and measure its effects and put this on hold until we know the answer to that and can see the electrification of our vehicles take hold - no need for this. | 32.2.9E; 32.1.2B; 32.2.4A; 32.2.9A; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 27929 | Katz, Trevor | Now we're really angry. As a canyon resident, we no better than anyone that this place can't handle more people than the lord can hold. We've said NO GONDOLA and we will continue. | 32.2.9E | |
| 33746 | Katzenberger, Christine | I've been a resident of Utah since 1970. I grew up skiing Alta and snowbird. Back then there was talk of a rail system. I don't believe a rail system or the gondola makes any sense. I agree with the toll system but it needs to start at the base for backcountry and resort recreation. An improved bus system is also good. Concentrate buses above 1300 East and park and ride areas. Have resorts shuttle their employees. If you don't have employees you won't have open resorts. | 32.1.2B; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 33573 | Kauffman, Kit | Please don't put up the gondola, it will only allow more people at the ski resorts which are already overcrowded. This only helps people who stand to benefit from more people skiing (like the resorts) not any of their customers. | 32.2.9E; 32.20C | A32.20C |
| 26613 | Kaufmann, Sarah | The gondola only moves traffic issues down canyon into Wasatch neighborhoods around whatever parking monstrosity will be assembled, the gondola can't run in high wind conditions so people are still stuck prior to reaching a resort, it is expensive (both per trip for riders and for tax payers to build), and it amounts to taxpayer dollars funding a private initiative for Alta and Snowbird. Let's improve bussing and canyon infrastructure with avy tunnels and bus lanes. | 32.2.2C; 32.2.4A; 32.2.6.5K; 32.2.7A; 32.2.9B; 32.7B; 32.7C | |
| 25512 | Kawagoe, Thomas | I do not want the gondola. As someone who enjoys Little Cottonwood Canyon (LCC) as a place of recreation, I think adding the gondola will have too high of an impact on the land and will detract from the experience of LCC enjoyed by so many people! Keep nature wild and quit developing land that doesn't need to be developed! Please pick an alternative that won't scar the land! | 32.2.9E; 32.1.2B; 32.2.2PP | A32.1.2B |
| 36049 | Kawakami, Brendan | Something absolutely needs to be done to relieve traffic congestion in Little Cottonwood Canyon but a gondola is NOT the answer. It is too expensive and too exclusive of a project to be beneficial to the overall citizen. Not a single taxpayer dollar should be spent on something that solely enriches the wealthy corporations that own the resorts this would benefit. Limit vehicle access, incentivize use of public transit and promote use of the area without overburdening the environment or the infrastructure | 32.2.9E; 32.1.2D; 32.2.7A; 32.1.2F; 32.2.2Y; 32.2.9A | A32.1.2F |
| 29403 | Kawamura, Josiah | DO NOT BUILD A GONDOLA UP THE CANYON. IT IS A WASTE OF TAXPAYER MONEY AND WILL RUIN THE NATURAL LOOK OF THE CANYON. I WOULD RATHER WAIT IN TRAFFIC THAN HAVE THAT THING BE BUILT. | 32.1.2B; 32.2.9E | A32.1.2B |
| 32416 | Kawamura, Josiah | No one wants the [REDACTED] gondola stop trying please. | 32.2.9E | |
| 33288 | Kay Willoughby, L | Please do not do the gondola. It will create an eyesore serving very few for a short time of the year. Find a better way. | 32.1.2B; 32.2.9E | A32.1.2B |
| 25899 | Kay, Camdon | Super bummer for a state that is known to have some of the best climbing in the country choosing to toss it away for money. I hope folks involved feel ashamed. It truly means a lot to climbers to have this area preserved. | 32.4A; 32.4B | |
| 28436 | Kay, Jorae | When is UT going to realize that by "selling" UT to the world is only taking away our quality of life? The ski resorts have already been handed over to the rich and famous and becoming totally unaffordable for most UT residents. Our \$\$ should be spent on the people who live here/not cater to rich tourists! The reasons we love UT are rapidly vanishing! I vote NO to The entire project. | 32.2.9G; 32.2.9N | A32.2.9N |
| 34198 | Kay, Lehua | I do not approve of this. There are other ways to make a buck, but not at the expense of the environment. I fell in love with Utah because of its beauty. There are many ways to see it's beauty but a gondola is not the way. | 32.2.9E; 32.2.9N | A32.2.9N |
| 26995 | Kayla, Woehr | First of all, I'm disgusted that we have to comment a 2nd time that WE DO NOT WANT THE GONDOLA! This an absurd waste of tax payer dollars to solely benefit two privately owned ski resorts. We have to thoroughly investigate who else is making money off of this project as well as cheaper and less destructive alternatives first. | 32.6A; 32.2.7A; 32.2.9E | |
| 25478 | Kazemini, Kaiden | There is not a single soul in Utah who wants this gondola to be built other than the people who will make money from this. The environmental impact it will have will be irreversible and we are sick and tired of our voices not being heard when we the people are the ones paying for this garbage. Nothing realistic has been proposed such as tolling, carpooling requirements on busy days (weekends/holidays), etc. Maybe if the ikon pass wasn't allowed in our canyons this mess wouldn't have happened, but yet again money over everything. | 32.2.9E; 32.2.2K; 32.2.9N; 32.2.7A; 32.2.2Y; 32.2.2PP; 32.1.2B | A32.2.2K; A32.2.9N; A32.1.2B |
| 30933 | Kealy, Michael | Terrible squandering of taxpayer resources. I'm opposed to the MAX | 32.2.9E | |
| 28825 | Kearl, Jocelyn | I am in favor of a plan that would serve all canyon users, winter and summer. The gondola seems too narrowly focused on skiers (and I am one of those so I would benefit from it) and creates visuals that are not in line with one of the most beautiful canyons in the world. With the uncertain impact of climate change on our future ski seasons, the gondola plan also doesn't seem in step with reality for an investment of that size (especially if it's 5 years down the road). Let's keep doing all the other traffic mitigation measures -- required parking reservations, carpool incentives, and more buses -- for both winter AND summer to maintain and conserve Little Cottonwood Canyon's beauty and qualities for the most people possible. | 32.1.2D; 32.2.2E; 32.2.9A; 32.2.2K; 32.1.2B | A32.2.2K; A32.1.2B |
| 26440 | Kearl, Spenser | I am for the gondola going up the canyon. I would hope that there are plans to expand this lift beyond to the park city resorts, as well as connect big cottonwood canyon. I would also hope to see this lift run through the summer months and add activities like mountain bike trails, hiking trails, etc. excited to see this unfold! | 32.2.6.5F; 32.2.9D | |
| 28900 | Kee, Andrew | The gondola only poses benefit to the two ski resorts (Alta and snowbird) for a few weekends a year. Typically traffic is not that bad. Other options, such as busses or other public transportation (funded by the ski resorts) should be thoroughly investigated. The report states long term environmental impacts, however studies show that there will be very limited snow in 30 years, leaving less reason for the gondola. Parking and such is already an issue at the base of the canyon (the park and rides) for those few busy weekends. Perhaps more well thought out park and | 32.2.9A; 32.2.9R; 32.2.7A; 32.2.2E; 32.2.2K; 32.1.2B; 32.2.2PP | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K; A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | rides (perhaps reservations) could do some justice. The ski resorts as well should implement reservation systems. Alta has done this and it has already limited the traffic in LCC. If snowbird is to do the same, this could greatly alleviate congestion. | | |
| 30348 | Keefer, Johnathan | NO GONDOLA! | 32.2.9E | |
| 36491 | keegan, lindsay | I do not support a gondola in lcc. It does not serve the greater community and should not be tax funded as its only delivering people to two private resorts for 5 months of the year. You should expand bus services (despite the increased cost) as these are the most scalable and once electric they will also reduce emissions. We want the cottonwoods to be green and not marred by steel towers that only work when not windy not even in the summer. If avalanche days are only a minor inconvenience according to Alta mayor, then we should focus on solutions that match, like expanded bus services along Wasatch front. So you can allocate more buses to wherever they are needed in the valley. Gondola is too limited in its approach and destructive in the trails and climbing areas impacted. Since snow sheds mitigate the avalanche delays, stick to reasonable solutions even if they won't be perfect in your spreadsheet. We want solutions that don't change the view and are scalable. Especially since the great salt lake is so low and we expect lower snow years in the future. What if we don't get all these visitors in the canyon and the gondola goes un used? At least you will always use buses somewhere. Thank you and listen to what the people want. | 32.2.9E; 32.1.2D; 32.2.6.5F; 32.2.6.3F; 32.2.9A | |
| 30513 | Keegan, Mary | It is not possible to maintain the visual appeal of Little Cottonwood Canyon with these major, permanent constructions. It is not possible to keep recreation areas intact when the heart of that recreation is the wild, and this measure attempts to domesticate the wild. While all users of the canyon (including its flora and fauna, which will not be unharmed by this project) may have been initially considered in this measure, consideration means little when the well-being of the users is ultimately cast aside. This is a shame and an embarrassment and must not move forward. | 32.2.9E | |
| 27401 | Keeler, Kathie | No!! This expensive, environment-destroying project only benefits a few and lines the pockets of developers and politicians. | 32.2.9E | |
| 35762 | keeley, karen | I am against the gondola. I think it is foolish to put up a permanent structure without trying less invasive alternatives first - like an expanded bus service or a toll or reservation system to drive up Little. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 29393 | Keeley, Michael | Yes, my name is Michael Keeley. My phone number is [REDACTED]. I am in [REDACTED] and I just read on KSL that the gondola plan looks to be moving forward and I wanted to express my grave reservations and non-acceptance of this path forward on the prospect of getting up the Canyons. I think it's a terrible idea. I think they expanded bus service and other Associated, prospects would be a lot better for the citizens of Salt Lake Valley and the benefit to the Resort's and the grab of taxpayer money, which I'm extremely dissatisfied with Thank you. | 32.2.9A; 32.2.9E | |
| 36906 | Keeley, Robert | <p>Comment: I am writing to oppose the construction of a gondola in Little Cottonwood Canyon, for the following reasons:</p> <ol style="list-style-type: none"> 1. The Environmental Impact Statement (EIS) and process were flawed. <ol style="list-style-type: none"> a. The Little Cottonwood Canyon gondola project is a boondoggle for private interests. No taxpayer money should be spent on this. It is designed to connect a private commercial venture (LaCaille development) to other private commercial venues (Snowbird and Alta Ski Resorts, primarily, but including the involvement of Dopplemeyer the gondola company, construction interests, marketing consultants and others...), using public tax dollars to pay for private interest ventures. That alone is highly problematic when a majority of affected taxpayers oppose the project. Polls indicate that 80% of Utahns prefer a solution other than building a gondola in Little Cottonwood Canyon. (Deseret News, December 9, 2021). b. Additionally, as for the EIS, the boundaries of the study were too narrowly drawn. They did not consider neighboring Big Cottonwood Canyon, the Park City area ski resorts, and many key transportation routes affecting them all. Skier traffic problems are caused by and should be considered for all the resorts: Alta and Snowbird in Little Cottonwood Canyon, AND Brighton and Solitude in Big Cottonwood Canyon, Park City, Deer Valley, and The Canyons in the Park City area. To truly serve the public interest, finding the best solution should be inclusive and holistic, not limited to one canyon and the private interests wishing to build a project there. c. There needs to be a comprehensive transportation strategy that includes the other canyons, not only Little Cottonwood Canyon. Big Cottonwood Canyon at peak times often surpasses the congestion in Little Cottonwood Canyon. A successful traffic mitigation strategy in one canyon will just push traffic into the neighboring canyon, and will not alleviate impacts on the protected watershed. Additionally, the decision on whether or not to connect Little and Big Cottonwood canyons to the Wasatch Back needs to be made before the interests in any single canyon push their own transportation plan. A piecemeal approach would not only be ineffective for the short-term, it would make long-term comprehensive solutions more difficult to accomplish. THAT should be more of a priority in a skier transportation plan for all resorts, not the private interests of a few in a historically important and environmentally fragile, single canyon. d. Speaking of historical significance, the Forest Service's enabling statute requires it to protect, preserve, and enhance the history of Little Cottonwood Canyon, but the draft EIS fails to acknowledge this history as even being relevant. Honoring that history in LCC would not include the construction of a gondola. A single gondola project in one canyon fails to address the overall environmental impact of the industries involved in interconnected areas of the fragile Wasatch Front and Back. e. All stakeholders have not been included in the process. It has been largely driven by private interests, UDOT and the Utah Legislature. Citizens in West Valley | 32.2.9E; 32.2.7A; 32.1.2D; 32.1.2B | A32.1.2B |

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| | | <p>and South Jordan who will be asked to foot the bill for it are largely unaware of this project and its fiscal magnitude.</p> <p>f. UDOT has failed to do the modeling necessary to verify that the gondola system will actually improve the skier congestion problem. Today most people travel straight from their garage to the resorts in the comfort of their private cars. The gondola is a very complex system consisting of a series of converging and dependent process steps with many potentially confounding variables. More thoughtful and inclusive study is necessary to address potential bottlenecks, delays, and long lines that compound through the system, and which can make the skier experience longer and more miserable than imagined. This was not effectively considered in UDOT's focus in addressing the traffic issue, and should look at the challenges of increased use of all the Wasatch canyons and ski resorts comprehensively.</p> <p>g. UDOT has not applied the sophisticated modeling tools readily available for such complex systems. The draft EIS just regurgitates "data" and "conclusions" about the gondola's efficiency from financially interested parties promising that a gondola car will always be available when in truth there will be reliability issues, unexpected or unplanned mechanical breakdowns of the gondola. If one bus breaks down, it does not cause a failure of the entire system. If anything breaks on any one of the gondola towers or drive motors, the entire gondola stops until repairs are made. These costs must also be identified and measured.</p> <p>2. The gondola project is fiscally irresponsible with \$600M of initial capital being used for the benefit primarily of private ski resorts and a private real estate developer.</p> <p>a. The federal and state - that is, PUBLIC - funds that would be spent building the gondola could be used to fund myriad other public projects that would benefit all Utah taxpayers, including other already deferred transportation infrastructure needs, sewer and water projects, and seismic infrastructure upgrades (schools). Thus, this is an irresponsible use of taxpayer money.</p> <p>b. Utahns would have to foot the bill through ongoing subsidies for perpetual operating losses. The gondola cannot cover its operating expenses based on ridership focused on weekend use during the ski season. The gondola would have to run at all times, even if ridership is low which creates a carbon as well as fiscal deficit. The inflexibility of a gondola solution is a major detraction. Once it is built, the impacts are permanent. Other solutions provide more flexibility and less risk.</p> <p>c. Maintenance costs for ongoing use have not been adequately considered and will likely require taxpayers to foot the bill.</p> <p>3. The gondola would not solve the traffic problem on peak days. On the 15-20 days a year when Snowbird and Alta have ski rush hour traffic, approximately 8,000 people move up the canyon from 7:30-9:30 am. At maximum capacity, the gondola could move 1,000/hour, which means from 7:30-9:30 they could move only 2,000 people. It is highly inconvenient for those who would use it, having to part at the gondola base - or elsewhere when those 1,500 - 1,800 parking places are filled adding another bus ride to the gondola, before an additional 30 minute trip to the ski resort. People will have to sit in traffic to park and wait for busses to even use the gondola especially at peak times, so there is no real flow of traffic and passengers.</p> <p>4. Use of public transportation - that is, bus service - has not been maximized.</p> <p>a. Currently, on peak days skier vehicles drive up the canyon with an average of 1.9 passengers/car. More people would use buses, if it were more convenient to do so, such as if the ski resorts provided more/better locker storage for the use of skiers who otherwise prefer to secure their gear and after ski boots, etc. in their private vehicles. This is especially true for families.</p> <p>b. Additionally, on non-peak days, people will not use the gondola because cars and buses are easier and more flexible. The gondola cars will run mostly empty for most of the year which would be a failure financially, environmentally, and operationally.</p> <p>5. Environmental degradation. Altering one of Utah's most scenic canyons has a high cost. Twenty-two towers each 25 stories high would take the majesty out of "Little" Cottonwood Canyon. Such a structure in a pristinely beautiful natural canyon is unsightly. In addition to visual impact, the drinking water that comes from Little Cottonwood Canyon will be impacted by gondola construction, and carbon emissions would be higher than other more flexible options since the gondola would have to run continuously. Visual and noise impact will negatively affect both human experience and canyon wildlife. The EIS has not sufficiently addressed the environmental impact of the gondola project.</p> | | |
| 35086 | Keenan, Denise | <p>I completely disagree with the installation of Gondola B in LCC. This is too costly. Monies for this build/operation would better serve ALL the residents of SLC/Utah if: 1) electric buses were utilized; 2) bus frequency was increased on weekends year-round; 3) Tolling was initiated for those not using bus service or carpooling (3+ in vehicle); 4) Annual LCC pass purchase was encouraged; 5) A Rideshare program was available for those entering/exiting LCC solo; 6) Parking areas (negotiating existing lots - avoid more build) for bus parking were increased throughout the city/region in strategic locations. Additionally, Gondola B will destroy the canyon beauty FOREVER, without an option for reversal. UDOT needs to deal with transportation problems in the canyon in all seasons. That is the function of UDOT. It is not to be involved in supporting ski resorts. UDOT needs to implement less expensive and likely reductions in 30% vehicle traffic on winter weekends - as this is ALL that the Gondola B will affect. Thank you for reading and listening to my citizen voice. Denise</p> | 32.2.9E; 32.2.9A; 32.2.6.3F; 32.2.4A; 32.1.2C | |

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| 38049 | Keenan, Lydia | I strongly oppose the gondola in Little Cottonwood Canyon. It is an extremely expensive and invasive option that provides only a small solution to the traffic and overcrowding issues in the canyon. Please consider the short and long term ecological and financial implications. I would prefer to see cheaper, most sustainable, smaller scale solutions tested and implemented first. Things such as expanded bus service, tolls, and high traffic limits could have huge success. A gondola is not the answer for our canyon, it is unpopular, exorbitantly expensive, and impractical. It benefits only a small number of stakeholders and is not a viable solution for LCC. | 32.2.9E; 32.29R; 32.1.2D | A32.29R; A32.1.2H; A32.2.6S |
| 36426 | Keenan, Patrick | I am a SLC resident and work at one of the resorts in the canyons. While I agree that there is a problem with congestion, the simple fact is that the proposed gondola will not solve this problem. It is incredibly troubling that this plan is moving forward against the will of most Utahns. According to a Deseret News/Hinckley Institute of Politics poll, 80% of Utahns oppose the gondola. Why should the taxpayers be responsible for paying for a gondola that only services private resorts? Why are we permanently changing the landscape of the canyon for a gondola that won't even be able to run on windy days or when avalanche mitigation is taking place? Furthermore, the gondola is pointless if people don't choose to use it. In order to push people to use the gondola, tolling and parking reservations will likely need to be implemented. If that is the case, why not start with those measures while also expanding the bussing system. This alternative would be drastically cheaper, would have less environmental impacts, and could also serve all of the backcountry trailheads in the canyon. | 32.2.7A; 32.1.2D; 32.2.9E; 32.2.6.5K; 32.2.4A; 32.2.2K; 32.2.9A | A32.2.2K |
| 35744 | Keene, Kristina | PLEASE DO NOT put in a gondola. I am very much in favor of turning the road up into LCC into a toll road, limiting the number of vehicles in the canyon at once, and increasing bus runs as a first step before doing something as drastic as installing a gondola that is unlikely to reduce traffic in the canyon and will be an eyesore. | 32.2.9E; 32.29R; 32.1.2F | A32.29R; A32.1.2H; A32.2.6S; A32.1.2F |
| 26810 | Keener, Leslie | I am storing my opposed to the destructive project to bring a gondola to LCC. There are more flexible and cost-effective ways to combat the canyon traffic. The gondola solution does not benefit anyone th at is interested in visiting the canyon at places other than the ski resorts. | 32.2.9E | |
| 28579 | Keeve, Philip | Grateful that UDOT is taking this seriously and examining environmental impact for a long-term solution. Gondolas help move thousands of people in mountainous towns in Europe and mitigate road traffic and air pollution. Operation of such a system year-round will be great for canyon sightseeing, safe travel, and pollution. | 32.2.9D | |
| 31070 | Kegan, Ben | I am opposed to the propose plan for a gondola. It will mar a already beautiful canyon and this gondola is a poor use of tax payer dollars. | 32.2.9E | |
| 31999 | Kehr, Roger | Why would you kill the golden goose? In a few words...absolutely no gondola. Ever. | 32.2.9E | |
| 30303 | Keigley, Carolyn | <p>We need to learn from history. If you look at the history of transportation in the beginning of our country's history in changing the landscape with the building of canals. They were expensive and divisive and most importantly their service did not last long. Railroads quickly replaced them. The idea of spending millions of dollars for the sole benefit of the ski industry, two privately owned resorts which the majority of the state tax payers will not use, and to change the viewsheds and the topography of a beautiful canyon forever, I ask this question, "Just how long will Gondolas solve the problem of overcapacity of visitors in the canyon? Just as the canals , gondolas are expensive, divisive and most importantly their service will not solve the problem of too many visitors in the canyons. I will make a bet that the tax payers will still be paying for the Gondolas when we will finally realize that we still have a problem of too many visitors in a small canyon.</p> <p>I cannot understand why we can't do the simple and in expensive step as the National Parks and other areas in the Forest Service Campgrounds across the nation have taken which is - When the parking lots are full, the park, or road is simply closed to cars. After that point all entering must come in on buses.</p> <p>We do have the Zion model as an example. But of course politics are not going to allow this since the \$ rules or in this case the resorts, land developers have an inside favor with those in office making these decisions.</p> <p>As for tolling, I totally support this but in both canyons, (LCC & BCC) and both at the same time. However there are major differences in these two canyons. Big Cottonwood canyon has problems not only in the winter but also in the summer and the peak of fall colors. Big Cottonwood Canyon needs a toll at the mouth of the canyon all year around on the busy weekends, holidays, and storm days. Please lawmakers, come up into BCC in the summer on the weekends and also on the Weeknights from 5-9 and witness how this canyon is being used. It is a race track for motorcycles and small race cars and car clubs driving over 100MPH. Lawmakers have a responsibility to making Highway 190 a safe road. Making BCC a toll road from the mouth of the canyon to Guardsman Pass would solve this problem and guess what, it would not cost a dime. The tolls collected would pay for the system and even provide enough bathrooms, toilet paper and the cleaning of the toilets. Four years ago Yellowstone National Park spent \$28K on hand sanitizers per summer and 2,710 rolls of toilet paper PER DAY! LCC and BCC combined have more annual visitors than Yellowstone National Park and I can tell you we don't have the same number of bathrooms nor the amount of toilet paper that Yellowstone provides to their visitors. So much for protecting the Wasatch watershed! Both LCC and BCC have been declared by the state as one of the states gems and yet the state has seriously neglected these two canyons that serve as many visitors as the state's National parks.</p> <p>Lastly - Parking on the roads during the winter and near the resorts is very dangerous! I live here in BCC and near the highway and I can tell you that there are many busy days when there has been near accidents with those that park on the road with their car doors opened and partially blocking the oncoming traffic while they are getting their ski gear on in the road. Then these ski resort customers walk mostly in the road which is often icy and slick with the traffic in both lanes which includes plows. It is truly scary to see parents with little children on the highway with no place to get away from this mixed traffic. When a death occurs and this will eventually happen, who is responsible? Who will be sued? Resorts, UDOT, State etc.? By plowing the road to enable parking on the road, UDOT is creating a safety issue. By allowing the resorts to put pressure on UDOT and the municipalities and the state to use the public highway as a resort parking lot they are responsible for creating a safety hazard. So in my opinion no roadside parking should be allowed on the side of the highway within walking distance of</p> | 32.2.9E; 32.2.2K; 32.2.2B; 32.1.1A; 32.2.0D; 32.2.9P | A32.2.2K; A32.1.1A |

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| | | <p>the ski resorts, and in the case of BCC that means 2-3 miles away from the resorts. This is a safety hazard and should not be allowed! Additionally, I have witnessed many busy winter weekends when the traffic is backed up and ambulances have had problems getting to emergency calls. This has been caused by the fact that with that many cars backed up on the highway plus cars parked on the road there is simply no place for the traffic to move over to allow the ambulance to safely pass the backed up traffic.</p> <p>So my plea is that lawmakers will make the right decisions for safety, for tax stressed families, and for the environment rather than seeing the gondola as a way of bringing in more money in sale taxes or spending more of the peoples' money through taxes, bonds, etc in the decades to come.</p> | | |
| 31016 | Keigley, Carolyn | There has to be a way that residents don't have to pay a tow [toll]. Reimbursement through some digital means, etc. Otherwise we few residents will be the only Utah residents who have to pay \$25. to \$35 dollars each time we have to go to seek medical care or buy groceries or pick up our children from school! For almost all of our Big Cottonwood Canyon residents we live miles from the few bus stops so to walk to a bus stop from our homes is not an option nor is parking near a bus stop an option since the whole idea of a tow [toll] road is to address the limited parking. | 32.2.4A; 32.1.1A | A32.1.1A |
| 33887 | Keim, Carson | We don't want the worlds largest gondola , I mean eyesore, in our town. Here's an idea , just limit the amount of ski lift tickets per day. There goes the traffic problem. Your idea only makes the two ski resorts richer I swear you are doing some shady scandal with them. They have PLENTY OF MONEY | 32.2.2K; 32.2.9E | A32.2.2K |
| 36456 | Keinz, Randy | No to the Gondola, it only beneficial for winter options. Better option would be increase road safely and busing for use all year long. Also not to tolling, one introduce, they NEVER are removed. I would have a capacity limit, monitor by local police. | 32.2.9E; 32.2.6.5F; 32.1.2D; 32.2.2K | A32.2.2K |
| 35461 | Keith, Donna | I worked up Little Cottonwood canyon for 22 years and when I left working up there in 2004 the traffic was getting bad. The canyon is a beautiful one and I think putting a Gondola would be great. UTA could never get enough buses to make it work as good as a Gondola. If the canyon closes due to Avalanche danger at least you would have the Gondola to get the guests out who need to and bring up guests who just arrived to enjoy the skiing. Also the mountains will benefit because the resorts can open more terrain because they have enough skiers to compact the snow to decrease avalanche danger in the resort. | 32.2.9D | |
| 36433 | Keith, Jason | <p>October 17, 2022</p> <p>Little Cottonwood Canyon EIS Utah Department of Transportation, 200 HDR, 2825 E Cottonwood Parkway, Suite 200, Cottonwood Heights, UT 84121</p> <p>RE: Access Fund Comments regarding Little Cottonwood Canyon Transportation Alternatives UDOT Final Environmental Impact Statement</p> <p>UDOT Planners,</p> <p>The Access Fund welcomes this opportunity to provide comments to the Utah Department of Transportation's (UDOT) Little Cottonwood Canyon (LCC) Final Environmental Impact Statement (FEIS). The Wasatch Mountains and Little Cottonwood Canyon in particular host nationally significant climbing resources that have a long history and attract visitors from all over the world, contributing significantly to the local economy. Like its draft proposals, UDOT's FEIS focuses far too much on the needs of two ski areas at the head of LCC at the expense of dispersed recreational users who visit the entire canyon. UDOT's preferred Alternative B would destroy climbing resources, significantly impair the canyon's natural experience, and limit parking and damage trails in a highly popular recreation area. Accordingly, the Access Fund opposes UDOT's proposal because less destructive and cheaper options are available to effectively address transportation problems in LCC.</p> <p>The Access Fund</p> <p>The Access Fund is a national advocacy organization whose mission keeps climbing areas open and conserves the climbing environment. A 501(c)(3) nonprofit and accredited land trust representing millions of climbers nationwide in all forms of climbing-rock climbing, ice climbing, mountaineering, and bouldering-the Access Fund is a US climbing advocacy organization with over 20,000 members and 123 local affiliates. Access Fund provides climbing management expertise, stewardship, project-specific funding, and educational outreach. Utah is one of Access Fund's largest member states and many of our members climb regularly in Little Cottonwood Canyon. For more information about Access Fund, visit www.accessfund.org.</p> <p>The Access Fund supports the position of the Salt Lake Climbers Alliance (SLCA), and hereby incorporates their position on this proposal by reference into this comment letter. Specifically, we endorse SLCA's proposal that before any permanent changes are made to Little Cottonwood Canyon, a new alternative must be considered that is based on 1) an expanded bus service coupled with 2) traffic mitigation strategies, and 3) addresses the needs of dispersed recreation. The FEIS's highly destructive Preferred Alternative B should only be considered after less impactful options have been implemented and shown not to be effective. The climbing resources that will be damaged by this proposal are highly significant and valued by climbers locally, nationally, and internationally.</p> <p>Since at least the 1950s many climbs were established in Utah's Wasatch Mountains, especially on the high-quality granite found in Little Cottonwood Canyon, which became the training ground for the local Alpenbock Climbing Club. Especially during the 1960s, the Alpenbock Climbing Club made many first ascents in LCC, scaling numerous routes that remain classics today including The Coffin, the Wilson-Love Route, The Sail, S-Crack on the Thumb, and various routes on the Gate Buttress. Increasingly difficult routes were established from the late 1960s into the 1970s such as Dorsal Fin, Mexican Crack, The Green Adjective, Split</p> | 32.4B; 32.2.9E; 32.1.2C; 32.2.9A; 32.2.4A; 32.2.9R; 32.2.0M; 32.4B; 32.2.2PP; 32.1.2H; 32.4P; 32.2.6D; 32.2.6E; 32.2.6X; 32.6EE; 32.1.2B; 32.1.2D; 32.1.4D | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2H; A32.1.2B |

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| | | <p>Fingers, Bitterfingers, and Fallen Arches which at the time were as difficult and high quality as any climbs in the country. In recent decades, the popularity of bouldering also took hold in LCC, which hosts many bouldering areas such as 5 Mile Boulders, White Pine Boulders, Cabbage Patch Boulders, the Gate Boulders, the Secret Garden where the problem Copperhead (V10) can be found-an influential climb for Nathaniel Coleman, a US silver medal winner in the 2021 Tokyo Olympics. All of the climbs listed here would be impacted in some way, either through direct destruction or by the industrialization of the area resulting from UDOT's preferred gondola alternative.</p> <p>COMMENTS</p> <p>Access Fund believes that UDOT's preferred Alternative B will cause unacceptable impacts to LCC because the gondola would destroy highly popular climbing areas and also negatively impacting the natural experience of many other LCC uses. This important public resource is the most popular climbing destination in the Wasatch Mountains which has a long tradition as a training ground for Utah climbers.</p> <p>Access Fund believes that the high degree of physical impact proposed by this alternative should be considered only after lesser destructive alternatives are analyzed in detail. As noted by the Salt Lake Climbers Alliance and others, the climbing community has invested considerable time, energy, and resources into maintaining public access to areas in the planning area, such as Gate Buttress and its parking area. These efforts have included substantial public outreach and the formation of mutually-beneficial partnerships with stakeholders such as the Church of Jesus Christ of Latter-day Saints. UDOT's proposal would significantly restrict parking, damage the climbing resource, and impact access trails in precisely the locations where the climbing community and other stakeholders have invested so much effort.</p> <p>UDOT's gondola proposal will significantly damage the climbing experience in LCC in the following ways. First, access to climbing areas will be compromised during years of construction and once it's finished, destroying and/or removing the irreplaceable and historic climbing and undeveloped viewsheds. The current views of the canyon-with its inspiring granite buttresses, pine forests, and mountain streams-will be spoiled by gondola towers and cables, and the constant drone of machinery and construction. Furthermore, UDOT's proposal is not fully funded with at least a half billion dollars still outstanding to finish the job. Many other important public services could be provided with these funds. Accessible natural areas such as LCC are what draw people to live in and visit Utah. Moreover, the gondola is designed to serve only ski resort users, addressing a traffic problem that exists only a few months of the year.</p> <p>* * *</p> <p>Access Fund urges UDOT to reconsider its preferred alternative and reexamine a less impactful and cheaper transportation solution centered on expanded bus service combined with other traffic mitigation strategies such as tolling, while also preserving the parking needs of dispersed recreational users throughout the canyon. Such an approach would address the needs of the dispersed recreation community and many others that oppose permanently scarring the historic and highly valued climbing resources and extraordinary natural environment in Little Cottonwood Canyon.</p> <p>Sincerely,</p> <p>Jason Keith Senior Policy Advisor Access Fund</p> | | |
| 34996 | Keith, Jason | <p>October 17, 2022</p> <p>Little Cottonwood Canyon EIS Utah Department of Transportation C/o HDR 2825 E Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121</p> <p>RE: American Mountain Guides Association Comments to Little Cottonwood Canyon Final Environmental Impact Statement</p> <p>UDOT Planners,</p> <p>The American Mountain Guides Association (AMGA) welcomes this opportunity to submit comments to the Little Cottonwood Canyon (LCC) Final Environmental Impact Statement (FEIS). In 2018 the Utah Department of Transportation (UDOT)-in partnership with Utah Transit Authority (UTA) and the U.S. Department of Agriculture Forest Service-began an EIS for LCC to provide an "integrated transportation system that improves the reliability, mobility and safety for residents, visitors, and commuters who use S.R. 210.," UDOT has identified its preferred Alternative B that would construct a gondola from a base station at La Caille up Little Cottonwood Canyon to Snowbird and Alta ski areas. AMGA opposes this proposal as it fails to address the transportation needs of all users throughout the canyon, in particular dispersed recreational users, and would destroy or otherwise impair the natural qualities and valuable climbing resources found in the</p> | 32.2.9E; 32.1.2D; 32.1.2B; 32.4B; 32.4P; 32.4I; 32.4C; 32.1.2B; 32.29R; 32.2.9A | A32.1.2B; A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |

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| | | <p>canyon</p> <p>American Mountain Guides Association The American Mountain Guides Association is a 501(c)(3) educational non-profit organization that provides training and certification for climbing instructors, mountain guides, and ski guides throughout the United States. Founded in 1979, the AMGA has trained over 13,000 climbing and skiing guides who provide outdoor experiences for the general public that emphasize safety, stewardship, and education. As the American representative to the International Federation of Mountain Guide Associations (IFMGA), the AMGA institutes international standards for the mountain guiding profession in the United States and serves as an educational body for land managers, guide services, outdoor clubs, and other recreation stakeholders. The advocacy arm of the AMGA supports sustainable use of public lands, facilitates stewardship projects, and works in cooperation with guides and land managers to promote best practices and preserve access to areas utilized by the guided public. Please also see our comments to UDOT's Draft EIS dated September 3, 2021. Little Cottonwood Canyon is an exceptionally important resource for climbers, guides and the guided public. Climbing guides and guide companies that are permitted in Little Cottonwood Canyon-either on private or US Forest Service lands-include: Utah Mountain Adventures, Red River Adventures, The Mountain Guides, Prival, Backcountry Pros, Aspect Adventures, Wasatch Mountain Guides, and Inspired Summit Adventures.</p> <p>COMMENTS</p> <p>AMGA believes that UDOT's preferred Alternative B will cause unacceptable impacts to Little Cottonwood Canyon because the gondola would destroy highly popular climbing areas while negatively impacting the natural experience of many other dispersed recreation uses. This important public resource is the most popular climbing destination in the Wasatch Mountains which has a long tradition as a training ground for Salt Lake climbers and mountain guides.</p> <p>AMGA believes that the high degree of physical impacts proposed by this alternative should be considered only after lesser destructive alternatives are analyzed in detail. As noted by the Salt Lake Alliance and others, the climbing community and local climbing guides have invested considerable time, energy, and resources into maintaining public access to areas in the planning area, such as Gate Buttress and its parking area. These efforts have included significant public outreach and the formation of mutually-beneficial partnerships with stakeholders such as The Church of Jesus Christ of Latter-day Saints. UDOT's proposal would significantly restrict parking, damage the climbing resource, and impact access trails in precisely the locations where the climbing community and other stakeholders have invested so much effort to preserve public access.</p> <p>UDOT's gondola proposal will significantly damage the climbing experience in Little Cottonwood Canyon in the following ways. First, access to climbing areas will be compromised during years of construction and once it's finished destroying and/or removing the irreplaceable and historic world-class climbing and undeveloped viewsheds. The current views of the canyon-with its inspiring granite buttresses, pine forests, and mountain streams-will be spoiled by gondola towers and cables, and the constant drone of machinery and construction. Furthermore, UDOT's proposal is not fully funded with at least a half billion dollars still outstanding to finish the job. What else could be done with these funds other than destroying a world class natural experience serving Salt Lake City's urban population? Accessible natural areas such as LCC are what draw people to live in and visit Utah. Moreover, the gondola is designed to serve only ski resort users, addressing a traffic problem that exists only a few months of the year. Among those that will be impacted by this proposal are dispersed use recreation such as climbers, mountain guides, and the guided public.</p> <p>AMGA supports the position of the Salt Lake Climbers Alliance. Transportation infrastructure that physically and permanently alters the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Instead of this unnecessary and destructive gondola proposal, we believe that expanded electric bus service coupled with tolling and other traffic mitigation strategies that include dispersed recreation transit needs should be attempted by UDOT before irretrievably and permanently damaging landscape and the valuable natural experiences found in Little Cottonwood Canyon.</p> <p>* * *</p> <p>AMGA urges UDOT to reconsider its preferred alternative and reexamine a less impactful and cheaper transportation solution centered on expanded bus service combined with other traffic mitigation strategies such as tolling, while also preserving the parking needs of dispersed recreational users throughout the canyon. Such an approach would address the needs of the dispersed recreation community and many others that oppose permanently scarring the historic and highly valued climbing resources and extraordinary natural environment in Little Cottonwood Canyon.</p> <p>Sincerely,</p> <p>Jason Keith Senior Policy Advisor American Mountain Guides Association</p> | | |
| 38629 | Keith, Jason | UDOT Planners - find attached comments from the Access Fund to the Utah Department of Transportation regarding the Little Cottonwood Canyon Final Environmental Impact Statement. | 32.4B; 32.2.9E; 32.1.2C; 32.2.9A; 32.2.4A; 32.29R; | A32.29R; A32.1.2H; A32.2.6S; A32.1.2H; A32.1.2B |

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| | | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.20M; 32.4B; 32.2.2PP; 32.1.2H; 32.4P; 32.26D; 32.26E; 32.26X; 32.6EE; 32.1.2B; 32.1.2D; 32.1.4D | |
| 38620 | Keith, Jason | Please find attached American Mountain Guide Association comments to UDOT's Final EIS for Little Cottonwood Canyon. Regards, <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.1.2D; 32.1.2B; 32.4B; 32.4P; 32.4I; 32.4C; 32.1.2B; 32.29R; 32.2.9A | A32.1.2B; A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 27957 | Keller, Brian | Considering its economic and environmental costs, the gondola is a subpar solution to a problem which has many approaches. Notwithstanding the fact that the gondola itself is an imperfect solution to both parking congestion and various trailheads throughout the canyon. | 32.2.9E | |
| 26341 | Keller, Brian | The gondola is not an effective or efficient solution to canyon traffic. Public opinion (at least according to the response I've observed) supports this sentiment and local lawmaking should reflect the beliefs of its constituents. | 32.2.9E | |
| 32347 | Keller, Charles | I definitely oppose an aerial tramway in Little Cottonwood Canyon. It would benefit only the two ski areas in that canyon. If it is important to them, let them bear the complete expense of its construction, with no public funds involved. | 32.2.9E; 32.2.7A | |
| 33978 | Keller, Cort | I don't support a gondola solution. I support a fee based ticket scheduling solution with daily allocations in addition to advanced tickets. | 32.2.2K; 32.2.9E | A32.2.2K |
| 32758 | Keller, Jemina | It would be super easy to implement large, extended passenger vans and a reservation system online to shuttle skiers up LCC. Please consider this option. | 32.2.2B; 32.2.2S | |
| 30459 | Keller, Kevin | I am in opposition to building a gondola or train in LCC. I am in support of tolling the canyon, especially for single drivers or rental cars. | 32.2.9E; 32.2.2Y | |
| 26089 | Keller, Laurie | Buses with extremely limited car access is a preferred alternative to the gondola. Currently, the primary counterpoint to increasing bus access is because people think it will require the road to be widened. This is false. You can prioritize bus access to the canyons WITHOUT widening the road. All you need is a toll booth. I propose increased bus service to Little Cottonwood canyon with restricted access to all other vehicles. Exceptions would be made for employees working in the canyon, individuals with disabilities (if the system becomes abused, they may be require to request a driving pass in advance), and vehicles that have at least 4 occupants with a toll cost of at least \$50 during peak times (higher if needed). This has the advantage of a) being easy and quick to implement, b) it benefits all who are using the canyon equally including hikers, back country skiers, those who are and aren't going to the resorts, and more, c) if a train or tram is later built, buses are a lot easier to repurpose or sell to other cities than a gondola, d) when a bus breaks down, you can still operate the remaining buses instead of having an entire gondola out of service, e) the number of buses operating, the toll, and other restrictions to the canyon can be adjusted easily throughout the year to match demand. Please say "No" to the gondola and consider making the canyon more accessible to everyone by keeping cars out. | 32.2.2B; 32.2.9A; 32.2.4A; 32.2.9E; 32.2.2Y; 32.2.6.5K | |
| 28114 | Keller, Morgan | While I understand UDOT's mission in building this gondola, it seems to be a short term solution that introduces even more problems. Utah's number one priority should be the health and happiness of it's citizens, and maintaining the natural beauty of the landscape is pivotal to that priority. The lasting impacts of this gondola outweigh any immediate relief it might provide. I believe UDOT can do better and find a solution that benefits everyone, from locals to tourists, skiers to snowboarders, bikers to hikers. But this isn't it. | 32.2.9E | |
| 36328 | Keller, Scott | Hello - First, I'd like to say thank you for reading this feedback. I'm an avid skier, rock climber, and hiker that has lived in Cottonwood Heights for more than 30 years. I have skied ~3,000+ days in the Central Wasatch and been extremely active in local mountaineering activities ranging from resort and backcountry skiing to climbing area maintenance, mentoring, and trailhead cleanups. I live here by choice and the incredible environment of these canyons is why. My home is 1 block off Wasatch Boulevard and my road access is heavily affected when traffic is backed up. I'm right in the thick of it. Despite that reality, I feel very strongly that the Gondola option (in any form) should be removed from consideration for Little Cottonwood Canyon. Why? My | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.6.5G; 32.1.2F; 32.2.2B; 32.2.2Y | A32.1.2F |

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| | | <p>reasons follow:</p> <ol style="list-style-type: none"> 1. It is the most expensive option in terms of taxpayer impact. the final cost would be something like 40x the annual state education budget. The exact number may be debatable but it's not debatable that it's an irresponsible spend of public money. 2. It serves the fewest interests (aka, ONLY Snowbird, Alta, and a few landowners at the base). Your EIS also calls this out. The public calls it a "boondoggle". The optics are terrible for DOT, the resorts, and any public figures promoting it. It's hard to defend in the public eye. 3. It does not serve the needs of hikers, most backcountry skiers, or climbers in any way by stopping mid-canyon 4. The vast majority of the public surveyed is against it 5. The EIS failed to do any real impact study on the animal populations in and around the canyon 6. The impact on the watershed is drastic and inevitable, as per the SLCO water authority position, as well as common sense 7. The physical destruction to the precious climbing resources near the mouth of the canyon is untenable. The long list of magnificent climbing boulders that will be moved, removed, or destroyed can never be replaced. The permanent damage to these rare assets would be egregious. 8. The blight created by numerous, looming lift towers will forever impact the canyon's aesthetics from countless vantage points. This is incredibly irresponsible because it will destroy the intrinsic value of the canyon: natural beauty. 9. It will further compress people into the upper canyon, only to further impact the ski areas with human traffic and the activities that spawn from them. The already long lift lines will just get longer. 10. It doesn't remove significant traffic from Wasatch Boulevard because the traffic will simply be split at La Caille turnoff. The two lanes you plan to build will be just as backed up as the single lane has been anyway. It fails to achieve the primary (stated) goal. <p>Although I know I am not alone on this thinking, I can only speak for myself here.</p> <p>My preference would be to generally close the canyon to most traffic and force people onto electric buses. Call it the "Enhanced Zion Model", which has been a huge success. It's also a very cost-effective solution, too. I would gladly give up my canyon driving privileges if it ends the gondola agenda.</p> <p>If you want a really simple, less drastic solution, simply require 2 or more people in each vehicle entering the canyon on busy days. A booth near the mouth to enforce this is all you'll have to build and staff. That would likely achieve a 30% reduction in total car count without a massive funding program.</p> <p>Thank you for listening.</p> | | |
| 38196 | Keller-Bills, Amy | <p>UDOT study has 2019 budget estimate numbers, which don't reflect the reality of inflation increases to taxpayer costs. The towers are in the avalanche center of the world, literally, and will need massive, costly, repairs as a result. The accessibility to the canyon will decrease for most of the population, and will adversely effect watershed, environment, wildlife, natural beauty of one of the most iconic canyons in North America, & Utah Taxpayers' wallets. Result, an ugly, broken, waste of money, that clogs the resorts & canyon with a waste of time gondola to [REDACTED]. Don't do this. Make Snowbird & Alta buy 10 shuttles each and run them routed from strategic parking or hotel hubs. Keep your dirty developer buddies out of our pockets, & our canyon.</p> | 32.2.9E; 32.2.6.5K | |
| 34616 | Kelley, Karen | <p>As a retired physician and former employee at the Snowbird Ski Resort clinic, as well as season pass holder, I must voice my opposition to the Gondola proposal. Little Cottonwood Canyon is a limited and valuable resource for outdoor recreation, and we must address the potential overuse of this canyon, not only in winter months, but with the year round use that has only been exacerbated by the pandemic and many more people "discovering," the convenient outdoor activities that abound. Before spending massive tax payer funds for either proposal, more cost effective strategies for travel in the canyons must be explored. I count myself fortunate to have skied (both resort and back-country), hiked, climbed (both rock and ice) snow-shoed, and biked in the canyon for 45 years. I would love to see simple expanded bus service, with buses that stop at popular areas along the canyon, that is provided year round. Incentives to encourage utilization of buses could include a pass/toll system to drive up the canyon, and well as to park. Millcreek canyon has successfully engaged in a toll booth/pass system, and locals should be given a discount for such a pass. The gondola will primarily serve the wealthy and out of town visitors, as well as Epic and Icon pass holders, but there is a limit to the number of people that can enjoy a quality experience at the ever more crowded ski resorts.</p> <p>Touting the gondola system as an option that would by-pass avalanche concerns is simply not accurate. When avalanche danger is high, the resorts themselves face limitations and interlodge prohibits skiing during those times. Avalanche snow sheds also would not help alleviate those conditions at the resorts themselves. High winds would also limit the gondola operation. Please consider other users than resort skiers, as well as resort skiers who also appreciate the unique nature of LCC, utilizing opportunities year round, and respecting when the choice may just be patience for the whims of weather. Companies and individuals relocating to Utah list the outdoor opportunities as one of the main reasons for choosing our state. Let's preserve those experiences for them and future generations, and limit forever altering our landscapes without a full evaluation of alternatives. I believe the simple enhanced bus service that has been left off the final two choices is an option that has not been effectively trialed.</p> <p>Thank you for your time and consideration,</p> | 32.2.0B; 32.2.9A; 32.2.6.3C; 32.2.6.5K | A32.2.6.3C |
| 37251 | Kelley, Sean | <p>The Gondola B plan is egregious. It will add to more traffic and overcrowding in the canyon and not solve the problem. There needs to be more transportation hubs with more busses operating more frequently. A fast bus lane on Wasatch Blvd. that can pass car traffic would entice people to be more involved with taking the buss. The Gondola will be inoperable in many situations such as wind, inclement weather, avalanche mitigation, power outages, mechanical issues etc. What</p> | 32.2.9E; 32.2.2I; 32.2.9A; 32.2.6.5K; 32.2.6.5F | A32.2.2I |

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| | | happens when all those people cant use the gondola?? I do not advocate for widening LCC, I think it makes more sense to make a fast bus lane on Wasatch Blvd. that uses the transit hubs more efficiently and they would run in the summer as well. Some of the worst traffic is in the summer especially during October Fest. -Sean | | |
| 36579 | Kelley, Stan | Please don't charge toll fees for driving up Little Cottonwood Cyn. | 32.2.4A | |
| 28584 | Kellie, Mightymite_ny@yahoo.com | I do not want to see a gondola. It is a waste of tax dollars. Especially when I will never be able to ride it, since it is supposed to cost \$35 to ride and since it only takes you to Snowbird. So Snowbird and the developer - a former legislator make ton of money. I would love to see something that serves all people and does not ride over others backyards. I would love to see an option that drops me off at trail heads or camp grounds, and is more friendly to all canyon users. | 32.2.9E; 32.2.4A; 32.2.6.3C; 32.2.6.5G; 32.2.7A; 32.1.2D | A32.2.6.3C |
| 37110 | Kellogg, Anastasia | I disagree with the gondola. First, this project should not be funded with taxpayer money as it has minimal benefit to the general taxpayer. I do not ski, I am a hiker. With this project you'll happily steal my cash and make my experience in the canyon significantly worse, as well as charging residents who may never step foot in the canyon their entire lives. We all know UDOT is in bed with the resorts, but if the resorts want the gondola so badly they can pay for it. I'm sure they have plenty of cash and if the gondola will only service the resorts, then public money should NOT be used in order to fund PRIVATE business. Tell the resorts to get off the government tit and pull themselves up by their own bootstraps. It's very clear you only care about wealthy skiers while making the canyon worse for anyone who is not a skier. Ruin the canyon forever for a few days of skiing. Additionally, as the lake dries up and winters get drier, those days will be dwindling making this project even more useless. Additionally, the gondola doesn't offer any additional convenience. You will need to take a car, to a bus, to the gondola. Now imagine doing that with ski equipment, and maybe a few kids. Now reverse that after a day of skiing with cranky, tired adults and kids. I predict once the novelty wears off, people will be back to driving up the canyon and the gondola will not see the usage you claim it will have. Additionally, LCC is a crucial part of the watershed. How much damage will be done to the watershed after you take heavy construction equipment up there to build the supports for the gondola? What about maintenance roads? There is already a trail which follows little cottonwood creek. Will access to this trail be lost in favor of access roads to perform maintenance on the gondola? All your renders fail to show the access roads you will have to build for maintenance. Have you discussed this road access with the USFS? We have already seen a conflict in neighboring Big Cottonwood Canyon with road access between public (USFS) and private interests, leading to total loss of access. Also facilitating additional traffic to LCC puts additional burden and stress on the ecosystem, as well as our watershed. To my understanding, no work has been done to determine the capacity of LCC and if we are going to exceed the number of visitors it can reasonably carry. I also doubt your transparency on the cost of the gondola. Numbers appear to have been fudged to make it comparable to the bus option. This would be the longest gondola in the world if it was built. I highly doubt it costs only half a billion dollars and third party estimates have put the price closer to a billion dollars. This will also cost us millions in order to operate, for little payoff. Buses offer flexibility and don't destroy the viewshed of the canyon. What good is a gondola which will run only a few days during the year? Is it worth the ruined canyon? Who would ride it in the summer if it isn't stopping at trailheads? The canyon is used by more than just skiers. Additionally, this will not stop traffic but will just push it to surrounding roadways such as Wasatch Blvd, I-215, and surrounding neighborhoods. You know the gondola is an unpopular option. It only benefits PRIVATE businesses, and this isn't right and is a scam to steal taxpayer money. If you really want to push this put it on the ballot, so the citizens of Utah can kill it outright, instead of trying to hide behind your backdoor deals. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.6.5E; 32.2.6.5G; 32.2.6.5F | A32.2.6.5E |
| 27464 | Kellough, Thomas | This is not a good idea why are tax payers being footed the bill for A snowbird and Alta issue. They are private corporations let them fund a solution . The gondola will not benefit anyone who wants to backcountry ski or hike/mountain bike. The gondola won't be able to run on windy days or during storms. It will also destroy the wonderful views in the canyon. All this will do is cost citizens of the state more in taxes we have roadways that could use serious help over this. I rather have the freeway sections on bangarter completed going to 201 and 80 I spent 85% of the time on my commute sitting in traffic between. 201 and 4700s. Build overpasses and eliminate the traffic signals. In that area. Or even mtn view 4100s-2700s needs overpasses those lights kill traffic flow also. | 32.2.7A; 32.2.6.5K; 32.1.2B | A32.1.2B |
| 37652 | Kelly, Cheryl | I am not for the Gondola plan. This plan will obstruct the beauty of the canyon and alter the area. It's disappointing. Let's invest in preserving an area that we proudly get to share with so many visitors. This is also a solution with a big price tag. How is the project being funded to support the resorts? Share other options that were researched and how they would work and the impact they would have on the area. Many residents are against it. Councils have voted against it. Please respect the locals. Finally, the advertising to promote the gondola honestly made me question who is behind the campaign and what's in it for them. No to the Gondola is my vote. | 32.2.9E; 32.2.7A | |
| 31467 | Kelly, Dave | I would prefer a railroad/train service. Whatever option is selected should include stops of backcountry users in summer and winter months. The Gondola is not the right solution and feels more like a tourist attraction vs a transportation solution for local skiers. Please reconsider a solution that is viable for access to the canyon. | 32.2.9E; 32.2.9F; 32.1.2D | |
| 26203 | Kelly, George | Love the idea of minimizing ecological impact and solving the growing congestion problem in the canyon. I'd like to see the whole of the Wasatch range accessible via gondola system. I approve of the gondola phase plan. | 32.2.9D; 32.1.5B | |
| 27116 | Kelly, Grace | On the topic of the plans to make a gondola for going to sky resorts I think the best thing to do would be to make the gondola system and having the parking be at the bottom. This would help the ski resorts manage the number of people coming in so they so not get over filled. Another benefit of a gondola taking people to a | 32.2.9D; 32.2.4A | |

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| | | ski resort is it would decrease the number of car crashes on the windy reads. People have all sorts of crashes on those roads. This would be a safer solution to driving considering how many people get into crashes. This is not the only advantage to the gondola people will also be able to enjoy watching the scenery in a way that they wouldn't be able to while driving. a birds eye view would be a reason to ride the gondola itself people can kick back and enjoy the ride and not have to worry about crashing their car. Even though this has a lot of advantages people could overcharge for this service and it can be unusable because people don't want to pay for it. Although this could be easily fixed by putting a limit on what they can charge. The ski resorts could probably make additional money by renting out bill bord. No one would be able to look at them while they are driving but when they are hanging out on their way back into town they will probably be hungry after a long day of skiing and the bill bords will put the idea in people's heads | | |
| 30687 | Kelly, Greg | Extend the Gondola to the Draper light rail station. Create the station so that if you're exiting light rail you go into an express line for the gondola, bypassing people who have parked at the base of the gondola. In this way you have created an incentive for people to take light rail from anywhere in the county instead of driving. It will massively alleviate concerns of parking / traffic from the residents of Draper and Sandy. I live in downtown SLC, and if this was implemented, would be willing to Uber to light rail and use it so I could skip the gondola line. Finally the light rail would get serious use, less traffic in Draper and the canyon. Win win win. | 32.2.2I | A32.2.2I |
| 26699 | Kelly, Michelle | I do NOT approve of the gondola. Using tax payer money to fund a gondola to 2 privately owned ski resorts feels a bit criminal to me. If the ski resorts pay for 100% and don't use tax payer dollars I would be a bit more open to it. Please do not use tax payer dollars to build the gondola. | 32.2.7A; 32.2.9E | |
| 32717 | Kelly, Patrick | Make the ski resorts and skiers pay for it, especially if it's not going to operate outside of the ski season. | 32.2.9E; 32.2.7A | |
| 28131 | Kelly, Ryan | Please don't waste this money on such a large project that really doesn't solve the problem. Just do the best to maintain road service up the canyon, without expanding the roadway or adding a novelty item like a gondola that will see very limited use. Cost estimates are always way too low, and estimates for numbers that might use this are always way too high. It doesn't make fiscal sense, nor does it really solve the problem. Folks I ride with will still be driving their cars up the canyon, so I don't know who you expect to use a gondola, particularly outside of the short winter season. | 32.2.9E | |
| 30800 | Kelly, Ryan | It seems highly unlikely that the cost figures for the gondola are going to be remotely close to accurate, especially with a phased approach, meaning the project would not even get started at any time in the near future. The maintenance costs are likely understated as well. How this could be chosen as the preferred alternative it absolutely beyond me. This would be a tremendous waste of taxpayer funds, simply wouldn't achieve the intended goals, and would be a blight on canyon forever. | 32.2.9E | |
| 28052 | Kelly, Ryan | The Gondola doesn't serve local interests or the environment. It's pricey, dangerous and serves only deep pockets. Stop the ikon and epic passes from ruining our resorts. Please and thank you. A concerned local skier for more than 40 years ? | 32.2.9E; 32.2.2K | A32.2.2K |
| 31081 | Kelly, Ryan | Stop the gondola | 32.2.9E | |
| 25537 | Kelly, Timothy | I, personally, am AGAINST the gondola in LCC. If this whole thing is about anything other than money and greed, simply limit the number of vehicles into the canyon on any given day. People who live there or have a need to be there can be granted a special pass and everyone else can pay a toll to help with road maintenance. The gondola will be an eyesore and it will bring even more people into an already crowded canyon. I feel like if the issue is overcrowding in the canyon, the gondola is only going to exacerbate that issue. | 32.2.9E; 32.2.2Y; 32.2.0C | A32.2.0C |
| 38567 | Kelm, Brian | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 38568 | Kelm, Brian | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.2E | |
| 32743 | Kelsch, Dennis | Too much money to aid a private entity. Will mar the beauty of the canyon. Climate change will end skiing in 5 years anyway. Lets not spend this much money for such a useless purpose. The expenditure could be used to help people with real personal needs. NO GONDOLA! | 32.2.9E; 32.1.2B; 32.2.2E | A32.1.2B |
| 25498 | Kemp, Alexander | The proposition to build a Gondola in LLC is atrocious. I was a new resident years earlier and some of the most incredible natural splendor I've seen in my life is driving up the canyon and seeing the uninterrupted beauty on either side of the road. Using the enormous budget for this project, UDOT could easily create more incentivized park and rides, charge affordable tolls and create other systems to accommodate the three month rush that this enormous YEAR-ROUND' Gondola is supposed to accommodate. Shame on anyone who would think creating a permanent large metal structure up the centerline of the canyon would be a way to preserve one of the most beautiful mountain canyons in our country. The canyon has always looked this way, and you will be leaving a terrible scar down its ancient front. The Canyon is bigger than Ikon, bigger than snow season, bigger than skiing. Do not ruin our canyon with a gondola down the middle. | 32.2.9E; 32.2.4A; 32.1.2B; 32.2.2Y | A32.1.2B |
| 32752 | Kemp, Debra | If it's only going to run in the winter with only 2 stops that price seems totally insane. I am a disabled senior so I get zero benefit from having a two stop high priced gondola. I'll just see higher taxes. It reminds me of the pumps for the flooding at the great salt lake. Does anyone remember that. It seems to me the very same thinking. Choose the absolute most expensive option rater than consider electric buses buses on a loop with lots of stops for people that enjoy other winter adventures other than high priced ski resorts. Still have a parking structure to get the cars off the road but not an insanely priced gondola. If the two ski resorts that are directly impacted with the gondola are willing to pay for the entire project then go for it. If it's our tax dollars get real. There must be a better way. Just REMEMBER THE SALT LAKE PUMPS! | 32.2.9E; 32.2.7A; 32.1.2C | |

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| 31810 | Kemp, Shane | I still am confused about how we can propose a solution that clearly only benefits the ski areas and not everyone else. If Alta and Snowbird want a gondola, they can pay for it, but using public tax dollars for this project is an insult to all the other people in the state that don't use the canyons or even those that do but that don't ski in Alta and Snowbird! If traffic in the canyons is an issue, we should see what we can do to REDUCE the number of cars and people in the canyon - not try to get MORE people up the canyon. This is another example of public money that will go to private profits. | 32.1.2D; 32.2.7A; 32.1.2B | A32.1.2B |
| 28305 | Kemper, Jessica | I am against the gondola. I think it's really heartbreaking that anyone could think this is a solution to the congestion problems in little cottonwood canyon. We need a solution that will help traffic, be accessible to all, and serve the largest majority of people, and makes the smallest environmental impact. The gondola does NOT do any of those with only servicing two large for profit ski businesses. I would suggest at least trying a year-round bus system before jumping into a half a billion dollar construction project that tax payers fund. It's unfair that tax payers should shoulder this when it will mostly be used by wealthy skiers and tourists. None of this even mentions the toll this gondola takes on the beauty and serenity of the canyon. Nobody wants to see a gondola when they are trying to enjoy the outdoors. PLEASE do not install a gondola in little cottonwood canyon. | 32.2.9E; 32.2.9A; 32.2.6.3C; 32.2.9R; 32.2.2PP; 32.2.7A; 32.2.9N | A32.2.6.3C; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N |
| 31892 | Kemper, Kyle | No Gondola! Expanded year-round bus service with real incentives for those who ride and high per-vehicle fees for those ski tourists who don't. Electric buses as possible to reduce ecological impact to canyons. Let's not have the citizens of SLC subsidize a base ski lift that only serves the wealthy that utilize resorts. | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 36428 | Kemple, Timothy | We don't need a gondola. We need solution that supports access and movement of people in the canyons year around. The current EIS plan is a gross misuse of taxpayer money and a negligent lack of consideration for all user groups of Little Cottonwood Canyon. 1) Buses and carpools in winter fit the needs better. 2) Better trailheads and trail networks for the ENTIRE canyon year round are a necessity, at a much more significant investment than has been suggested. | 32.2.9E; 32.2.6.5F; 32.2.9A | |
| 33947 | Kempt, Michael | Pro Gondola. Greenest option, safest for avalanche paths. Upper canyon is already littered with cables for recreational purposes. However, ski areas should subsidize cost if it delivers customers only to their doors. There are no accommodations for B/C skiers/hikers/etc | 32.1.2D; 32.2.9D | |
| 26409 | Kempton, Robert | Build the gondola. Buses are lame and polute too much. Jenny is wrong. | 32.2.9D | |
| 27372 | Kendell, Allison | I am a skier and hiker who frequently enjoys the beauty of LCC. I do not support the gondola or the road widening option. I feel our Canyon access needs to be viewed as a limited resource. There are simply too many people and too many cars. We need to limit the number of skiers on any given day, and toll single vehicles. I support keeping the canyon as it is and controlling the population's access. We must protect our most beautiful places. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.9E; 32.2.9G; 32.2.9L | A32.1.2B; A32.2.2K |
| 25445 | Kendrick, Ethan | Clearly the democratic public opinion does not matter to UDOT. This is wanted by no one who will be affected by it and is endorsed with the false impression that it will somehow positively affect Utah's GDP. We the people (especially the people who live in the area and will have to deal with its environmental consequences) do not support this and do not pay for this. Any drive by neighborhoods near the mouth of the canyon will tell you this. University of Utah studies will tell you this. Surveys of public opinion will tell you this. Tourists don't live here. Tourists either won't care to use or will misuse this system. For shame. | 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 33042 | kendrick, hunter | PLEASE DONT! The whole beauty of nature is NATURE. Let's not ruin the natural beauty of the canyon that is enjoyed by hikers and climbers just so a few rich people can go skiing easier. | 32.2.9E | |
| 31346 | Kendyl, Schofield | Please don't build the gondola. From a non-skier native who loves the canyon views. | 32.2.9E | |
| 30629 | kenison, Abigail | PLEASE LISTEN TO THE PEOPLE! We don't NEED a gondola. It's not actually going to help with transportation that much. SAVE OUR WORLD CLASS BOULDERS!!! Other generations will never know how incredible these boulders are. It may not seem important to those who want the gondola but that's because they have not experienced the amazing boulders for themselves. | 32.2.9E | |
| 33266 | Kenley, Megan | Please do not tarnish the beauty of this unique and breathtaking canyon for the sake of making money. The ski resorts have enough traffic any easier access will make them unenjoyable. Leave This canyon the way it is. Use more buses if you need to but please do not make this gondola. | 32.2.9A | |
| 27275 | Kennedy, Elisabeth | Holy hell. This is the worst idea I've seen in a long time. Let's not scar the canyon with an expensive gondola. The community DOES NOT WANT THIS. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 27995 | Kennedy, Jacqueline | Please don't permanently destroy this beautiful Canyon with this gondola project. There are a myriad of other options to control traffic numbers. The Canyons belong to all of us, not just the ski industry. | 32.2.9E | |
| 29352 | Kennedy, Jim | Gondola is a great idea - the huge jams and many hours long drives aren't going to be fixed by a magic bus system or car pooling. It's not 20 years ago and we aren't going back to those easy travel days. SLC is a tourism center and LCC is a key part of it. so let's accept that and build the infrastructure | 32.2.9D | |

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| | | Car park at the base, gondola to the top. Easy, quick. user pays. | | |
| 26732 | Kennethorarf, Kennethorarf | -ë-ã-Ä-Ç-Ä-æ-≤-æ-Σ-≤-æ-¥-Π-°-æ-μ-∞-Ω-≥-∞-Ä-ã-æ-Ç-ø-Ä-æ-Π-Σ-≤-æ-¥-Π-Ç-μ-ª-è: http://bystrovovodimye-zdanija.ru/ - -Ä-Ç-Ä-æ-Π-Ç-μ-ª-ä-Ä-Ç-≤-æ-≤-]-æ-Ä-æ-Ç-]-Π-μ-Ä-Ä-æ-]-Π-ø-æ-°-]-Ω-]-Π-°-∞-ª-ä-Ω-æ-π-Ü-μ-Ω-μ-Ä-≤-≤-æ-¥-æ-≤-≤-ç-]-Ä-ø-ª-É-∞-Ç-∞-Ü-]-Π-é! http://google.tg/url?q=http://bystrovovodimye-zdanija-moskva.ru/ | 32.29D | |
| 30707 | Kenney, Chelsey | The Gondola has my full support. Additional buses, expanding the road, and charging tolls or fees only work to help the wealthy and elite in this area. The gondola would benefit everyone in the community and save the environment. We support the Gondola!! | 32.2.9D | |
| 30125 | Kenney, James | I spend four months each winter in Utah specifically to ski and primarily do it in Little Cottonwood Canyon. I am in favor of the gondola. I believe it will make access to the world famous resorts of Alta and Snowbird safer and more reliable. These two resorts are the cornerstones of Utah's reputation for the greatest snow on Earth and their success is critical to the entire ski-tourist industry in Utah. | 32.2.9D | |
| 35865 | Kenney, Jeff | Hi, While I appreciate UDOT seeking feedback, I am sick and tired of talking about this gondola. I am AGAINST the gondola option. No gondola, no cog, for all the reasons that have already been stated. This project is too narrow in scope, not addressing Big Cottonwood, which whatever is done in Little will have an impact upon. It seems like summer was just thrown in there as an option, but not studied as so many people drive up to trailheads in the summer. This mostly benefits Snowbird and Alta, but they don't pay a portion of the costs/share the risk if it fails or isn't used, which is likely considering people just want to drive and a gondola has multiple stops/transfers and takes more time than driving. | 32.2.9E; 32.1.2D | |
| 38350 | kenney, jeffrey | Hi, I am writing again as I'm not certain if my comment was received as there was no confirmation page/email. While I appreciate UDOT seeking feedback, I am sick and tired of talking/thinking about this gondola. I am AGAINST the gondola or cog. I appreciate the phased approach and I still fail to see UDOT address the impact this will have on Big Cottonwood. Furthermore why are we going to run a gondola to Alta/Snowbird for the summer. So much more of the canyon is used throughout the summer. Why are the tax payers footing the bill potentially for these two resorts' gain while they share in no risk/bill? I vote for a pilot of the enhanced bus with out road widening as it requires the least capital and let's us real time assess people's willingness to use the bus first. If they're not going to use a bus, they aren't going to use a Gondola that takes more time. Thank you, Jeff Kenney | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.6.5G; 32.2.6.5F; 32.2.9A | |
| 30414 | Kenney, Sara | I do not support a Gondola in Little Cottonwood Canyon! They would have a negative environmental impact and not provide enough transportation for the number of people that need to get up the canyon. I believe providing electric buses running every ten minutes and tolls for cars would be the answer. You don't need to increase its bus services up the canyons! All the gas traffic up and down the canyons is not doing anyone a favor and it's going to diminish the quality of the air and the environment in the canyons. We need to ban vehicles in our canyons and insist people use the public shuttle service. | 32.2.9A; 32.2.6.3F | |
| 27270 | Kenney, Sara | Hello, I am opposed to the gondola construction in Little Cottonwood Canyon. The gondola will not do much to reduce the flow of vehicle traffic. There are any alternative such as buses and shuttles that people can take up to the ski resorts. I prefer the canyon to appear and its natural state and I do not wish the environment to be disturbed by construction. I am an avid outdoors woman and climber and I don't want any of the boulders to be disturbed either. I think this is a terrible idea and residents of Salt Lake and surrounding areas are mostly against the Gondola! | 32.2.9E; 32.2.9A | |
| 27426 | Kennington, Jan | I am completely in favor of everything you have planned for managing traffic PRIOR to considering a Gondola. I believe that making these initial changes will resolve most of the traffic issues. Global warming will reduce our ski season and consistent snow so I see a future where a gondola will not be needed. As a taxpayer I am also opposed to a gondola as it only supports two private companies. I would prefer my taxes be used to build affordable housing for those who are homeless. It is likely the gondola will only reduce traffic on a 5 to 10 days (weekend) of the season. Other less crowded days people will continue to drive up the canyon and will NOT utilize the gondola unless forced to. Parking in the parking structure carrying your gear to the gondola would be a pain. For families with kids it would be a NIGHTMARE. Building a garage in the area of Bells canyon would also be a traffic nightmare. We are living on a planet that is slowly warming not cooling. We are already seeing these effects on the consistency of regular snow fall. 25 years ago I could ski in the backcountry in November. Now your lucky if | 32.29R; 32.2.2E; 32.2.4A; 32.2.9E | A32.29R; A32.1.2H; A32.2.6S |

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| | | there is enough coverage by January. Building a Gondola would be a poor decision only meant to put money in the pockets of a few people and costing money to the average person who may or may not ski | | |
| 31144 | Kennington, Jan | NO GONDOLA!!!! This is taxpayer money. It should be spent on the residents needs such as affordable housing, food and health care services for those without in our community. Not to two private companies to subsize their for profit buisness. If they want a gondola they should pay for it with THEIR money | 32.2.9E; 32.1.2B; 32.2.7A | A32.1.2B |
| 27419 | Kennington, John | <p>Thank you for soliciting comments on this most important issue.</p> <p>It is unfortunate that this expensive project is proposed to serve just two businesses only for a maximum of 90 - 120 days per year, at this, the twilight of the ski resort age, with shortening ski seasons and rising ticket prices, to remediate traffic conditions that occur just 15 - 30 days per year. This project seems to be proposed about 50 years too late. I am, therefore, opposed to the proposed Gondola B project for the following reasons:</p> <ul style="list-style-type: none"> -One glaring omission for this project is that it should be proposed in light of what would also be envisioned for Big Cottonwood Canyon (BCC), as well. For example, in the future will it also be envisioned to serve the needs of the two resorts in BCC by extending the gondola from Alta to Solitude and Brighton by a taxpayer funded additional extension? As such I would be most opposed to any further construction resembling a ski-interconnect. -I do agree that easier, less invasive options should be implemented in LCC before the gondola construction is considered, like tolling and limiting single occupancy vehicles on snow days, building the snow sheds, enhancing trailhead parking lots and enhancing the bus service with more, cheaper rides, flexible schedules and better buses. <p>I would then propose that the schedule of the project be paused for at least two ski seasons to conduct traffic studies to determine if further measures are needed to bring traffic congestion down to acceptable levels. After that, any additional needed improvements should be considered and designed. Such preliminary measures may potentially save the state lots of money. Such evidence of this needed traffic mitigation is already apparent with various resorts' implementation of parking requirements and the recent UTA Free Fare February which reduced the traffic loads in the canyons. There are plenty of other large resource needs, like saving the Great Salt and Utah Lakes, mitigating the homeless problem, and addressing air quality and climate change problems, than to spend significant resources on a declining tourist issue.</p> <ul style="list-style-type: none"> -Gondola service during adverse weather conditions may be spotty and inconsistent, causing it to be less dependable. For example, service may be halted during avalanche mitigation work and high wind conditions. -The road already exists and will always be needed to service the canyons. It has the potential to service all canyon users for the entire year with only slight improvements, the snow sheds and better mass transit, all at much less expense than the gondola. -A full length canyon gondola will greatly diminish the view shed, is too long and expensive a ride to continually attract tourists, and will likely be much less needed by the time it's completed. <p>For those who want a tourist attraction in LCC, one already exists, with the Snowbird gondola which has great bottom and top facilities, fantastic views and is not too long or expensive a ride. It is also positioned to the side of the canyon, which is less intrusive to the canyon view shed.</p> <ul style="list-style-type: none"> -Installation of a 2500 car capacity parking garage, with its ancillary businesses, will create a traffic congestion problem in that part of Hwy 210 and the area around it, intensifying the exact problem we are trying to avoid. -In modifying Wasatch Blvd through Cottonwood Heights, instead of expensive pedestrian overpasses, please consider installing several raised pedestrian crosswalks which are much cheaper, are self enforcing and they will calm traffic providing much safer conditions for alternative transit and will help achieve a slower speed limit of 35 mph. <p>Thank you very much for your consideration.</p> | 32.1.1A; 32.29R; 32.1.2B; 32.2.6.5K; 32.17A; 32.20A; 32.2.6.5E; 32.2.6.2.2A | A32.1.1A; A32.29R; A32.1.2H; A32.2.6S; A32.1.2B; A32.20A; A32.2.6.5E; A32.2.6.2.2A |
| 31150 | Kennington, John | <p>I oppose the Gondola B alternative to control traffic in Little Cottonwood Canyon. for the following reasons:</p> <ul style="list-style-type: none"> -Taxpayers should not be asked to spend \$1/2bn+ just to benefit mainly two businesses and not service any other canyon users. -UDOT should try a suite of less invasive measures, like tolling, slug lanes, and passenger restrictions during busy periods only for such mitigation. -There are more important things to spend the money on, like saving the GSL fixing Utah Lake, affordable housing, clipmate change.a d air quality. -I don't know anyone who is in favor of this except for a small minority who will benefit from it. -It will ruin the viewscape in LCC, and the area in Cottonwood Hts where the bottom terminal would be located. It would increase traffic on Wasatch BI, must what we don't want. <p>A reduced scope of the Enhanced Bus Alt would be much better. Widen the road by one reversible. center .and only would work. Increase improved bussing gradually, routes could be changed to accommodate other canyon users the snow sheds will mitigate 80% of the avi problems.</p> <ul style="list-style-type: none"> -Please don't inflict this expensive draconian measure on us that will ruin CH & LCC for only 30 days per year, and will likely be not needed by the time it is built as resort skiing is already in decline due to high ticket prices and climate change. <p>Thankk you for your consideratjon.</p> | 32.2.9E; 32.1.2B; 32.2.9B; 32.2.2D | A32.1.2B |
| 31979 | Kennington, John | <p>No gondola please!</p> <ul style="list-style-type: none"> - Not only the viewscape will be ruined, but all the const and service roads to build and maintain the Gondola will tear up the ecosystem on the ground. -The highway exists now and will always be needed to maintain the canyon. It can be gradually tweaked to adequately mitigate traffic jams in the few crowded days of the year, like tolling, resort parking, better bussing and snowshed const. If needed, only one bi-directional lane could be added to minimize ground disruption, and take care of traffic snarls (le up in the am and down in the pm). -The planned bottom terminal, with a 2500 car capacity, will over crowd Wasatch BI. and over develop the area around it. Regional traffic hubs further away will work better. -The gondola will be too long, too expensive (likely much more than the \$550MM now forecast) just to benefit two private businesses and a few political businessmen. With increasing resort prices and decreasing ski seasons, this idea is 50 years too late. There are plenty of other higher priorities to spend \$\$ on, | 32.2.9E; 32.2.9A; 32.2.2B; 32.2.6.5E; 32.1.2B | A32.2.6.5E; A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | like saving the GSL and Utah Lake, affordable housing and saving us humans, by addressing climate change with many sustainability projects. Lets not waste our \$\$ on bygone priorities. Thank you for listening. | | |
| 35704 | Kent, Carol | Can't agree with a gondola. It will be priced extremely high to build to benefit only the wealthy few in a small niche of winter recreation businesses. It will not be reasonable in cost or use by the local community, but only those in the community who are wealthy. It will be one huge eyesore in the canyon & of no benefit to those who live in the canyon. | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 29765 | Kent, Nicholas | I believe there is a better solution than a gondola bus lanes widening roads or tolling the answer I think could be found by incorporating the idea of a overland train much like what the military used in the 60s it would cost less than 10% of the gondola cost you would have to have one developed however modern technology has advance greatly from when the original overland trains were built in am positive you could incorporate running as a diesel solar hybrid it would be able run on the existing roads carry way more people than the gondola or buses could you run it like the front runner one every 30 minutes which you should be able to achieve with 3 possibly four trains running you still allow individual vehicles up under carpool restrictions and tolls that allows you cut emissions significantly. Another benefit of using overland trains would be if designed like the military's you would not need to worry about avalanches covering the road as those machines were designed to go over extreme terrain another benefit would be the lack of permanently scarring the landscape with towers, third benefit would be the possibly of using the existing roads and then just changing the traffic pattern to better accommodate the large vehicle. If done properly you could have a win on every side of the equation. As for operators it would be much like operating the frontrunner however you would want some one with semi truck experience as this is more of a large truck than a train. I strong ley believe that this could be the best option and needs to be seriously considered. Thanks Nick Kent | 32.2.9D | |
| 29510 | Kenyon, Jesse | Please do not construct the gondola. There are so many better ways of getting people to their preferred location in the canyon than destroying boulders, roadside parking, backcountry skiing access, and the beauty of the canyon. Take a stand against the ski resorts bullying you and coercing you into a decision that only benefits them. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.6D; 32.2.9E | A32.1.2B |
| 34851 | Keogh, Grainne | Save LCC. No gondola!!!!!! | 32.2.9E | |
| 32257 | Keough, Lucile | I do not want my tax dollars paying for a gondola. I think there are many ideas being suggested that are less intrusive and scarring of our canyons. | 32.2.9E | |
| 26448 | Kepler, Kyle | NO! No to funding the Gondola option without trying the other alternatives first. No to funding the Gondola with one cent of Utah resident taxes! Alta, Snowbird, and private donations can pay for this if we are going to skip the other options (tolling, buses, etc) without trying them first. A former state senate leader and local mayor stand (CW Management) personally benefit from this. They used those positions and the power that comes with them to push this project forward. The widening of Wasatch Blvd is also unnecessary. Vehicle speeds and noise are already too high in a residential area where the home values and taxes are artificially too high. In the end a widened road will bring those property values down, decrease the tax value, and decrease tax revenue. Finally, as a resident of that area...why would I want to pay for more burden, noise, and less safety in my neighborhood? Businesses and their patrons need to pay for business and the associated entertainment, not the taxpayers of Utah! | 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9L | |
| 36589 | Kerby, Janice | I like this plan and I think it could help pay for itself as a year round attraction. I don't ski - but I'd use it. | 32.2.9D | |
| 38375 | Kern, Ashley | Hello, UDOT Staff! I am a resident of Murray, UT. I submitted my comment via the website, but didn't get confirmation that it went through, so I thought I'd email it as well. Please see below: _____ Gondola Alternative B is a solution that the Salt Lake County community does not desire. There are several reasons for this including several heavy environmental impacts to our public lands and poor usage of public funds. There are also a much better, immediate solutions available to alleviate the traffic issues. The impacts from the construction process alone will be frustrating. In order to move heavy equipment to the job site, trees would have to be removed and animal habitats would be run over. The ground surface would be regraded which destroys the microbiome and ecology of the soil for a time. The project will also permanently destroy some recreational climbing spots and cause non-access to others for the duration of construction. Little Cottonwood Canyon is a world-class climbing area, where Olympians and climbing legends have trained. For all users of the canyon including hikers, climbers, wildlife lovers, and more it would be shame to ruin the beauty of the canyon with the cables and support structures required for the gondola. Construction would take several years and cost the community over half of a billion dollars, excluding cost and schedule overruns that are likely to happen. This is an unfair and unequitable use of taxpayer dollars; residents who cannot afford to ski or snowboard will also be contributing towards the cost of building the expensive gondola. The Gondola "solution" also ignores the factor that climate change should play in the decision-making process. A study published in Nature Reviews Earth and Environment in November 2021 by Erica R. Siirila-Woodburn et al estimates that snow-water equivalents are expected to decrease in the western United States by 25% by 2050. The study also estimates that snow-water equivalents will reduce 50% by 2100. It is inappropriate (both in cost and environmental impact) to build additional infrastructure for an industry that will experience this level of decline in Utah in the coming decades. I agree with UDOT that reducing single-car traffic in LCC is key to achieving better traffic flow. However, the best way to do this would be to implement a checkpoint at the mouth of the canyon during the winter months only. This checkpoint would ensure that vehicles are prepared to enter the canyon (by having | 32.2.9E; 32.1.2D; 32.2.2E; 32.2.2M; 32.2.4A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>AWD/4WD and appropriate tires). It would also only allow cars which are utilizing carpooling and/or require a large toll. Another idea would be to only allow tourists' cars which have a hotel/accommodation reservation in the canyon and only allow residents' vehicles whom carpool with 3 or 4+ people per car. Cutting down on unprepared vehicles in the canyon would reduce the number of traffic slowdowns. Forcing a "carpool or large toll" situation would heavily incentivize locals to take the ski busses. In conjunction with the traffic checkpoint rules, I'd encourage UDOT to increase the number of busses running in both LCC and Big Cottonwood Canyon (BCC). Both of these canyons have traffic issues and the gondola doesn't address the traffic issues in BCC at all. Implementing winter checkpoints and increasing bus options in both canyons would fix issues in both of the canyons. These better solutions could be implemented as soon as this winter! The gondola would take much longer. UDOT staff, thank you for coordinating with the public and taking the time to gather these comments. Please consider the alternative outlined above and consider not going forward with Gondola Alternative B.</p> <p>—</p> <p>Thanks, Ashley Kern</p> | | |
| 38015 | Kern, Ashley | <p>I am a resident of Murray, and I know that Gondola Alternative B is a solution that the Salt Lake County community does not desire. There are several reasons for this including several heavy environmental impacts to our public lands and poor usage of public funds. There are also a much better, immediate solutions available to alleviate the traffic issues.</p> <p>The impacts from the construction process alone will be frustrating. In order to move heavy equipment to the job site, trees would have to be removed and animal habitats would be run over. The ground surface would be regraded and watershed impacts will occur. The project will also permanently destroy some recreational climbing spots and cause inaccess to others for the duration of construction. Little Cottonwood Canyon is a world-class climbing area, where Olympians and climbing legends have trained. For all users of the canyon including hikers, climbers, wildlife lovers, and more it would be shame to ruin the beauty of the canyon with the cables and support structures required for the gondola. Construction would take several years and cost the community over half of a billion dollars, excluding cost and schedule overruns that are likely to happen. This is an unfair and unequitable use of taxpayer dollars; residents who cannot afford to ski or snowboard will also be contributing towards the cost of building the expensive gondola.</p> <p>The Gondola "solution" also ignores the factor that climate change should play in the decision-making process. A study published in Nature Reviews Earth and Environment in November 2021 by Erica R. Siirila-Woodburn et al estimates that snow-water equivalents are expected to decrease in the western United States by 25% by 2050. The study also estimates that snow-water equivalents will reduce 50% by 2100. It is inappropriate (both in cost and environmental impact) to build additional infrastructure for an industry that will experience this level of decline in Utah in the coming decades.</p> <p>I agree with UDOT that reducing single-car traffic in LCC is key to achieving better traffic flow. However, the best way to do this would be to implement a checkpoint at the mouth of the canyon during the winter months only. This checkpoint would ensure that vehicles are prepared to enter the canyon (by having AWD/4WD and appropriate tires). It would also only allow cars which are utilizing carpooling and/or require a large toll. Another idea would be to only allow tourists' cars which have a hotel/accomodation reservation in the canyon and only allow residents' vehicles whom carpool with 3 or 4+ people per car. Cutting down on unprepared vehicles in the canyon would reduce the number of traffic slowdowns. Forcing a "carpool or large toll" situation would heavily incentivize locals to take the ski busses. In conjunction with the traffic checkpoint rules, I'd encourage UDOT to increase the number of busses running in both LCC and Big Cottonwood Canyon (BCC). Both of these canyons have traffic issues and the gondola doesn't address the traffic issues in BCC at all. Implementing winter checkpoints and increasing bus options in both canyons would fix issues in both of the canyons. These better solutions could be implemented as soon as this winter! The gondola would take much longer. UDOT staff, thank you for coordinating with the public and taking the time to gather these comments. Please consider the alternative outlined above and consider not going forward with Gondola Alternative B.</p> | 32.2.9E; 32.1.2D; 32.2.2E; 32.2.2M; 32.2.4A | |
| 29263 | Kern, John | <p>First off the massive expense to help 2 private companies add more people to the canyon is a waste of public funds that are needed in many other areas. The cost estimates will be incorrect by at least 25%. Having just returned from The Dolomites where every town , village and tourist trap had a gondola, chairlift or tram running up most of the peaks did nothing but put thousands of people all over the mountains, ridge tops and fields. I saw absolutely NO wildlife and very little diversity. No mammals, few birds and only cows and goats. In addition this plan does nothing to alleviate Big Cottonwood issues. I truly believe this is a bandaide for a problem that will drop out of the public's eye. Climate change, aging population dynamics and competition from other ski / recreation choices reduce the need to help Alta and Snowbird. Spend our public treasure helping fellow humans and our drying lake before you assist privileged ski and snow board recreationists.</p> | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2E; 32.2.9E; 32.4B; 32.13A | A32.1.1A; A32.1.2B; A32.13A |
| 27855 | Kern, John | <p>What a horrible waste of money for 2 private resorts. Complete [REDACTED] from the legislative. Branch of Utah</p> | 32.29D | |
| 30079 | Kern, Katherine | <p>I live at the base of Little Cottonwood Canyon. The gondola will not only have an effect on the habitat at the base of the canyon, destroy significant natural sites, and cause serious risks to the watershed; but for locals, the habitat simply is too important to touch. It's so evident that the people who live in Utah don't want the gondola. 97 percent of the comments on the Instagram post announcing UDOT okay-ing the gondola were against it. There are organizations actively working to not let this happen. I don't live in Utah anymore, but I shed a tear when I heard about the gondola because I am so terrified about what effect it will have on my home. My parents got married at La Caille, the rock garden climbing is famous, and its where people live. Its very evident that this is economically driven. With threats to Utah's habitat currently (with the Great Salt Lake), why do more to destroy it? For once, let's listen to the locals, the environmental scientists, and the habitat itself.</p> | 32.1.2B; 32.1.2F; 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B; 32.13A | A32.1.2B; A32.1.2F; A32.2.9N; A32.13A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34500 | Kern, Krista | Dear EIS reviewing committee, I have never understood, whether the existing road would be in operation if the Gondola was built? Will people choose to use the road although the Gondola is in operation? because of affordability and because of convenience? I feel a multi effort plan with tolls, parking passes at Snowbird, and a proper bus operational system during peak season could avoid this huge project. Closing the road as they have in Big Cottonwood right now for alternative road passing would also help during peak seasons. This huge project is not necessary~it is non essential. LCC is not capable of accommodating every person who feels entitled to a fresh powder day. It is a gift for us all to be shared on occasional use, pending conditions. I am saddened, but not surprised by the politics at may with this effort. Utah people are standing up, please hear their voices. This is absurd, especially considering it is only truly of high use 3/12 or 1/4 of the year... seriously explore your options with proper busing as Park City has done. I waited 45 minutes for a bus at Alta on a Peak day for a ride down last year and that was my last time doing it. Why do you not offer more buses? I live in Granite and would take the bus on a regular basis if they were offered on a regular schedule. Use that money for other causes... there are so many!! Keep Utah Great. I am a native with a UT birth certificate- Honor your locals, hear our voices!! Thank you. Krista Kern | 32.2.6.5D; 32.2.4A; 32.2.9A; 32.2.2K; 32.2.2D; 32.2.9N | A32.2.2K; A32.2.9N |
| 30606 | Kern, Martin | Hi dot I like the phasing in proposal. As a resident of Granite , I am curious about the expected role individual taxpayers may have to contribute. I understand the ski resorts will not help with the cost yet they will benefit most from a profit viewpoint. Will u answer what is expected of the taxpayer ? I would hope the tolls and gondola fees along w state and federal funding will be sufficient . The developers I am sure will also be profiting from this. The is a project that individual taxpayers should not be expected to shoulder Thank you for expected response. Martin Kern. | 32.2.7A; 32.2.9R; 32.2.4A | A32.2.9R; A32.1.2H; A32.2.6S |
| 30861 | Kern, Samantha | Please do not build a gondola!!!! | 32.2.9E | |
| 29289 | Kern, Sharon | I am a skier and a hiker and I see Little Cottonwood traffic as a dilemma on some days. However we all have dilemmas in our life and we need to make choices/decisions. Such as is the traffic worth it on powder days or on sunny Saturdays, or should I leave a little earlier or later on on those potential high traffic days or maybe not go this day as traffic will be a mess. We make choices on these days. I drive up LCC 2-3 days a week in the winter, on 80% of those days, traffic flows easily. It truly is a "first world problem" and we are catering to a more wealthier crowd who don't like making these choices as they might seem entitled. The cost and up keep of building the gondola is one thing, there will also be the personal cost to ride the gondola up and down and quite possibly the cost to park in addition to the ski pass. I am against the gondola going up LCC! The money that will be spent will be ridiculous on one canyon and 2 private ski resorts. Salt Lake has many needs that never get enough funding...education, healthcare for noninsured, homelessness etc. This also does not solve, BCC traffic, traffic coming in and out of the 3 resorts in Park City. In fact, I sense having to take the Gondola up LCC will just put more pressure and traffic on these other roads going up to other ski resorts because people don't want to hassle or pay additional money to ride the gondola. It's time to take the blinders off and open up our hearts to think about what we can do with that gondola money to benefit more Utahans. Please, please do not build the LCC gondola. | 32.1.1A; 32.1.2B; 832.2.2PP; 32.2.9E | A32.1.1A; A32.1.2B |
| 25385 | Kerns, Kyle | Do not close the area for the gondola. This favors one recreational user group over another. This is not okay! | 32.1.2D; 32.2.6.5D; 32.2.9E | |
| 32110 | Kerr, Steven | The Gandola argument continues to be one around the mitigation of safety and traffic in the canyon. Last year, the resorts up LCC implemented updated parking policies and no one has reported what effect this had on the traffic congestion problem. UDOT needs to report on non-invasive solutions that can potentially mitigate the problem at hand. I want to know what difference the parking policies made on the traffic. Then institute a bus policy and let's measure what effect that will have. If traffic congestion is truly what we are solving, then show that you are solving the traffic issue and not just set on building a gondola. | 32.2.2K; 32.2.9R | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |
| 28560 | Kerr, Steven | Gondola is a bad idea and any proposal for Little Cottonwood Cyn. Should be majority funded by the resorts and cyn. residents. In meantime, quotas on traffic should be implemented. | 32.2.9E; 32.2.7A; 32.2.2K | A32.2.2K |
| 32102 | Kershaw, Jennifer | Do not approve the Gondola. It's not wanted, nor will it be used. It's costly, it's a eye sore, it's slow, it's inefficient, it kills birds, it ruins the landscape. | 32.2.9E | |
| 36796 | Kershaw, Jillian | My name is Jillian Kershaw and I am a constituent from Millcreek. I urge UDOT to abandon Gondola B. I do not support it because of the irreparable damage it will do to the canyon and it's wildlife as well as it being irreversible. Have you considered alternative traffic solutions such as tollbooths and expanded bus routes? Thank you for your time and effort to accurately represent your community. Best, Jillian Kershaw. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 26708 | Kershaw, Kathleen | Disappointed on decision for the gondola. Not being a skier I don't want to be taxed for the resorts & skiers benefit. Towers will ruin the vista of the canyon. The people have expressed not wanting the gondola.. so please listen. | 32.2.9E | |
| 35479 | Kershaw, Shane | No matter what happens just please make whatever scope of work open to competitive bidding. Cost plus % would be wise. No \$5k loads of \$300 worth of road base. | 32.2.9D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33074 | Kershawwhiles, Joel | Absolutely ridiculous to think this expensive monument will actually get use by everyday skiers or families. Catering to rich people at it's finest while ignoring those that have to deal with these areas of traffic | 32.2.9E | |
| 36540 | Kertesz, Hannah | Please please PLEASE do not ruin this canyon with a gondola. What we need is more accessible buses and bigger parking lots and less people. | 32.2.9E; 32.2.9A | |
| 29203 | Kertesz, Susan | The gondola is the worst idea. It would negatively impact our water source as Little Cottonwood Creek is watershed. In order to build the gondola, maintain it and be able to get to it when in use, would require a road of some sort under it. If there is any wind in that canyon--which there frequently is--the gondola would not be able to be used and/or leave people stranded. It would obviously benefit only two ski areas. It would dump way too many people at these ski areas. Getting to the 2500 parking spots would be a nightmare worse than currently exists in the canyon. The gondola does not address Big Cottonwood Canyon. The bus proposal w/hubs around the valley, if done correctly with a lot of busses that run efficiently, could be the ticket for traffic issues up both Little & Big Cottonwood Canyons. Finally, this gondola would ruin what Little Cottonwood looks like, forever. How could the State of Utah even consider this option. | 32.2.9E; 32.2.6.5E; 32.2.6.5B; 32.12A; 32.1.1A; 32.2.6.5E | A32.2.6.5E; A32.12A; A32.1.1A; A32.2.6.5E |
| 33580 | Kerzhner, Mike | I am a homeowner and resident in Salt Lake County. I am very opposed to the Little Cottonwood gondola. The gondola is a blatant transfer of public tax money to ski resorts. Is this really the best way that 500 million (but likely much more than that) can be used to improve lives of Salt Lake City and Utah taxpayers? Besides the fact that the gondola is a corporate handout: - I am a passionate climber, and the gondola will destroy some of my favorite, world-class boulders. - The canyon will be impacted from years of construction. Why should we lose the peace and quiet of the canyon to appease Alta and Snowbird? - Little Cottonwood has amazing views. Just look at all of the published photos of the fall colors from this month of October. Why would you ruin the natural beauty of the canyon with a huge eye sore? Please reconsiders the gondola decision. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 32929 | Kesler, Donna | I am against the gondola. I would prefer to see more practical alternatives used. The gondola is very expensive. It will penalize all taxpayers to provide entertainment for the few. The money might be better spent providing bus service to the southwest corner of the valley which has been neglected by UDOT/UTA. Thanks. | 32.2.9A; 32.2.2I | A32.2.2I |
| 33946 | Kessel, Nancy | If this was truly for the public's benefit, the gondola wouldn't drop riders off only at the resorts. Put the environment and public before blatant greed, please. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 35736 | Kessi, Alfred | A cable car is not the solution. Too slow and too cumbersome to get to it. I suggest to widen the road and build avalanche protection 1/2 tunnels like in Switzerland, where I grew up. Then provide more parking in Alta and Snow Bird. Yesterday at the Oktoberfest, there were an incredible amount of cars. | 32.2.9E | |
| 30104 | Kessi, Merilynn | I agree with a phased approach starting with enhanced bus service that will include stops at major trail heads, but I am totally opposed to the gondola. I cannot agree with spending over \$550 million of taxpayer money to subsidize 2 for profit ski resorts. I am not a skier, but I use the canyon on a regular basis for hiking and snowshoeing. In addition, the gondola infrastructure would permanently change and negatively impact the visual beauty of the canyon. I agree with the construction of snow sheds, as they can drastically reduce the impact of avalanches on the highway. Please consider the needs of all canyon users, not just skiers, and give the bus service a chance to solve the problems with the least amount of money and impact on the canyon. | 32.2.9R; 32.2.6.3C; 32.1.2D; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.3C |
| 38009 | Kessig, Moya | I think increase bus service, tolls and reservations are the best solution. The national parks are using a reservations system so should the ski resorts. | 32.2.9A; 32.2.4A; 32.2.2K | A32.2.2K |
| 37596 | Kessler, Justin | Gondola and cog railway options are irresponsible use of taxpayer funds, nor are they responsible options to protect the beauty of LCC. They would, destroy the ability of everyone to enjoy the canyon 365 days a year to save some traffic time 10 days a year. More and better bus service is the way to go. | 32.2.9E; 32.1.2B | A32.1.2B |
| 37533 | Kessler, Kathy | As an East Sandy home owner and a frequent skier in LCC, I am against the building of the gondola. Please increase buses and get some UX designers to make the buses more appealing so people will actually want to take the bus instead of driving. A gondola will not cut traffic enough to justify the enormous cost. I take my daughter to ski school at Alta every Saturday in the winter and we will NEVER take the gondola! | 32.2.9E; 32.2.9A | |
| 36530 | Kessler, Kristen | Please protect the wild, the animals. Preserve the lands. | 32.1.2F | A32.1.2F |
| 28618 | Kessler, Michael | Tolls and paid parking in the entire canyon are the only answer. Little Cottonwood Canyon doesn't have a throughput problem. It has a capacity problem that is unsolvable. Every additional person that uses the canyon on any given day diminishes the experience for every other person that's up there. And demand is only going to grow, due to population growth and the progressive impact of climate change in lower elevation ski destinations. When supply is fundamentally limited by geography and negative externalities while demand is rising the only way to achieve equilibrium is to increase the price. No one should be able to use LCC without paying. That being said, if you feel like you absolutely have to do something about throughput, a gondola isn't the answer. Once people understand how inconvenient and time consuming it is, they won't use it. My ballpark estimate is that from my house in Draper it will take nearly 2 hours door to door to get to Alta via the gondola (including parking, bus from parking to gondola base, waiting in line, and the actual ride), versus a 30 minute drive today. And then the same on the way home. Having to spend 4 hours of total commute time instead of one is ridiculous and not a solution to anything. Build avalanche sheds and provide strong financial incentives for carpooling. That's the best option for throughout. | 32.2.2Y; 32.2.2K; 32.7C; 32.2.4A; 32.2.9K; 32.2.2E | A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26537 | Kestler, Michael | I do not support the gondola option. I have never been to either ski resort the gondola would serve. I do go to downtown Park City often and would need to continue driving, with the gorgeous canyon now full of gondola infrastructure. I strongly urge you to consider Mayor Wilson's proposal for the less physically invasive bus option. | 32.2.9A; 32.2.9E | |
| 26645 | Kettering, Pierce | No gondola | 32.2.9E | |
| 29390 | Kevin, Brown | im very against taxpayer money going to help the commute to a private resort most people dont use! | 32.1.2B; 32.2.9E | A32.1.2B |
| 37602 | Keyes, Brian | <p>It's disappointing that after so much public input against the gondola that the preferred alternative gondola only benefits the canyon for about 20 days per year and will have operational issues in high winds or heavy snows as the gondola at Snowbird has already shown. For the heavy year round impact the gondola will have whether needed or not. Also the preferred alternative will forever impact the canyon and with snow level decreasing every year, it is doubtful that the gondola will be a logical option in 30 to 40 years.</p> <p>I still support common sense measures first like enhanced bus services without widening the road that will not have decades long impacts if the skiing or tourism in Utah declines as is expected with the drying of the Salt Lake and worse and worse air quality every year.</p> <p>It is clear that UDoT has not put forth the effort to maintain the bus service and I am skeptical it could maintain a gondola effectively. Cutting the bus service in half for the upcoming season for not being able to attract driver seems at odds with the proposed gondola budget.</p> <p>Please reconsider the chosen alternative in favor of an option that does not permanently mar our beautiful canyons in favor of a short-sighted money grab that could be useless in a few decades.</p> | 32.1.2B; 32.2.9E; 32.2.9A | A32.1.2B |
| 25803 | Keys, Camille | <p>Here is a draft comment you can use to make your submission: I am opposed the proposal to install an 8-mile-long gondola in Little Cottonwood Canyon.</p> <ol style="list-style-type: none"> 1) The gondola would move people at an incredible slow pace. 2) the gondola would ONLY serve massive corporate resort interests. 3) it is clear the resorts want a gondola to serve only the resorts instead of serving the public landowners in general. 4) The cost of over \$500,000,000 is better spend on more economical and efficient mass transportation. 5) The use of public land to serve three corporate owned resort is an unlawful grant of public land/funds violating the Utah Constitution. 6) It is physically impossible for a gondola to replace cars in any meaningful way in the canyon due to gross inefficiency and low riders per hour ability of gondolas. 7) A gondola serves only resort users and provides no solution for I of the other users of the public lands in Little Cottonwood Canyon. 8- I support the use of dedicated bus service that may be increased or decreased based on anticipated canyon usage. 9) I support the use of hybrid and electric buses that can be used year-round and provide access to all of the public land accesses in the canyon. 10) I support the use of dedicated bus lanes as a phased in solution with road widening as needed to support the dedicated bus lane. 11) I DO NOT SUPPORT THE OPTION OF A GONDOLA THAT IS INEFFICIENT, ONLY SERVES CORPORATE RESORTS, AND IGNORES ALL OTHER PUBLIC LAND USERS AND USES. | 32.2.9E; 32.2.9A; 32.2.7A; 32.2.6D; 32.1.2B; 32.2.9B; 32.2.6.5G; 32.2.6.3F; 32.1.2D; 32.2.2PP; 32.7C | A32.1.2B |
| 26980 | Keyser, Steve | This is a fantastic development and you only have to go to Europe or Telluride Colorado to see what an asset this would be to ALL TAXPAYERS! Go to snowbird for dinner via tram, excellent! | 32.2.9D | |
| 28667 | Khakural, Pradeep | Our family does not support the gondola. We feel this is not beneficial to the community and benefits politically connected wealthy people the most. Wr had no problem going up and down cottonwood canyon without any issues. This a bridge to nowhere, a gondola without purpose. Please preserve cottonwood canyons by keeping it as it is and prevent this gentrification via gondola. Please say NO to the gondola. | 32.2.9E; 32.1.2B; 32.2.9G | A32.1.2B |
| 25828 | Kidd, Robert | <p>As an avid skier in LCC I support your thorough study process. While I"like" the idea of a gondola, I have several concerns.</p> <ol style="list-style-type: none"> 1. Funding. The primary beneficiaries (ski resorts) need to have some skin in this game. Perhaps annual taxation to them is in order. They can use their land presently used for parking for something else, for example. 2. Time to the mountain. If the gondola isn't fast enough, we'll end up spending ALOT of money while existing road and cars remain used as primary mountain transport. Along those lines, maximizing speed to the mountain and putting in economic incentives for gondola use and penalties (one time use fee to use) should both been pursued to the furthest extent. <p>Robert</p> | 32.2.9D; 32.2.7A; 32.2.4A | |
| 35047 | Kidston, Frederick | <p>Dear Sirs</p> <p>I think it is irresponsible to think of charging property owners for accessing their property in Big Cottonwood Canyon. Passes for property owners and businesses can be made available such as in Millcreek Canyon. Additionally the tole booth should be placed at the mouth of the canyon to reduce the possibilities of people driving partway up the canyon and then deciding not to pay the access fee. If the tole booth is at the mouth of the canyon it will be easier to develop parking for bus riders. Our cabin has 5 off road parking so why should I or my guests be penalized. We pay higher taxes and receive less services than anywhere else in the</p> | 32.2.4A; 32.1.1A | A32.1.1A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | county and now you want to restrict and/or penalize us. This could only encourage long time litigation. Yes we need to stop loving our canyons to death. But you must find a method to encourage non property owners, non business patrons and their service providers to use the bus. If you are charging \$25-30 per vehicle you will certainly have the funds to screen those entering the canyon and allowing those with passes to enter unimpeded. Thank you | | |
| 33255 | Kiefer, Julie | Dear UDOT, My name is Julie Kiefer and I oppose the LLC Gondola project. I am a Utah voter and avid user of our beloved Little Cottonwood Canyon. Here are my concerns. When I go to the canyon as a runner, hiker rock climber, sledder, backcountry skier and resort downhill skier, my primary goals are to enjoy the unspoiled beauty of our canyon and recreate on its renowned rocks, trails and slopes. This is my escape from bustling city life. The last thing I want is to see in the canyon are large steel manmade towers, cables and gondolas that spoil the natural setting. Further, building and maintaining these structures will destroy trails and crags that I enjoy. Clearly something needs to be done to address the serious traffic issues. I am in favor of enhanced busing, which is far less detrimental to our precious landscape. Perhaps in time, fuel efficient or hybrid buses can be put in place to help mitigate air quality issues. Further, busing could serve all canyon users, not just resort skiers. This could benefit more people and take those users' cars off the road as well. Living close to and enjoying Little Cottonwood Canyon is one of the primary reasons we moved to Salt Lake City twenty years ago. Sacrificing its beauty for the benefit of two ski resorts would be personally devastating. | 32.2.9E; 32.2.9A; 32.1.2C; 32.1.2D | |
| 26985 | Kieffner, Ben | The grass is rarely greener on the other side. Leave it alone. Do nothing beyond enforcing carpool restrictions on the handful of busy days each year. Don't do this to the taxpayer and most importantly, don't imprint unnecessary development in a sacred mountain paradise. I repeat, don't over-engineer a problem to fill pockets. Do NOTHING and listen to the majority who want the same. | 32.1.2B; 32.2.2Y; 32.2.7A; 32.2.9G; 32.2.9E | A32.1.2B |
| 36690 | Kiekhaefer, Allyson | As a member of the Salt Lake City community that frequently visits Little Cottonwood during all seasons, I believe the gondola is not an effective solution and do not support. If the busses came at a more frequent schedule, I would take them instead of my own personal vehicle. The response to comments mentioned that summer travel did not warrant an extended bus schedule, but I have often been in traffic during the summer months. Also, it is concerning that a visitor capacity analysis was not done during this analysis. How can a gondola be proposed when you do not have any idea the capacity? I am also concerned with the longevity of the gondola. When it no longer is in use, who would be responsible for taking it down? I fear it pollute the canyon long after it is used. | 32.2.9E; 32.2.9A; 32.20B | |
| 25682 | Kiersch, Michaela | This is abhorrent and will be catastrophic to the enjoyment of the canyon. Serving the private ski sector is NOT in the best interest of the community or environment and should not be a priority for UDOT. Establishing a toll system is more realistic and financially impacts those who wish to frequent the canyon, rather than taxing the majority for a small, snow community. | 32.29D | |
| 28416 | Kiesel, Anthony | I cannot imagine a situation where building the world's longest gondola is a preferable alternative to adding buses and limiting the number of cars allowed up the canyon at a time. If UDOT is concerned about people having incentive to take the bus, simply limit the number of cars allowed each day. If it comes down to whether or not somebody can go up the canyon for a ski day on a bus or the alternative of staying home, skiers will take the bus. Additionally, incentives to take the bus could be given, like being allowed up the canyon an hour earlier on a fresh powder day. The construction and maintenance of this gondola will require moving heavy equipment in and out of the area, causing environmental damage that simply cannot be ignored. I do not believe that the alternatives have been fully considered. This cannot be the best option. | 32.2.9E; 32.2.2K; 32.2.9A; 32.2.2PP; 32.2.9N | A32.2.2K; A32.2.9N |
| 30927 | Kilbourn, Patrick | Hello. Concerned tax payer here. Let's not spend 1/2 billion tax payer dollars to line Snowbird and Alta's pockets. How about we let Snowbird and Alta pay for it if they want it? Sheesh. Do you want locals to actually ski and enjoy the mountains or is this just catered to the 1-10%'ers?!?! Let's instead get more bus routes that serve and connect to people in the valley. More busses, more routes, and shuttles for people who utilize the backcountry trailheads. | 32.2.7A; 32.2.2I; 32.2.6.3C | A32.2.2I; A32.2.6.3C |
| 25893 | Kiley, Patrick | Try Improving busing first before looking towards building a gondola | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 26913 | Kilgore, Tek | Ridiculous for 10-15 weekends a year. Better bus service. And restrict travel. Come on DOT!!!! | 32.1.2B; 32.2.2L; 32.2.9A | A32.1.2B |
| 29064 | Killian, Karissa | Yet another way the ski industry favors tourists over locals. There is no thought given here to the quality of life as a local wanting to recreate in the public land close to home. Why can't an expanded bus service be considered instead? We are in a climate emergency and we should be trying to mitigate that as much as possible, not contributing to it with a huge development that will use tons of fossil fuels. Especially for an industry that relies on Utah getting a certain amount of snow each winter. | 32.4B; 32.2.9A | |
| 30608 | Killion, Sandy | I don't understand how you can come to the conclusion that building the gondola is the best alternative. Best for who? Who or what Politian will profit from building this? I have not met a single person who thinks the gondola is a good idea. Yes, I have seen the paid actors on the commercials telling us what a good deal this will be. What about all the people year-around who want to go to the many places for hiking, climbing, skiing, and biking that are between the bottom and the top of the mountain? What you are proposing does not make logical sense. The sad thing is that the tragic jams occur only 2, maybe 3 months out of the year, and you want to make this big change that will be a scar to the land and an eyesore year around and cost the taxpayers too much money. | 32.2.9E; 32.1.2B; 32.1.2D | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>Unfortunately, the outcomes of these types of projects, (ie building a Walmart in the old gravel pit in Sandy) happen, no matter what the majority of the population wants.</p> <p>I vote NO to the building of the gondola.</p> <p>Thankyou for your time.</p> <p>Sandy Killion</p> | | |
| 29351 | Killpack, Dallas | The gondola destroys the natural environment and increases taxes. This only benefits the resorts. If there is really such a concern for traffic and such, then come up with better ideas that benefit the many and don't ruin the environment anymore than we already have. Maybe the canyons weren't meant to house the Utah population and the Californian population all at once. Maybe they should go back to their own mountains. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.6A | A32.1.2B |
| 32407 | Kilmer, Kira | Should taxpayers subsidize an industry facing negative climate change forces? Already the ski industry is facing a shorter season and less snow each year. A bad investment in addition to high estimated costs with benefits only to private enterprises. Bad idea! | 32.2.9G; 32.2.2E | |
| 33430 | Kilpatrick, Lynn | <p>The priority of this project should not be to serve ski resorts but to preserve wilderness for all users. Efficient buses that will serve the whole canyon can do more to preserve the environment while also allowing equal access to the canyon.</p> <p>Limiting the number of cars allowed into the canyon on weekends during peak times would also work, especially if more buses ran during this time.</p> <p>You need to offer incentives to users for carpooling, using public transit, traveling during off hours.</p> <p>The gondola is not the best solution; it's not even a good one.</p> | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 32293 | Kim Brown, Jim | <p>NO TRAM.</p> <p>This is a ridiculous spend. Limit the number of cars, when that number is reached close the road.</p> | 32.2.9E; 32.2.2K | A32.2.2K |
| 30645 | kim, abraham | The gondola is purely a appeasement tool for the wealthy and does not actually do anything to help the traffic. It only services those who go the the resorts and leave out everyone else who uses the canyon for other recreational activities. I believe the best option would be to drastically expand parking at the base of the canyon and run a shuttle bus service similar to how zion national park does. | 32.1.2D; 32.2.2B | |
| 29437 | Kim, Eugene | Hi, my name is Eugene Kim and I'm calling because I was interested in gaining more insight into the gondola project that is currently being proposed by little cottonwood udot. To be completely honest, I don't want to be the person that's going to be nay saying cuz I know that there's a large number of people doing it, but I do want to be the person that is requesting more information regarding the project itself. Um a little bit more transparency regarding how this is going to be done. What is addressing anything else that can be given in regards to the gondola project would be wonderful and I think that it's only fair especially as someone who's grown up his entire life at the base a little cottonwood having been able to appreciate that area. | 32.29D | |
| 29854 | Kimball, Brenda | <p>Is this a done deal? I cannot understand why Utah wants to spend \$550 million in taxpayer money for a project in ONE canyon that most of the locals seem NOT to want. It seems designed to benefit developers, above all.</p> <p>There are SO many things more worthwhile things that could be done with that money. Education? Healthcare? The issues with Utah Lake? End the food tax?</p> <p>And personally, I'd rather drive my own car up the canyon, for free, as I have recently, and not had problems with parking.</p> | 32.1.2B; 32.2.9E; 32.2.9N; 32.6A | A32.1.2B; A32.2.9N |
| 32099 | Kimball, Michael | I've lived near and have enjoyed the beauty of Little Cottonwood Canyon for most of my life. My wife and I were just up the canyon Saturday enjoying the fall colors. We do not feel that a gondola system would help the canyon. I do not pretend to have all the answers, but it seems like a bus system, similar to what Zion NP does during peak months would be a more reasonable solution, and less intrusive to the natural beauty and landscape of the canyon. Parking lots would need to be scattered so as not to concentrate traffic into one spot. Again, I am against a gondola system and favor more of a bus system during peak months in the canyon. | 32.2.9E; 32.2.2B; 32.2.2I | A32.2.2I |
| 26082 | Kimball, Mike | Thank you for the comprehensive study on the Little Cottonwood Canyon Final Environmental Impact. Your process and work is very comprehensive. I trust you as the experts in this matter, looking at all aspects of the project, and ultimately support your conclusions. I wish you success in making the canyon and roadways more accessible, safer and enjoyable for everyone. | 32.1.4A | |
| 29011 | Kimball, Patricia | <p>Dear Transportation People,</p> <p>I am very much against the decision to build a gondola up Little Cottonwood Canyon. Three reasons:</p> <ol style="list-style-type: none"> 1. It seems to be an extremely costly solution that ignores the radical and irreversible environmental and visual impacts on the canyon. The benefits for a narrow minority of the public-skiers and two private ski resorts-by no means justify the financial and environmental costs. 2. The decision ignores the decline in snowpack levels we can probably expect given the current mega drought and a shrinking Great Salt Lake, a major | 32.2.9E; 32.2.2E; 32.2.9N; 32.2.2PP | A32.2.9N |

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| | | <p>contributor to the Greatest Snow on Earth. Why not wait and see what happens snow-wise rather than commit now to such an expensive project?</p> <p>3. Finally, it seems to me that though you have asked for public input, that input seems to be largely ignored. I feel you are paying more attention to greedy developers and other private financial interests and the legislators in their pockets than to the public you supposedly serve.</p> <p>I urge you to reconsider your decision and look for a more reasonable solution that will benefit the public more broadly.</p> <p>Sincerely, Patricia Kimball</p> | | |
| 36816 | Kimball, Ryan | I am against the gondola. It harms the environment to benefit two companies. It will be an eyesore all year around, but only useful a few weekends per year. Please don't build a gondola. | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |
| 36830 | Kimble, Richard | I do not support the gondola. I do not think it is a good use of money. | 32.2.9E | |
| 29117 | Kimche, Stefani | Thrilled to see the gondola option has been supported by UDOT. Makes sense on so many levels and I fully support this option as well. Thank you for the hours spent to find the right solution. Stefani Kimche | 32.2.9D | |
| 25650 | Kimmel, Montana | <p>Please, I implore we seek other alternatives before beginning the detriment of building a gondola through Little Cottonwood. Better funding to busses and other forms of public transport would be so much more beneficial to not only the area, but the community. Little Cottonwood is a beautiful, diverse area, and not only incredibly special and cherished to so many, it is honored and loved for its' lack of development. The canyon is cherished in that it is an escape from our modernized world, untouched and pristine. The wildlife, the flora and the fauna, the landscape- it is all treasured and should be preserved. Where the traffic situation in the canyon is unpleasant, the building of a gondola not only destroys the area, it poses so many more damaging aspects than the traffic itself. We're talking pollution, we're talking wastes and building byproducts, like chemicals and equipment fluid. We cannot avoid the reality that building something like this will not only bring higher volumes of traffic to the areas surrounding, with it, that also means more potential for this beloved canyon to be damaged by people in the process. Littering, dumping, etc- the idea of how much garbage and waste can be produced by the people in a project like this is painful to think about.</p> <p>Please, I implore we continue to seek other alternatives before damaging such a pristine and enchanting area. This place is special and sacred to so many, and loved mainly for the reason that it has stayed undeveloped. We must protect our natural resources and I believe building a gondola is a step in the wrong direction- a step directly to pollution, excessive crowds and their tendencies to litter and disrespect the area, destruction of one of the few untouched places in the area. Please reconsider this decision. Please consider funding more public transport and restructuring the bus system. Please do not destroy Little cottonwood with excessive machinery and an overabundance of people. We must protect this area.</p> | 32.2.9E; 32.2.2PP; 32.2.9A; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 29278 | Kimsey, Thomas | Implementation of Gondola Alternative B should be expedited to ensure safety, mobility and reliability of SR210 are ensured for future generations. UDOT should consider this a Public-Private Partnership to raise the \$550MM necessary to fund the project. | 32.2.7A; 32.2.9D | |
| 35072 | Kinder, Peri | I think a gondola in LCC is a terrible solution. In fact, it's not even a solution, it's just an expensive form of transportation to get wealthy people to ski resorts. With the high costs of ski passes, an additional gondola charge is ridiculous and prices people out of skiing. Maybe that's the point. I urge you to invest that \$500 million into something that benefits all canyon visitors. Not just skiers. | 32.2.9E; 32.1.2D | |
| 35487 | Kindig, Baylee | Literally no one except those benefitting off of construction cost want this garbage. Capitalism will ruin what makes our canyons great. Creating a gondola through the canyon will cause irreversible damage to the landscape and wildlife. Leave it alone. Make busses nicer and more appealing. It will be must cheaper than a stupid gondola that literally no one is going to take! | 32.2.9E; 32.1.2F; 32.2.9A | A32.1.2F |
| 37728 | King, AJ | I live near Little Cottonwood Canyon and am against the building of a gondala. There are so many things our state needs that money for rather than something trendy that will not get nearly enough to use to justify it being built. I favor a toll road option up the canyon. Many I know who ski up LCC would carpool if there was a fee. Or a reservation system with set times to go up. Anything is worth a try before we ruin the beauty of the canyon. We should be willing to exhaust all other options first. | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 30616 | King, Brian | <p>Subject: A better alternative to the Gondola</p> <p>Ø^aØ Carlos, thanks for all you have done and continue to do heading up UDOT.</p> <p>I want to run past you information that I received from a well informed and thoughtful constituent about an alternative to a gondola system up Little Cottonwood Canyon.</p> <p>In reading the attached proposal I was impressed with the efficiency of this transportation alternative to ease the crowding in Little Cottonwood Canyon. I also was struck by how environmentally friendly this alternative was compared to other proposals that have been presented. My constituent, Larry Stucki, has done a great deal of research as you can tell from the paper I have provided from him.</p> | 32.1.1A; 32.1.2J; 32.1.5B; 32.2.2N; 32.2.2T; 32.2.2C | A32.1.1A |

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| | | <p>We all agree that how to best handle the traffic and environmental impacts in Little Cottonwood Canyon is critically important to our economy, our environment, and our quality of life. I would appreciate UDOT giving careful consideration to the type of transportation method that has been proven and effective in Switzerland and that Larry so thoughtfully outlines in his paper. Please let me know if I can provide additional information about this or if you would like to communicate with Mr. Stucki about this.</p> <p>Brian S. King</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | | |
| 34662 | King, Catherine | <p>October 12, 2022</p> <p>Catherine & William King 1564 Wasatch Drive Salt Lake City, UT 84108 801-867-3595 catherineiking@gmail.com</p> <p>Little Cottonwood Canyon EIS c/o HDR 2825 E Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121 littlecottonwoodeis@utah.gov</p> <p>To whom it may concern: We are strenuously opposed to the proposed use of a gondola in Little Cottonwood Canyon for three reasons.</p> <p>It would have a huge negative environmental impact on everything in Little Cottonwood Canyon (LCC). Making it possible to pack more people into the canyon will cause more harm. In the long run, it would be ineffectual due to the low carrying capacity of the gondola. Hauling 900 people per hour out of more than 21,000 during peak hours won't make much of a dent, a very poor cost benefit ratio. Spending \$500,000,000 of taxpayer money to subsidize only the two ski resorts and not the rest of the canyon is unethical. Why should two private resorts receive these taxpayer subsidies?</p> <p>The number of private vehicles going up LCC should be capped daily at pre-2019 levels. The use and encouragement of carpooling, tolling, bus rapid transit and a reservation system or even on just a "first come, first serve," should take priority in managing the traffic in LCC to solve the problem. The gondola won't begin to solve the problem.</p> <p>Thank you for the opportunity to make comments. Sincerely, Catherine and William King</p> | 32.2.9E; 32.20C; 32.2.2K; 32.2.9A | A32.20C; A32.2.2K |
| 28872 | King, Elizabeth | <p>\$550 million dollars is too much money to spend on 15-20 bad traffic days a year and that will only benefit a select few. It will only run 120 days a year. There are better sustainable and cost effective options such as reservations, tolling...etc</p> <p>The gondola is limited to two stops in the canyon, whereas buses would operate all year round and can service multiple popular spots in the canyon.</p> <p>Instead of spending \$550 million dollars on one gondola ride that only serves two businesses, why not invest in transportation hubs and infrastructure to move people in a more economical way that would benefit all Utahns, not just skiers.</p> <p>UDOTs proposal to protect air quality, protect watersheds and increase resident's lives is false. Putting up a 2500 parking garage will lead to a "parking lot" of</p> | 32.2.9E; 32.2.2K; 32.2.6.3C; 32.10A; 32.2.6.5E; 32.1.2B; 32.2.2Y; 32.1.2D; 32.2.6.3F; 32.2.2I; 32.7B; 32.7C | A32.2.2K; A32.2.6.3C; A32.2.6.5E; A32.1.2B; A32.2.2I |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | cars that will spill out on 9400 S and Wasatch Blvd. This will cause poor air quality, making it complicated for residents and canyon users to move on the roads and will not reduce traffic congestion, but create more of it. The gondola permanently mars the inherent beauty of Little Cottonwood Canyon. It results in extraordinary public costs, limited benefit, and irreversible impact. UDOT will need to implement alternate modes of transit first on Wasatch Blvd before it can support transit up the canyons. | | |
| 27427 | King, Elizabeth | Wow. 80% of Utah people do not want the Gondola. Who does it benefit? Some politicians and folks at Snowbird who have "quietly" purchased large tracts of land around La Caille. UDOT is destroying our canyon for money. What we want is redesigned streets for bikes and pedestrians and to slow traffic and curtail noise. Wasatch is full of mufflerless motorbikes and there is no noise enforcement. It's what I've come to expect from this state of pious thieves. Shame on you! Your children and grandchildren will have nothing left to protect. | 32.2.9E; 32.2.9N | A32.2.9N |
| 30772 | King, Elizabeth | We Don't want the gondola and we don't like that the wasatch has become a freeway | 32.2.9E | |
| 34344 | King, Elizabeth | We don't want the Gondola- we want streets we can walk on and ride bikes | 32.2.9E | |
| 28423 | King, Elizabeth | No on widening Wasatch no on gondola. Redesign for humans, not cars. | 32.2.9E; 32.2.9L; 32.1.2B | A32.1.2B |
| 29164 | King, Jim | The gondola would destroy the beauty of the canyon forever and ever. It's a terrible idea. | 32.2.9E | |
| 38186 | King, Jim | I can't imagine skiers with ski boots walking to a gondola. | 32.2.9D | |
| 36604 | King, Jordan | I do not support the Gondola. This strategy assumes that Utah's goal is to get more people up LCC ("Meet peak-hour demand on busy ski days"). Obviously, this is in the best interest of Snowbird and Alta financially, but I highly doubt this is in the best interest of the canyon or the residents of Utah. Rationing access to the canyon is, in my opinion, a more preferable long-term strategy to protect the canyons from being loved to death and to protect the quality of recreational opportunities available for locals. For those of us who have been recreating in LCC for years, it is already quite obvious that there are substantially more people every year recreating in the canyon. And this increase has had a negative impact on overall experience. Do we really want to see just how many people will physically fit in the canyon? How would this benefit Utah resident? I would much rather have fewer high quality days in the canyon, than have every day look and feel like a crowded national park. I support limiting car access up the canyon by requiring online timed entry sign-ups and using tolls with different rates for in-state vs out-of-state residents (our goal should not be to limit access to Utah residents with low income status). | 32.2.9E; 32.1.2D; 32.2.0B; 32.1.2B; 32.2.4A | A32.1.2B |
| 28873 | King, Kevan | Stop destroying our environment\$550 million dollars is too much money to spend on 15-20 bad traffic days a year and that will only benefit a select few. It will only run 120 days a year. There are better sustainable and cost effective options such as reservations, tolling...etc The gondola is limited to two stops in the canyon, whereas buses would operate all year round and can service multiple popular spots in the canyon. Instead of spending \$550 million dollars on one gondola ride that only serves two businesses, why not invest in transportation hubs and infrastructure to move people in a more economical way that would benefit all Utahns, not just skiers. UDOTs proposal to protect air quality, protect watersheds and increase resident's lives is false. Putting up a 2500 parking garage will lead to a "parking lot" of cars that will spill out on 9400 S and Wasatch Blvd. This will cause poor air quality, making it complicated for residents and canyon users to move on the roads and will not reduce traffic congestion, but create more of it. The gondola permanently mars the inherent beauty of Little Cottonwood Canyon. It results in extraordinary public costs, limited benefit, and irreversible impact. UDOT will need to implement alternate modes of transit first on Wasatch Blvd before it can support transit up the canyons. | 32.2.9E; 32.2.2K; 32.2.6.3C; 32.10A; 32.2.6.5E; 32.1.2B; 32.2.2Y; 32.1.2D; 32.2.6.3F; 32.2.2I; 32.7B; 32.7C | A32.2.2K; A32.2.6.3C; A32.2.6.5E; A32.1.2B; A32.2.2I |
| 27429 | King, Kevan | 80% of Utah people do not want the Gondola. Who does it benefit? Some politicians and folks at Snowbird who have "quietly" purchased large tracts of land around La Callie. UDOT is destroying our canyon for money. Where are all your investigative journalists? This Gondola clearly benefits a few dishonest politicians. Why don't you follow the money and expose these thieves and would be destroyers of our beautiful state. What we want is redesigned streets for bikes and pedestrians and to slow traffic and curtail noise. Wasatch is full of mufflerless motorbikes and there is no noise enforcement. It's what I've come to expect from this state of pious thieves. Shame on you! Your children and grandchildren will have nothing left to protect. I hear that Utah officials approved a plan for "small mining operations" in Parley's Canyon. John Baza,(may your name go down in infamy) director of the Utah Division of Oil, Gas and Mining, approved Granite Construction's request to operate a mine owned by Tree Farm, LLC, near Mount Aire. These two horrible destructive projects still need approval. Come on journalists! Do some investigation and lay bare the truth. | 32.2.9E; 32.1.2B | A32.1.2B |

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| 27428 | King, Kevan | 80% of Utah people do not want the Gondola. What we want is redesigned streets for bikes and pedestrians and to slow traffic and curtail noise. Wasatch is full of mufflerless motorcycles and there is no noise enforcement. Who does it benefit? Some politicians and folks at Snowbird who have "quietly" purchased large tracts of land around La Callie. UDOT is destroying our canyon for money. | 32.2.9E | |
| 28425 | King, Kevan | This is a lot of money for some thing that will benefit a very few people who have bought up land around la Caille No on widening Wasatch you need to redesign the road. You need to put in plants and dividers so people will slow down and people can walk there and bike there and have a decent life. | 32.2.6.2.2A | A32.2.6.2.2A |
| 37477 | King, Marshall | The gondola will not solve the underlying issues in this canyon, and while it may be a benefit to some involved, for the vast majority of people who commute on this road, and use the beautiful facilities available in this area, it will reduce their quality of life. Traffic will continue to be backed up on Wasatch Boulevard as people will still drive their cars, just to the gondola parking instead of all the way up the canyon. | 32.1.2D; 32.1.2F; 32.2.6.5E | A32.1.2F; A32.2.6.5E |
| 31408 | King, Richard | The financial impact of doing this project is insane. The resorts served by this project are already near capacity, and there isn't that much room to expand. It would just raise the cost even higher making it only available to the really wealthy. | 32.2.9E; 32.20C | A32.20C |
| 30181 | King, Ryan | UDOT!! I was so thrilled when I heard that the gondola option was picked. I'm a lifelong skier of Little Cottonwood canyon and I really think this will make a difference. And a difference for the better. A gondola will help get people up the canyon safely in more types of weather conditions than cars. It's also all electric which will help our air quality. I'm really happy this option was chosen, and excited to ride the gondola in the years to come! | 32.2.9D | |
| 38955 | King, Sheri | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. Sincerely, Sheri King [REDACTED] | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 37847 | King, Sylvia | Please consider trying alternative plans first before constructing the gondola. I like hiking and camping out but haven't skied for years. The gondola does not accommodate so many of us. It sounds like it will not be affordable for most of us. In addition, the environment will be ruined with huge poles, construction, etc. I would prefer money go towards helping those who are less fortunate than skiers who can afford to ride a bus but refuse to do so. Thank you. | 32.2.29R; 32.1.2D | A32.2.29R; A32.1.2H; A32.2.6S |
| 36548 | King, Thomas | Solving the canyons transport problem should be pursued in this order: 1. EZ-Pass toll gates at the mouth of each canyon. \$20 toll to enter the canyons with a private automobile. Time-of-day toll pricing could be used. Vehicles belonging to canyon residents and commercial vehicles servicing the ski resorts exempted. 2. Only UTA buses allowed on canyon roads except for commercial vehicles servicing ski resorts and vehicles owned by canyon residents. 3. Cog railway. This is the world class solution. Just copy what the Swiss have done between Tasch and Zermatt. Then ban all motor vehicle traffic except for canyon residents and certain commercial vehicles. 4. No gondola. Very few people will use it. High winds will shut it down too often. It's too slow. Go ride the gondola from the parking lot to the main center at the old Canyons ski resort to get an idea of how slow this mode of transport is. | 32.2.4A; 32.2.2B; 32.2.9F; 32.2.9E | |

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| 33596 | King, Tyler | Do not install a gondola in Little Cottonwood Canyon. The gondola will have an unacceptable effect on Little Cottonwood Canyon and will only push the traffic issue downstream. It will benefit the ski corporations but will be a detriment to our community. Do NOT sacrifice the beautiful nature in our state for money. If the goal was to limit impact on the canyon other ideas such as a fee, mandatory electric shuttle systems to the resorts, etc could be employed. My suspicion is the fear of other solutions limiting the income potential of the ski resorts. Again, do not sacrifice our canyon by installing a gondola. | 32.1.2B; 32.2.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.6.3F; 32.2.9E; 32.7B | A32.1.2B |
| 28415 | Kingery, Gaby | I originally submitted a comment in favor of the gondola in the first round of inquiry. But I have found that the reservation system at the ski resorts has cured congestion and traffic on Saturdays to a satisfactory level, which traffic only existed on weekends and powder days. I am against the gondola now and see it would have little use since Covid is over and all the many out of towners have gone home. Please don't build it. Let's try all the other possibilities first. The cost is not justified and impact terrible on the canyon. A lose/Lose. Both resorts should have a reservation system for the weekends. | 32.2.2K; 32.2.9E; 32.2.9R; 32.2.2PP | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |
| 26836 | Kinghorn, Alex | The fact the the gondola is even being considered after such comprehensive opposition from the overwhelming majority of taxpayers is laughable. This is 100% the result of bowing to corporation agendas at the expense of environmental impact and the taxpayers who oppose it. This has been rejected at every level but that of pocket liners at a state level. To put in this gondola is an affront the democratic process. This is neither environmentally conscious or a real solution to the issue it purports to solve. This is corporate welfare for resorts already printing money. I am disgusted that this has gone this far, and I will never patronize those resorts ever again. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 32636 | Kingston, Trisha | I think the gondola is a VERY bad idea! Better to park where we would for gondola and take free bus/van up- billion dollars is alot of free vans! | 32.2.9E | |
| 36468 | Kinikini, Isabel | The canyon does not need yet another man made structure sitting upon its sacred and let us not forget, STOLEN land. As if we haven't seen the consequences of capitalism enough? Let the land be. | 32.2.9E | |
| 28186 | Kinne, Liz | Dear Mr. Braceras: I am totally and utterly disappointed in UDOT for backing the proposed Gondola in Little Cottonwood Canyon. I live 2 minutes from the canyon and this project will not only totally destroy the entire canyon itself but it will destroy the quality of life for the residents like myself who live in the area. The evidence against this project is irrefutable. How UDOT can back this project is beyond me. It's a poor choice and one that will leave nothing but a scarred landscape for generations to come. Sincerely, Liz Kinne | 32.2.9E | |
| 26738 | Kinneberg, Janet | I agree with UT State Representative Suzanne Harrison, who has mentioned these important points: "Taxpayer-funded transportation projects should benefit ALL residents, not just ski resorts. We should be working for fiscally responsible solutions like expanded parking reservation systems, increased carpooling, and more responsive busing service. I continue to believe a gondola is not the right direction for our canyon." I am joining her call to fight for sustainable, innovative transportation solutions that benefit ALL of us. Thank you. | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 36192 | Kinosian, Sylvia | I am very disappointed to see that the gondola has been chosen as the preferred solution to the traffic issues in Little Cottonwood Canyon. This decision seems to have been made with little to no regard for the community; additionally, it does not adequately provide a solution to winter traffic issues. The gondola will not help clear the canyon in the event of avalanche closures - it would not be able to run safely as it would pass over multiple avalanche paths, which would put anyone inside at a huge risk of injury or death. Any rescue operations for such a gondola will be incredibly difficult, dangerous, and costly. Local SAR personnel or LCC resort ski patrollers would also need extensive training to be able to conduct such rescues. The gondola will not help lower the number of cars at the White Pine and other LCC trailheads. The gondola will not help ski patrollers or other ski resort employees get to work in the event of bad weather or large crowds - delays would be the same as driving. The gondola will be an eyesore and ruin the character of LCC. It will also disturb many aspects of the natural ecosystem, such as wildlife movement and water quality. This project would only benefit the company hired to build it, and any benefits it provides would be negated by the many, many detrimental effects caused by a gondola in LCC. I urge UDOT to actually consider public opinion and reevaluate this decision. | 32.2.9E; 32.1.2F; 32.2.6.5K | A32.1.2F |
| 36985 | Kinsey, Kat | NO GONDOLA. This is NOT what WE the people WANT! | 32.2.9E | |
| 35613 | Kipp, James | Do we really need more infrastructure and spending towards an undoubtedly very expensive gondola up LCC? How will this help traffic in BCC which is just as bad? There's already plenty of resort space up both canyons, and we don't need to make the entire section of the Wasatch a resort. More bus capability and tolls during peak traffic hours is a much better and more scalable system. There are larger other greater environmental concerns that this level of infrastructure and effort could be put towards. | 32.2.9E; 32.1.2F; 32.2.2Y; 32.2.9A | A32.1.2F |
| 27156 | Kirbby, Lynn | I don't want my taxes used for the benefit of ski resorts in the canyon. They should pay most of the cost. | 32.2.7A; 32.2.9E | |
| 36930 | Kirchner, Matt | 100% against ANY gondola. Especially with the base and/or parking right at the site of where all the congestion is, regardless of any road widening on Wasatch blvd. People will be driving to park where the congestion exists. This solves nothing. | 32.2.9E; 32.2.6.5E; 32.2.9A; 32.1.2B; 32.2.0C | A32.2.6.5E; A32.2.0C |

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| | | <p>How about starting with JUST more bus service?</p> <p>I'm also against ANY measures to get more people up the mountain unless snowbird/Alta have skin in the game. The crowds AT the resorts have become unbearable, waiting an hour+ to get on a lift on powder days. I absolutely refuse to use my tax dollars to help them make more money without them creating solutions for large crowds. They don't deserve it.</p> | | |
| 34312 | Kirk, Chris | <p>I'm writing today to once again stress my concerns about the proposed gondola and Wasatch Blvd road widening.</p> <p>Like many local residents and the local city/county governments I'm opposed to the idea of a gondola as the main solution to Little Cottonwood Canyon (LLC) traffic problems. I feel that this "solution" has been preordained from the start due to political bias and influence of former/current state politicians and a heavy lobby from Alta and Snowbird, who will greatly benefit on this \$500 million + project that will mostly be paid for by the taxpayers. I strongly oppose taxpayer money of this amount to directly benefit just a couple private businesses and local developers without them putting up a significant financial investment as well.</p> <p>Other issues I have with the gondola idea, is that it only serves Alta/Snowbird. What about other popular areas of the canyon (i.e. White pine, Lisa falls, etc.)? I also feel that the large towers and long cables required for the gondola will greatly distract from the natural beauty of the canyon. I've heard next to nothing about the price per ride up the gondola. I'm guessing that it will only be affordable to those who already have the financial means to afford a \$200 ski lift ticket. How is it fair to those taxpayers who cannot afford a ski lift ticket but will be forced to pay for something that they will never use?</p> <p>As for the Wasatch Blvd expansion, I have an even greater concern. I live directly below Wasatch Blvd and travel on it daily. I know very well about the traffic congestion on it. However, I feel that by expanding the road to multiple lanes in each direction makes the road more dangerous. Cars already travel 50+mph on the two lane segment, but down by the gravel pit where it is multi lane I regularly see traffic going freeway speeds. Having multi-lanes I feel will further encourage unsafe speeds on this road and increase the danger for everyone who travels on it. Also, I don't see how it will solve the congestion issue with the road narrowing again to single lanes each way at the La Calle turnoff? On popular ski and powder days this road narrowing will just continue the traffic jams.</p> <p>In the end, I feel that this whole public comment period is just for show and all the suggestions from the public (who a vast majority have opposed the gondola) will be completely ignored by UDOT and the gondola proposal will move forward. It's sad, because there are many other more financially sound solutions to this problem that UDOT and "the powers that be" are passing over and ignoring completely.</p> | 32.2.9E; 32.2.6.5G; 32.2.4A; 32.2.6.2.2A; 32.2.9N | A32.2.6.2.2A; A32.2.9N |
| 26630 | Kirk, David | A gondola serves only the ski resorts, while spending hundreds of millions of dollars of public funding. Rapid transit is cheaper, and provides better access to the WHOLE canyon. I do NOT support the gondola. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 33287 | Kirk, Jared | Don't do it | 32.29D | |
| 34289 | Kirk, Kraig | <p>I don't want the Gondola. We don't need the Gondola. I feel the Little Cottonwood Gondola is unfair to Utah taxpayers who would be subsidizing a very expensive project for the benefit of a couple of ski resorts; Alta and Snowbird. I don't like the fact that legislators have bought up land at the base to benefit themselves if the gondola project is built. Little Cottonwood is a beautiful-one-of-a-kind-glacial canyon in the Wasatch and I perceive the gondola towers as ugly protruding obstacles and very Disneyland-theme-park like. Lastly, Wasatch Blvd. widening is all about making it a powder-day-parking lot and a 50 m.p.h freeway the rest of the time; that is my standpoint and observation. Please prove me wrong.</p> <p>I have been skiing for 50 years. I enjoy all the ski resorts including Alta and Snowbird. I recall days when crowds were never a problem except maybe the Christmas holiday which I avoided. Nowadays, the ski resort parking lots become full by 7 a.m. and traffic is backed up for miles especially on powder days. Moving more people up the canyon by car, bus, or gondola will continue to diminish the skiing experience. The large crowds and cost of ski tickets today have already ruined my fun at Alta and Snowbird. A gondola that runs only during winter months would add to already high-volume-skier counts, and would fleece Utah taxpayers is a worthless project and boondoggle. I suspect Mother Nature will put a stop to skiing altogether when snow depth is measured in inches of rainfall. I could get behind having avalanche-snow-sheds along the road and using electric buses to shuttle folks up and down the canyon from Alta and Snowbird. Some ski resorts already charge for parking which seems to limit cars and could be part of the solution. Thanks for letting me comment.</p> | 32.2.9E; 32.2.6.2.2A; 32.2.2E; 32.2.9K; 32.2.6.3F | A32.2.6.2.2A |
| 31797 | Kirkey, Terry | I support Gondola B alternative with phased approach. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 33407 | kirkham, ashley | My name is Ashley Kirkham. I was born and raised in Utah, a registered voter and love the canyons. I have benefited from the canyons my entire life (all seasons). I am now watching my children play, hike, rock climb and ski in our beautiful canyons. Please consider other alternatives to the Little Cottonwood Canyon issues. The gondola is not the right answer. Please consider parking lots, bus transportation, tolls. Please. Thank you, ashley kirkham | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 38171 | Kirkham, Ryan | <p>Thanks for asking for comments. I'm certain the variety of comments is immense.</p> <p>I am in support of the gondola. I shooort it because I think it's safer, better for the environment and it helps to combat our never ending growth. Because of our growth, we need to get ahead of the problem. Do it. You'll never make everyone happy. Leaders make hard decisions that are the right thing to do. This is the right thing to do.</p> | 32.2.9D | |

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| | | Best, Ryan Kirkham [REDACTED] | | |
| 31806 | Kirkman, Keith | I think this proposal is worth going forward with. I do think more parking will eventually be needed above the proposed 2500 spaces. | 32.2.9D; 32.2.6.5N | |
| 34190 | Kirschner, Robert | I'm all for the gondola. Mitigates the avalanche closures, and would be environmentally. | 32.2.9D | |
| 30191 | Kirschner, Robert | Seems to me like the gondola is the best solution for many reasons. | 32.2.9D | |
| 36118 | Kishi, Noriko | I do not approve of the LCCEIS decision to implement the Gondola B option. First of all, I do not think any of the options consider the entire community of recreation users in the canyon. All of the options only target benefitting the winter downhill ski community, many of whom are not locals. The options do not address summer usage besides updating parking areas. Wouldn't it be better to think of solutions that also include improving air quality in the summer by providing electric bus shuttles to all the hiking and climbing trailheads as well as the ski resorts? Secondly, I think that the negative visual impact is huge with a gondola! Only to serve those 50 days a year where the traffic is bad? Those of us who love hiking in the canyons would have to see an eye sore all year round. It would greatly diminish the natural outdoor experience for those wanting to get away from the city and man-made objects! The Canyons are a treasure of wilderness so close to the city that need to be preserved for the future generations to enjoy. Having a gondola scarring the view is a travesty to the area. I believe there has to be another way to solve the traffic issues without building a gondola! I much prefer the enhanced bus options especially if they include electric vehicles. The snow sheds are a good idea as well. Why not try the enhanced bus options since they are included in the first part of the gondola option anyway, and then reassess if further action is needed? Why commit now to something that is so costly and invasive to the natural setting in the canyon? I can't help but think that this is a selfish ploy of the ski resorts to increase their own profits, and not a real collaboration to imagine a future of wellbeing for the environment and all the users of the canyons year round. | 32.2.9E; 32.1.2D; 32.1.2F; 32.1.2B; 32.2.9A; 32.2.6.3F; 32.2.9R | A32.1.2F; A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 31591 | Kiss, Ken | The Gondola option is not cost effective; it is not fiscally sound. This alone should eliminate it from consideration. The Gondola option uses tax payer money to serve private resorts. This is not how we do things in Utah. 80% of Utahans oppose the Gondola option. Government is for the people not for the elite few who will benefit. Listen to your constituents. | 32.2.9E; 32.2.7A | |
| 28496 | Kissell, James | The following items were not addressed but should: 1. The phased approach is great but no where does it discuss the "milestones" or metrics needed to justify taking the "next step" in the plan. Building the gondola should not be approved only if the budget is acquired. We should not seek budget for a gondola until we know that other measures aren't working. But we need to know what those metrics are. And UDOT needs to be very transparent publishing this data. If the milestones aren't hit then the next steps in the phased approach should not be pursued. Utah might not have any snow at the rate of climate change! We could unnecessarily spend millions of dollars fixing a problem that is already fixing itself. We need to see milestones and metrics. Not budgets. 2. The stated objective is incorrectly written in the executive summary. The objective of this project is to increase revenue for the state through tourism. Safety, reliability, and dependability are all factors. But do not hide behind the real reason. 3. Tolling needs to happen at the mouth of the canyon not below snowbird. Everyone accessing the canyon on a peak day should be subject to the same fees. Residents, employees, etc should have waivers. Toll prices should be dynamic. On peak days, prices should high enough to make people consider alternative options than driving. Tolling should also be enforced for carpooling and decrease based on the number of passengers. The toll prices need to be directly correlated to bus fares or gondola fares. For example, a car with four passengers should cost the same as four fares on the bus or gondola. A car with three passengers should be 150% more than three fares on the bus. Two passengers 200%. And one passenger 250-300%. The bus and gondola take too long compared to driving and people want their car for flexibility and storage. If a bus fare is \$10, a single passenger vehicle should pay \$30 to enter the canyon. Sadly, I don't think that's enough. People will still pay to have their own car. 4. Tolling needs to be accompanied by heavily enforced chain inspection points staffed by police or UDOT to ensure no vehicle goes up the canyon with out properly fitted chains or four wheel drive. Chain enforcement is a joke in LCC today. The state doesn't even plow the chain installation areas for people to install their chains!!! The warning lights don't work and the police arrive too late. The state needs to make sure no vehicle that shouldn't be going up the canyon goes up the canyon. California does a great job of this on I-80 over Donner Pass. It causes delays but it's safe. And California isn't trying to spend hundreds of millions of dollars building gondolas to fix the problem! 5. Project costs need to be reassessed. At current inflation prices, \$550M is no long accurate. UDOT needs to be transparent and update the real costs. | 32.2.9R; 32.5A; 32.2.4A; 32.2.2M; 32.2.7F; 32.2.7A; 32.2.9N; 32.1.2B; 32.2.2Y | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.7F; A32.2.7C; A32.2.9N; A32.1.2B |
| 27199 | Kitchen, Rebecca | The gondola is too costly. Let's go with the ideas to limit traffic but eliminate the Gondola. The Gondola will scar the beauty of the canyon and we can't afford it. | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32558 | Kitterman, Katherine | I do not want to see the natural beauty of the canyon ruined with a gondola which is an inflexible solution. I hope other solutions will be implemented which are less impactful on the beautiful scenery in the canyon. | 32.2.9E | |
| 26947 | Kittrell, Katherine | Build the gondola! I am all for expanded bus service anywhere it will be used, but I am against any significant expansion of the canyon roadways. Canyon roadways are not safe in winter. Road traffic contributes to our poor air quality. Road expansion in canyons is not environmentally friendly. Yes, gondola construction will have negative environmental impacts, but once construction is complete, the earth will heal. There is no healing from additional canyon traffic induced by an expanded roadway. My hope is that the gondola base area include a well-planned transit hub and a mixed use, mini city that includes multifamily workforce housing, retail, restaurants, and a grocery store. | 32.2.9D | |
| 37220 | Kizer, Ken | I am for implementing alternatives like dedicated bus times when only buses are allowed up the canyon. Dedicated carpool times, etc. Does that mean some people might avoid Little Cottonwood Canyon? I'm sure yes. But have you seen the parking lots up there on heavy snow days? Those who insist on traveling alone won't be missed. | 32.2.9E; 32.22B | |
| 32054 | Klarberg, Jenna | We don't want this. It's destructive to the wildlife and environment, expensive to build and ultimately to ride, and limited in its usefulness to the community. Listen to Utahns. It's a no. | 32.2.9E | |
| 25519 | Klein, Ben | The idea of putting a gondola in one of the most pristine canyons in the world is absurd!! The only one who will benefit from this will be Snowbird and Alta. We do not need to transport more people up the canyon. We need to find a way to make it safer, and more efficient without disturbing the environment and beauty. This is the most rushed solution every and will only act as a bandaid that will fall off within a decade then you will be looking for a new solution which is going to cost double. This will drive people out of the most beautiful state in the country just so greedy businessmen can make some money. This is disgusting, and anyone in favor of this should be ashamed. We have taken enough from this planet, and we are already seeing the effects. We can't take advantage any longer just for our own enjoyment. THE GONDOLA SHOULD NOT BE THE SOLUTION! | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.6A | A32.1.2B; A32.2.9N |
| 28937 | Klein, Steve | I like the idea of a gondola it would be an amazing ride. I also find it hard to believe that at some point in the future of its existence it would probably severely damaged or destroyed by rock fall or Avalanche. You can protect it from all the known slide paths with snow sheds, Gozacks and other Avalanche control methods, but it's the unforeseen you can't protect against. The freak Avalanche where no one in recorded history has seen slide or the rock fall from a tremor. Even human error from an avalanche control mistake. Remember Bridl vail falls tram in Provo Canyon. Destroyed 2 times completely. Little Cotten wood is a very powerful spot the whole canyon is a slide path of rock or snow add to that an earth quake fault line. The Gondola traverses the bottom of the canyon under every slide path known and unknown that effects the road. This is just an observation from someone who lived in the Canyon for 20 years and also participated in Avalanche work there for 13 of those years. I believe the resort's should foot the bill not the tax payer. I also believe. Your transportation to the loading zone at the base is a huge problem. Bullet trains from the airport and also a parking terminal in the west desert would Alleviate congestion on the east side. I think the UDOT needs to Think Big in it's plan hire really smart futuristic thinkers, build the most expensive amazing high tec transportation system the world has ever seen | 32.2.9D; 32.2.7A; 32.2.2I | A32.2.2I |
| 30492 | Kleinman, Jennifer | Please do not put a gondola system in the canyon. I want to protect the natural environment and this this will permanently damage the ecosystem and not resolve the issues. I feel strongly that the ski resorts should fund the solution that is selected as they will be the beneficiaries. | 32.2.9E; 32.2.7A | |
| 34103 | Kleinschmit, Kristi | I am opposed to the gondola solution. UDoT says that they are making a solution for all users, but this solution ruins the canyon view and impacts the environment by th construction necessary to build tower bases in natural areas to prioritize users of the ski resorts. Please don't ruin LCC with this plan. | 32.2.9E | |
| 32279 | Kleinschnitz, Don | Best I can tell this project does not benefit the people of Utah but rather the resorts. It negatively impacts the environment, and it's too expensive to build maintain and use. At a minimum an investigation into who benefits \$\$\$ from this project. The best I can tell it is the resorts and a few builders. If this is true they should pay for it. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 25559 | Klemm, Val | has a Park City to Brighton to Alta gondola been considered? Much less obtrusive. Cheaper, shorter and connects the resorts. I realize that the interconnect was rejected but it would be less obtrusive than the LCC gondola. | 32.1.5B | |
| 33167 | Klick, Nicholas | This gondola idea is really bad. Please find another solution. More Buses etc. | 32.2.9E; 32.2.9A | |
| 26956 | Kliger, Dave | Building the gondola is in my mind comparable to swatting a fly with a sledge hammer. Why visually destroy a magnificent natural jewel to facilitate traffic 10-15 days a year. It will also further aggravate traffic congestion in Cottonwood Heights. Again a much improved bus system coming from different locations is less expensive and more flexible. I personally stopped using the bus regularly when UTA eliminated the direct bus to Alta forcing me to make three stops at Snowbird and taking 45 minutes to get to Alta as opposed to 18 by car. | 32.1.2B; 32.2.2B; 32.7B; 32.7C | A32.1.2B |
| 29248 | Klimaj, Alex | I do not support the gondola as a resident of Cottonwood Heights and a skier. I would much rather see a vehicle toll for personal cars. Then use that toll money to build parking structures and run more buses. Build a parking structure on 9400 South and Highland Drive. Rent corporate parking structures off of 6200 South on the weekends. | 32.2.9E; 32.2.9A | |
| 34943 | Kline, Kelly | I have lived in Cottonwood Heights since 1971. Our canyons are unique and we need to care for them. Common-sense solutions will carry us for the next 50 years. The gondola will mostly serve skiers and resorts. What about our snowshoers and ice climbers? What about families going for a summer or winter hike? Our taxes should not be covering the expense for a gondola that lines the resorts' pockets. I am in favor of a toll at the mouth of the canyon. I am in and out of | 32.2.4A; 32.2.2Y; 32.2.6.3C; 32.2.9E | A32.2.6.3C |

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| | | <p>Little Cottonwood Canyon and Big Cottonwood Canyon as well, several times each year. I will gladly pay a toll. There could be a family pass for Utah residents to receive X-number of Canyon visits each year, then they need to pay the toll. Bus service with a dedicated lane will keep people moving in the canyon, even when individual cars are stuck in traffic. Yes, adding lanes to the highway will impact area, but not in as dramatic a way, AND it encourages year-round use. Not just winter resort use. The ski resorts need to provide parking for their customers. If they want them there, they can provide parking or restrict the number of people on the mountain each day. The problem of hiring and retaining operators of buses, ski resort personnel, etc are all issues that intersect with UTA's ability to pay operators a wage that will encourage them to be trained for the special ski buses. This problem is connected to the pandemic fallout and the niche it plays in our economy. Canyon/Ski bus service runs all year. It will run on 30 minute intervals this coming year.</p> <p>We must support the demand on the canyon in the best way for the environment, for the public that uses the canyon year-round, and most equitably for the taxpayers. Legislators and UDOT need to do what is best for Salt Lake County and its residents; not try to compete with other resorts and countries to seem more polished and stylish. The gondola runs people long distances through the canyon, not short vertical distances to the top of a peak. That is a significant difference that needs to be considered.</p> <p>Please reconsider your preference for the gondola and think long term, what is best for the local community. We love our canyons and need to treat them as the unique gift they are. Gondolas DO NOT serve our canyons and residents in the best way possible.</p> <p>Thank you for letting me express my feelings on this.</p> | | |
| 29344 | Klinger, Judith | I fully support UDOT's decision to implement the Gondola B plan. Any plan that calls for additional cars in LCC would be a tragic and irreversible climate disaster. The use of gondolas is commonplace in Europe, UDOT would not be inventing the wheel, they would be benefiting from learning what has been successful in Europe and bringing that to the Wasatch. | 32.2.9D | |
| 28857 | Klinger, Luke | Please use a simpler solution ie fees/reservations. This idea sucks | 32.2.2K | A32.2.2K |
| 35150 | Klooster, Conrad | <p>Please do not put in a Gondola. Access to hiking, climbing, and outdoor recreation that is free and does not benefit the ski resorts will be compromised and greatly diminished from years of construction on the gondola. The gondola would destroy and remove world class climbing that I love. The gondola is not an equitable solution and it only benefits the ski resorts and perpetuates marginalization and environmental injustice. I use the ski resorts and I do not want this gondola. Please don't destroy our mountains forever for the greed that backs this gondola project. Care about people and the earth more than money. Do not destroy our natural beauty and resources.</p> <p>A much much better option to control traffic in the winter would be to enforce carpooling and enhanced bus schedule that makes stops at other places besides the resort so that backcountry users are encouraged to ride the bus as well. Doing nothing about the traffic is a better option than a gondola even, because it doesn't destroy views and terrain that we'll never get back.</p> | 32.2.9E; 32.23.9A; 32.2.6.3C | A32.2.6.3C |
| 35079 | Klosterman, Connor | I do not support the gondola. I think it is irresponsible management to invest such enormous amounts of money into a destructive and irreversible project before trying any other solutions. This is the nuclear option, but it is the option you are choosing before we try anything else. We need to invest in minimal impact public transportation first, like the bus system. Please reconsider the destructive nature and irresponsible spending of the gondola plan. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37125 | Klotz, Eric | <p>I appreciate the opportunity to comment on the Preferred Alternative Gondola B to improve transportation options up Little Cottonwood Canyon. I believe that the Gondola B would improve transportation up the canyon - However, getting people to the mouth of the canyon would not be improved. Wasatch Blvd traffic on weekends and powder days would be atrocious. There is a better way.</p> <p>As an avid skier here in Utah and all over the world, I have noticed that at many European Resorts they have multiple access points of getting people to the major ski resorts. They do this by offering multiple ways to access, from completely different directions. Busses, trains, trams, lifts, etc all coming from different directions and yet getting people to the same resort. By doing this they disperse traffic - not contain it in one canyon! The Gondola B and the existing road up Little Cottonwood basically draw people from and to the same place - the mouth of the canyon. This does not disperse traffic and will lead to a nightmare traffic scenario around the mouth of the canyon.</p> <p>What I am proposing UDOT do is to look at a wider scope of the problem. I am proposing that the same Gondola type system be built, but have it start near Mountain Dell Golf Course and bring the Gondola up Lambs Canyon - first stopping the the top of the Canyons Ski area of Park City. A surprisingly short distance. Then the Gondola continues up to the top of Empire Canyon of Deer Valley - again a very short distance. After that the Gondola continues up and over to the top of Big Cottonwood Canyon near Brighton/Solitude. After that, up and over to the top of Little Cottonwood near Snowbird/Alta. This way you regionalize this transportation issue. It is not just a Little Cottonwood problem. All of the resorts are creating snarled traffic issues on weekends and powder days. This is a regional problem - it needs to be improved with a regional solution. This Gondola plan I am proposing begins to do that. This Gondola would be the same as the Preferred Alternative in that it is transportation solution, not a ski lift. You don't ski back down, you ride it down back to a large parking structure that could be built right next to I-80 on either side of the freeway. The exit ramp is there, the freeway is there. You give people a different entrance access point to the ski resort of their choice. This is what they do in Europe - we could do it here too!</p> <p>Thank you and I look forward to hearing from you about my proposal. I have actually looked and drawn out preliminary routes on quad maps to see that this would indeed, be a far better solution to solve Little Cottonwood traffic issues as well as addressing the other ski resort traffic issues as well. And because it enters at the top of each of the canyons, it would be less intrusive and better for the environment than the Preferred Alternative would be. Thanks</p> | 32.2.2I | A32.2.2I |
| 28375 | Klug, Teri | I firmly believe the gondola is the best solution for the least environmental impact over time and being able to load and unload the canyon effectively. Reducing the impact of so many cars and parking, and all the mess that occurs on a big powder day. Besides it allows for a wonderful summertime and wintertime solution | 32.2.9D | |

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| | | for visitors around the world to get a birds eye view of our amazing canyons! It will activate the La Caille property and bring it back to a well utilized apres ski amenity as well. | | |
| 35666 | Kluger, Milo | The gondola would cause more harm then anything beneficial. I completely damn this project and condemn it to hell. There are other options we may do to fix the issue at hand but a gondola is possibly the most stupid idea yet | 32.2.9E | |
| 31511 | Kluk, Heather | The gondola solution is customized to only benefit ski areas and does not provide equal access to all the public lands in Little Cottonwood canyon in all seasons. There are many public trailheads that the gondola will not provide access to/pass over and the traffic concerns in LCC are cyclical and primarily tied to ski area operating hours and weather/avalanche conditions. UDOT has pursued finding a solution to a problem that is tied to private entities without holding them accountable, which is disappointing. Adding a 3rd lane to LCC is also not a preferred option due to the significant environmental impact. However, improvement in traffic and traffic safety during the winter can be achieved by installing snow sheds under critical avalanche paths, expansion of the remote avalanche control systems (and retiring overhead artillery), and changing traffic policies about parking/lining up in front of road closures. These solutions should be prioritized first, followed by improvements to summer/winter trailhead parking, tolling, and expanding bus service if possible. Private entities like ski areas should be forced to think creatively about how to provide access to their private services (private bussing, flexible ticket start times) and public money should not be used to solve their problems. Please, do not build a permanent gondola infrastructure that will go unused most of the year. | 32.2.9E; 32.2.2PP | |
| 31576 | Kluk, Heather | This idea does not necessarily meet the needs of safety and travel time, but I'm wondering if traffic queuing areas, like are use for queuing cars to board ferries, have been considered to divert waiting traffic at the mouth of both LCC and BCC during closure and high traffic times. This would remove idling cars from the road and timed release of cars from these queuing areas would improve the flow up the canyon. Queuing areas would also allow for calculation of car volumes waiting to drive up the canyon which could be projected to the public for them to better plan their travel. | 32.2.9E; 32.7A | |
| 34296 | Knaak, James | Putting a gondola in is a huge waste of taxpayer money that will only benefit the elite and rich. This will not help the majority of the taxpayers. I am strongly against the gondola as it will also be an eye sore in Little Cottonwood Canyon. | 32.2.9E | |
| 27634 | Knab, John | I live by little cottonwood and drive this canyon all the time. There are almost no days in the summer when you can't get to the top in a timely fashion. Most winters have 5-10 days where the traffic is truly bad. So this \$0.5B project is to solve for 5-10 days. The ski resorts have 30-60 min lines those days. So getting more people to the resorts seems counterintuitive. I don't think the tram will get near the usage to cover the costs, and on the few days it does it will create such nightmare lines at resorts this will go down as a huge failure. | 32.2.9E; 32.1.2B; 32.20C | A32.1.2B; A32.20C |
| 28220 | Knaeble, Michael | The gondola is a terrible idea and would effectively ruin Little Cottonwood Canyon... please don't build it. | 32.2.9E | |
| 31194 | knapp, Sage | As a Utah citizen born and raised. I have skied my whole life and love the canyons. I feel that a gondola is not the solution. Busses and limiting ticket sales to the resorts should be sufficient. The gondola just creates a new problem. I also don't want my tax money to be spent on this. | 32.2.9A; 32.2.2K | A32.2.2K |
| 26889 | Knappenberger, Cody | PLEASE PLEASE PLEASE, don't spend a ludicrous amount of money on this rushed solution. We don't have the resources for a quick bandaid fix that will not serve the general public. This only helps the ski resorts. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 35526 | Knaub, GB | NO to tram option | 32.2.9E | |
| 34259 | Knauss, Everett | The gondola is a very expensive and unnecessary solution to a temporary problem that is taxpayer funded but only serves two private businesses and their patrons. I as both a patron and a taxpayer am against the gondola for these reasons. It doesn't help anyone who wants to access the rest of the canyons so the resorts should have to pay to build and operate a gondola if they want one, otherwise traditional roads work better for everyone. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E | A32.1.2B |
| 30034 | Knauss, Everett | The gondola is a very expensive option that only services two private businesses in the canyon solving a problem for them that only happens certain days in the winter. Taxpayers should not have to fund this. Ridiculous wasteful spending now and forever going forward. No to gondola! | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 36845 | Kneller, Pauline | Dear UDOT and UDOT Cottonwood Teams, I'm writing today to submit my argument against the gondola transportation solution option in Little Cottonwood Canyon. I hope that this writing, along with all the other comments against the gondola that you are receiving will lead you to change your decision to oppose the gondola and support the UTA bus solution instead. One of the most glaring issues with the gondola option is that it only attempts to solve the traffic in Little Cottonwood Canyon, completely ignoring Big Cottonwood Canyon. Anyone who tries to drive on Wasatch Boulevard during ski traffic rush hour can attest to the fact that Big Cottonwood draws in a massive amount of traffic as well. The goal of this whole transportation solution is primarily to reduce traffic in and around the Cottonwood Canyons, and the gondola wholly fails to even address the traffic in and around Big Cottonwood Canyon. The gondola also does not make logistical sense. The construction of it alone will take years. This construction not only will make the traffic worse in an around the canyon during the entire process, but it will also be incredibly destructive to the environment. Our watershed is decreasing due to climate change, and the construction of the gondola will only contaminate it and place further unnecessary strain on it and our environment. On the contrary, increasing bus service now would eliminate the need for significant construction to the canyon, provides an immediate solution to the traffic problem, will not make the traffic worse, and will | 32.2.9E; 32.2.6.5E; 32.2.7A; 32.1.2D; 32.2.9A; 32.2.2I | A32.2.6.5E; A32.2.2I |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>not place further strain on our fragile watershed.</p> <p>In addition to the construction nightmare the gondola will cause, the gondola does not solve the traffic problem. The traffic blockages that happen in the canyon right now will only be translated into the surrounding roadways and neighborhoods with the construction of the gondola. Parking lots for the gondola near the base of Little Cottonwood would be overflowing and congested, just like at the base of the resorts currently. With well-planned bus routes and park and rides, ski traffic could actually be reduced rather than just relocated.</p> <p>The cost of the gondola, both for the construction of it and then the use of it, is another main reason it should be avoided. Taxpayers, whether or not they use the canyon, will be forced to fund the gondola project. Taxpayers should not at all be responsible for funding a business venture that only benefits a few businesspeople and the ski resort management teams. In addition, the gondola will also cost money to ride, adding yet another monetary obstacle for skiers and outdoor recreationists.</p> <p>Alternatively, increasing the number of buses servicing the canyons as well as improving and adding bus lines will improve accessibility to the canyons without placing undue financial strain on canyon-goers and taxpayers. Buses are more financially feasible than a potentially expensive gondola ticket or season pass. Buses also will be able to serve the whole canyon, including trailheads, climbing spots, backcountry skiing locations, and other tourist destinations. The gondola as proposed will only provide service to the resorts, maybe proving that this is not as much as a transportation solution rather than another profit-scheme to serve the resorts.</p> <p>Little Cottonwood Canyon is a very special place to me, to many locals, and to tourists alike. It harbors communities that will be severely negatively impacted by a gondola. The climbing community would lose some ultra-classic climbing routes. Hiking trails will never be the same. The viewshed of the canyon will be permanently devastated. Backcountry skiers will lose access to some of the best backcountry skiing in the Central Wasatch with the placement of the gondola stations. The resort goers who look up at the uninhibited view of the vast walls that shelter the canyon will lose that magic view. The people who live at the base of the canyons and moved there for its beauty and for access to canyons will be forced to accept the construction and existence of the behemoth that would be the gondola and gondola stations.</p> <p>I ask you to seriously reconsider the option to increase bus service to the canyons. Improved bus service will only serve to improve access to the canyon, address the heavy traffic that plagues the canyons and surrounding base area, and serve the whole city. This will happen without a massive construction project, damage to our watershed and viewshed, will address the traffic in both canyons, and will not negatively impact taxpayers and people trying to travel up the canyon.</p> <p>The decision to support the gondola is completely against most public and local needs and desires. For something so integral to the community as Little Cottonwood Canyon is, it is unspeakably unmoral and unjust to actively reject the input that the community has rallied together to provide. I implore you to listen to the people this gondola would negatively impact, and to rescind your support of the gondola. The Department of Transportation is here to provide transportation solutions, and the gondola is the exact opposite of what we need.</p> <p>Thank you for your consideration and support.</p> <p>Pauline Kneller</p> | | |
| 35774 | Knibbe, Tyler | <p>I do not believe the gondola is the best use of our tax money. Prioritize building both transit hubs, and buying more electric buses. The roadway does not need to be widened. Efficient public transportation where the buses use a bus lane to reach the base of the canyon is the only way to get people out of their vehicles. Buses go up the canyon first on closure mornings and get first tracks! Once people see it happening they will ride the bus.</p> <p>Thank you for your efforts</p> <p>Tyler Knibbe</p> | 32.2.2I; 32.2.6.3F | A32.2.2I |
| 36355 | Knick Knickerbocker, William | <p>I feel that WAY TO MUCH TIME has been lost on this traffic issue in Little Cottonwood Canyon - as well as Big Cottonwood Canyon. I am very much AGAINST any construction of a gondola system that would only benefit the two ski areas in Little Cottonwood Canyon and would NOT benefit any backcountry trailheads.</p> <p>I feel that you need to have a fee - as in Millcreek Canyon has had for years - that would allow for parking at all trailheads. Also increase the year around use of buses to stop at trailheads on a regular decent schedule.</p> <p>Again, I am against the gondola, PERIOD!</p> | 32.2.9E; 32.1.2D; 32.2.6.5G;32.2.2Y | |
| 32859 | Knies, Declan | <p>A gondola is an expensive, unproven solution which would not solve the problem because of induced demand. Simply reintroducing the busses from last year and adding often busses and routes would be cheaper and more effective</p> | 32.2.9E; 32.2.9A | |
| 32036 | Knight, Donna | <p>Let private money fund this if it's such a great idea, NOT public funds. The only ppl that benefit from this are the ski resorts (private money) and the skiers(private money). NOT the taxpayers in the valley, most of which do not even drive up that canyon, ever! Gondola parking at the base of the canyon will be as big of a</p> | 32.2.7A; 32.1.2D; 32.2.6.5E | A32.2.6.5E |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | nightmare or more, than the traffic problem they have going up the canyon. Charge the skiers driving up, and the resorts...not the taxpayers that are not benefiting in any way. Follow the money here...who benefits? Not me, and I don't want to pay for it. | | |
| 27436 | Knight, Donna | What's irking me is that SLCounty residents are expected to pay for all of this, and It benefits only the skiers and the ski resorts! I'm neither, and I do not want to pay for this for that slice of people | 32.29D; 32.2.9G | |
| 27765 | Knight, Jesse | THE GONDOLA IS A TERRIBLE IDEA! If the whole idea is to provide the least impact to the environment how is completely abolishing over 150 climbing routes ethical!? NONE of the solutions brought to light are the answer. No gondola, not more buses, no avalanche barriers over the road. None of that will work! We need to turn LCC into something like Zion Canyon. NO PRIVATE VEHICLES! AT ALL! Just load the canyon with multiple buses and have them come every 5 minutes. THE GONDOLA IS A TERRIBLE IDEA!! | 32.2.9E | |
| 33490 | Knighton, Heather | Please pause this effort and explore options that will not destroy views, and damage more of our canyons. There are so many more of us that enjoy the canyon that are not interested in skiing at Alta or Snowbird. This will does not address congestion at trailheads, does not address traffic in 3 seasons (only winter) and is EXTRAORDINARILY expensive. We are NOT in favor of the Gondola. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.7C | A32.1.2B |
| 38615 | Knoblock, John | Hi Josh, Bri, and Lance- Good to see you in person the other day! Here are my final LCC EIS comments to improve the LCC EIS document. 1) The 'Executive Summary' is too long to be read easily. Section S.1 maybe should be an 'Overview' summary of the findings: "UDOT was directed by the Utah Legislature to improve transportation in the State related to the economy and recreation. Ski resort traffic in LCC rose to the top priority and we studied all aspects of the problem both in and out of the canyon. UDOT has determined that a gondola up the canyon is the best transportation mode for the steep avalanche-prone canyon that provides the needed capacity, safety, and reliability balanced with minimizing the environmental impact, capital cost, and ongoing operational costs. Increased bus service on the existing road can not provide the needed capacity nor the needed reliability. Widening the road for segregated bus service or installing a railway up the canyon would have much larger environmental impacts while not achieving the same degree of reliability nor capacity as the gondola alternative. UDOT recognizes that additional steps can and should be implemented prior to moving forward with the recommended gondola project. These "no project" alternatives could indefinitely postpone this costly project which will change the visual character of the canyon. Developing and implementing these additional steps is outside of the scope of the EIS process but are listed in Section xxx to document these potential traffic mitigation steps." (See my related comment 8. below.) 2) The purpose and need should be more clear and plainly stated. There is so much great information in the report that the problem statement and project justification get lost in both the Executive Summary and the Purpose and Need sections. Below are some possible words that you could use, similar to what you told the County Council. The numbers need to be fact-checked and the basis shown in the report. You could even calculate and show the payout period or rate of return on investment based on the economic impact of the traffic disruption. "The resort ski industry is very important to the State of Utah and Salt Lake County as it provides world-class recreation for residents and visitors. The Utah ski resorts attract companies to locate on the Wasatch Front and generate \$750,000,000 in tax revenues annually. The LCC resorts alone generate \$100,000,000 annually in direct and indirect sales, room, and income tax revenue. In a typical winter, traffic into or out of LCC has problematic traffic congestion for 30 days, which is roughly a quarter of the 100-day prime ski season days. Traffic is expected to disrupt over half of the prime ski season days by 2050. This traffic jam is a serious problem not only for the ski resort guests and employees, but it also disrupts other recreational users in the canyon and local neighborhood traffic outside of the canyon." 3) The project cost breakdown is not clearly stated. This is of course a critical item of great importance. Table S2 should include a breakdown of all of the cost components so that it is clear about the common cost elements and the individual project cost differences. The table should show line items for each common item such as the Wasatch Blvd improvements, trailhead improvements, tolling station, and snowsheds, and then show the individual projects such as the gondola, buses, road widening, or cog railway separately. 4) The gondola alternative should be shown with and without the snowsheds. Snowsheds are expensive, are environmentally disruptive to build, have significant visual impacts, and are not required to install and operate a gondola. The EIS | 32.2.2I; 32.2.6.5E; 32.2.2M; 32.2.4A; 32.2.2K | A32.2.2I; A32.2.6.5E; A32.2.2K |

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| | | <p>should show the alternatives of either having or not having snowsheds along with the gondola. We've gone 80 years without snowsheds and the gondola alone obviously adds a large amount of transit capacity. Therefore the snowsheds should not be shown as an essential and necessary item in the gondola project cost estimate. (Or, explain in the EIS why snowsheds are an essential element of the gondola project.)</p> <p>5) You should revisit the parking hub strategy. I think that you may have misread the comments that people will not want to change from cars to buses and then to a gondola. My impression is that those comments were made solely to try to eliminate the gondola and railway options, rather than to encourage centralized parking at the base of the gondola. From listening to comments at CWC meetings, most people want fewer individual cars on the roads and more transit services. Shuttle buses work great down in the valley and getting off of a bus directly onto a gondola car would not be difficult. Shuttle buses would prevent traffic jams from cars all trying to get to the gondola base station all at once; please ensure that you have analyzed the roadway capacity for cars arriving and parking at the base station parking structure. I think that a larger number of decentralized parking lots or structures with shuttle buses could avoid that anticipated traffic jam.</p> <p>6) The Air Quality section lacks clarity and a concise layman's summary. As previously a Chevron Air Quality Specialist and Environmental Manager in my career, I found the air quality information very difficult to understand. First, it is common sense that this transportation problem is de minimis with respect to greenhouse gasses in the larger scope of the Salt Lake Valley, the Country, and the world and therefore should be eliminated for clarity. PM 2.5 is our wintertime pollutant of concern and should be the focus. Second, the report should start with an easy-to-understand summary narrative supported by a concise data table showing the emissions from the various transportation options, with each option being broken down into the component emitting sources, i.e. cars, buses, gondola electric generation, and cog railway engines.</p> <p>7) Maybe there should be a separate chapter on Tolling. This deserves more design detail and implementation strategy as most people agree that this is a needed component to solve the traffic problem. That section could give detail on possibly tolling only single occupant vehicles with a pull out and turn around lane as to not impede the other traffic. It could also offer implementation information so that it could be done as soon as practical.</p> <p>8) You heard a lot of feedback from people who believe that the 'no project' alternatives should be thoroughly exhausted before a large construction project is funded and constructed. While this may be outside of the typical EIS alternatives analysis, I believe that it would help your credibility and stature to include a section discussing the various 'no project' alternatives and who should do what to move them forward. This 'no project' alternative may still have pieces recommended to implement such as the Wasatch Blvd and trailhead parking improvements and roadside parking restrictions.</p> <p>This narrative may fit in with the Chapter (Appendix?) 21 Phased Approach section or could be listed as a Chapter 2 alternative titled something like 'Alternative Project Concepts'. The Chapter 21 narrative could be reworded to give the opportunity to consider that 'large project' transportation improvements in LCC may never be needed if a combination of the 'alternative project concepts' are implemented and work to alleviate the vast majority of traffic congestion. (As opposed to the present wording which implies just temporary measures taken before building the gondola and snowshed projects.) Highlight that all road-based transportation options will always be subject to severe disruption due to a vehicle crash or weather-related slowdown.</p> <p>Some of the ideas put forth should be listed along with potential parties responsible for implementing them. Some of these ideas that I've heard are:</p> <ul style="list-style-type: none"> a) coordinated and consistent ski resort parking management (reservations, paid parking, priority carpool parking, etc.) b) casual carpools with tolls for single occupant vehicles (parking areas with signed lanes to pick up and drop off passengers, toll booths for just single occupant vehicles going up the canyon and signage and enforcement preventing single occupant vehicles descending the canyon, along with full time visual checking of vehicles with enforcement capability) c) toll booths for just single occupant vehicles going up the canyon along with full time visual checking of vehicles with enforcement capability d) guaranteed checking of all vehicles for 4x4 and snow tires on inclement weather days, even when bad driving weather is only 'predicted' for the afternoon (vehicle checking rarely happens due to UPD unavailability on snow days; this should be done by 'security agency' type personnel) e) UTA vanpool vehicles available at 'Park and Rides' for 12 or more passengers that could be driven by qualified public drivers, then responsible for getting those people back down also somehow f) always free UTA Ski Bus service paid for by ski resort generated tax revenue such as transient room and sales taxes g) ??? ask all the 'no project' proponents for their other ideas to list! <p>Good luck and thank you for all your hard work!</p> <p>John Knoblock </p> | | |
| 26624 | Knochel, Miguel | <p>Opposed to gondola. Although a gondola is one solution, it is too expensive, and too disruptive to the land. However, we cannot do nothing. How about a fleet of no-few electric buses leaving every 5 minutes during peak time and every 15 minutes off-peak AND very strict chain requirements in winter, AND an automated fee by photo-license plate to exit the canyon by car, AND only carpool allowed for cars during peak hours, AND a towing patrol all day, etc.</p> | 32.2.2K; 32.2.2M; 32.2.2Y; 32.2.2QQ; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E | A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32767 | Knoeck, Erin | <p>I am happy to see that UDOT is planning to proceed with alternatives. As a skier in both canyons I think adding a toll is a great way to promote use of public transport. However that does only work with increased buses and parking. And how long will the enhanced bus system stay in place? What is the timeline to start the alternatives? Is this something that would be implemented for winter 2024?</p> <p>Is the plan still to continue with the gondola regardless of the effectiveness of these alternatives? Is there going to be a measure of effectiveness? What if it is found that buses and tolls alleviate the problem? A gondola is a HUGE landscape changing item. I know UDOT is still waiting on funding, but if it is found no longer needed, are we still going to pay the price and install this?</p> <p>It saddens me that the plan is to still focus on getting more people up the canyon at the price of destroying the beauty of it. We want the public lands to be available for all, but at what cost? I am sure no one wants to talk about restricting access but is a gondola really what is best for SLC and LCC? Reviewing the comments and feedback, UDOT continues to comment that they do not have the authority to make private companies pay, or enforce traction laws, etc... What if instead, the focus is shifted to collaborative effort between different agencies, groups, companies to find the best overall solution, rather than UDOT deeming what is "best for everyone".</p> | 32.2.6.3N; 32.29R; 32.1.2B; 32.2.2K | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B; A32.2.2K |
| 33492 | Knoll, Aaron | I do not support building a gondola into LCC. I think traffic issues in the canyons could be better solved by forcing resorts to improve their parking structures up-canyon, and by removing choke-points in the road. In the long term, the best solution by far would be to connect LCC, BCC and Park City via a tunnel or Guardsman Pass, and ensure there are two entrances and exits to both canyons. The gondola will be an expensive eyesore that does not truly solve the problem of access to upper LCC. | 32.1.2B; 32.2.2Q; 32.2.9E | A32.1.2B |
| 27322 | Knowles, Gina | Please do not build a gondola and Rubin the beauty of the canyon. Add bussing. Add tolls in the winter. Anything but the gondola. PLEASE! | 32.2.9E | |
| 35942 | Knowles, Lee | 100% AGAINST a Gondola. Lifelong LLC user and Cottonwood Heights / Sandy Resident. | 32.2.9E | |
| 31570 | Knowlton, Heather | This is outraged! Not only are Utahns being priced out of buying homes and dealing with inflation with their large families now you're depriving them of one of the free activities they can actually do... going hiking and for a picnic in the Cottonwood Canyons. This is just soooo wrong. | 32.2.9G | |
| 30120 | Knox, Daniel | I am still totally unsure why udot feels that this is a public problem. This is a problem of people being able to use the alta and snowbird businesses. There is no need for a gondola. Those two businesses have already taken steps to remedy the traffic. They're implementations of parking restrictions have markedly improved conditions. There is no need to spend hundreds of millions of dollars of public funds. If there is a feeling that something must be done then make a large parking lot and run more buses. The businesses up the canyon are already at capacity, there is no benefit to increasing uphill capacity of traffic if the businesses can't handle that. By further pushing more people up the canyon with a gondola or buses, it will make those businesses exceed their operating capacities. If the department of transportation wants to do something to help alleviate traffic, they could open up restaurants to stagger people leaving in the afternoon from these two private businesses. This will not solve anything. I am strongly against any public dollars being used for a gondola. | 32.1.2B; 32.2.2K; 32.2.2QQ; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 28148 | Knox, Daniel | <p>Little cottonwood doesn't have a problem that needs to be addressed by the public. This is a private business problem. The businesses up the canyons need to stagger the entry and exit of their customers to their businesses. This isn't a road problem!!! A gondola just changes the problem to further down the hill and fixes a problem that doesn't need the government to fix. It is a private business problem!!!</p> <p>The answer is do nothing!</p> <p>please excuse any typos or auto-correct</p> | 32.2.9G | |
| 30988 | Knox, Gabriel | Hi, my name is Gabriel Knox. I live in Salt Lake City Utah. My name is gay. My email is is Gabe. I'm calling to say that I strongly oppose the gondola or you. Implementing any financial situation to try and improve Little Cottonwood Canyon. This is a private party matter. There is no need for the government involved in helping to increase business for these two private businesses Alta and Snowbird those two businesses have already taken steps to improve the traffic situation. There is no name. If you. Feels that they have to do something then increasing busing and implementing tools for single drivers would be the solution. I would be in favor of God. | 32.2.9E; 32.2.9A | |
| 29436 | Knudsen, Adam | Hi, my name's Adam Knudsen. I moved to Salt Lake four years ago for rock climbing and mountain biking and I quickly fell in love with skiing, but I I've never never left the public comment. I sent an email and I feel so strongly about not putting the gondola in Little Cottonwood that I decided to leave a voicemail as well. I'm sure you hear a thousand of these probably the same comments you here for everyone but this is something wrong. Option it leaves a permanent scar in a beautiful Canyon and it's it's only useful one out of Four Seasons out of the year and the rest of the year it's there and it's it's blocking the views of this gorgeous Canyon and we're out there. There's other people that use them besides skiers and besides it's not just a theme park for the for the ski resorts to build. Whatever the hell they want. This is You know public land and or at least partly public land probably private land obviously, but this is the wrong option. Please do not put the gun to a conflict. Thank you. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.2B |
| 37084 | Knudsen, Nate | I do NOT support this bill in any way shape or form. I was born in raised in Sandy, Utah and spent many days enjoying both big and little cottonwood canyon. I am an avid climber, hiker and mountain biker and would hate to have such a massive structure built in the middle of the canyon. It is by no means a great solution to the problem. I have seen proposals for electric busses which are exponentially cheaper and better for the environment that will solve both the traffic issue as well as the pollution problem. I plead with you not to let this ridiculous proposal pass. | 32.2.9E; 32.2.6.3F | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35802 | Knuth, Brittany | Hi, I am a resident of Salt Lake City and feel that the gondola is not a practical solution to the problems in LCC. The choice to implement the gondola seems very rushed especially when other alternatives such as enforcing winter-long traction laws, implementing a plow station at the top of the canyon, and improving the bus system have not been tested out. The gondola is a big decision that will cause irreversible damage and stress on LCC. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 26263 | Knutson, Adam | NO Gondola. NO ripping up the canyon to add this horrendous metal monster eyesore. NO to the ski industry and rich financial backers who lobbied to get this option put in. NO to a gimmick that is only useful for 20% of the year, but destroys the views that are currently unmarred. NO to tearing up the boulders and rock climbing that are world class. You have got it wrong. Do NOT install Gondolas in Little Cottonwood, listen to the people who are helping you get elected, not just the rich. | 32.2.9E; 32.1.2B; 32.4B; 32.2.2PP; 32.6D; 32.2.9N | A32.1.2B; A32.2.9N |
| 31327 | Kobe, Kit | Please abandon the horrible gondola idea. | 32.2.9E | |
| 32969 | Kobe-Rundio, Maya | I do not believe the gondola is the solution for LCC. The gondola is an unwise public investment serving a limited group of people, given that it is irreversible and incapable of adapting as circumstances and needs change. It only stops at 2 private ski resorts, only runs during the winter season, ignoring the millions of non-skiers who access LCC year-round while permanently marring the canyon. I urge you to consider alternative options. | 32.2.9E | |
| 36089 | Koch, Landon | The only thing I would like to see explored other than the gondola is the underground train concept if that is not viable then I say GO FOR THE GONDOLA. But please put more pressure on the resorts to foot the bill. | 32.2.9D; 32.2.7A | |
| 28806 | Koch, Nicholas | Dear UDOT, As a life-long user of LCC, I'd like to strongly advocate against the gondola and road expansion at present. To put it simply, God has only given us one Little Cottonwood, and it's our duty to care for it and preserve it for future generations. A gondola or a 4-lane highway are simply not things that we can "undo" easily, and indelibly alter the canyon. Furthermore, these measures will mostly lie useless for the majority of the year, during which the current infrastructure meets user demand effectively. Conservative solutions can work. As a regular skier, I've already seen the powerful impact that the reservation system has had on increasing carpooling and decreasing canyon traffic. We can come up with solutions that will improve access without harming the canyon such as tolls for single drivers during peak months, expanded bus services, and snow sheds on the current road. Finally, taxpayer burden is a major issue. The projected 500 million dollar cost is a burden on the average Utahn during a time of inflation and a looming recession, and represents corporate welfare for the ski industry that could be put to better use helping families and communities across Utah. | 32.2.9E; 32.2.9B; 32.2.2K; 32.2.9A; 32.2.2Y; 32.2.9K; 32.2.7A | A32.2.2K |
| 38212 | Koch, Tamra | I feel UDOT has done a great job in all the research to find the best solution for Little Cottonwood Canyon. I am in favor of the Gondola. I live in Sandy City and enjoy the canyon in all seasons. It is very hard to enjoy the canyon with all the traffic. Gondola is the best option. | 32.2.9D | |
| 33025 | Koch, Tina | The public and residents has already told all those involved in this project that we do NOT want the gondola or any of the other "improvements" to be made. So why is it still being discussed. The residents of SL and the state of Utah voted against this. It will ruin the canyon, not improve air quality, not solve any of the issues. Other parks and recreation areas are managing without such big changes. I owned my own business and not once did UDOT, the state, or any other office supply transportation to my place of business. Why do the ski resorts get such an advantage. Why do those who live out of state get the benefits and not get their taxes increased. It cannot bring in more tourism because you say there is no room for more. I cannot say it loud or strong enough: NO, NO, NO to the proposal now recommended. Do not put in a gondola, do not build sheds on Wasatch Blvd., do not do the plans you have put forth. | 32.2.9N; 32.2.9E; 32.2.0C | A32.2.9N; A32.2.0C |
| 35678 | Kocik, Lorraine | Our household is totally against the gondola. The state has more pressing concerns. Using the money allocated to the gondola to find and implement a solution to the disappearing Salt Lake is beneficial to ALL Utahns, not just those who ski and recreate in one of the many canyons. AND if the money can only be used by UDOT - there is certainly enough roadwork and maintenance the money could be used for. | 32.2.9E | |
| 25404 | Kock, Arthur | Please do not obstruct or destroy any of the historically important boulders in Little Cottonwood Canyon. They mean a lot to the global climbing community. It would be a very sad loss. | 32.6D | |
| 36877 | Kockler, Chloe | As a senior in environment and civil engineering, I understand the need for a solution to the traffic in LCC. However, the gondola is no such solution. The environmental impact it will have as well as the detriments to boulders lining LCC heavily outweighs any pros the gondola would provide. We need to prioritize the health of the salt lake valley and preserve the canyons we are so fortunate to have. | 32.2.9E; 32.1.2D | |
| 28304 | Koehler, Andrew | I am very much against the Gondola for little cottonwood canyon because I don't think it will solve any of the problems that it supposedly will solve. I also think that it is a RIPE opportunity for corruption and theft from the people who would have to pay the bill. | 32.2.9E; 32.2.9N; 32.2.2PP; 32.1.2B; 32.7C | A32.2.9N; A32.1.2B |
| 28680 | Koenig, Patrick | As an avid backcountry skier and rock climber who enjoys taking destination ski trips the LCC gondola will significantly impact my thinking about where to visit. One of the things I enjoy the most about backcountry is the feeling of remoteness and the gondola takes away from the experience while providing no benefits to the backcountry skier or climber. LCC is one of the top destinations in the country for these activities and this will permanently change the landscape and the experience for the worse. While the purpose of the project may be to improve the experience of using and accessing LCC for locals and visitors alike, this solution would definitely cause me to consider other vacation destinations ahead of Salt Lake for future travel. | 32.2.9E; 32.1.2D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32163 | Koenig, Sha | I don't support a gondola because the cost is staggering and it doesn't address access for people who want to hike or cross country ski. Limit the number of skiers who are allowed on the mountains every day. | 32.2.2K; 32.1.2D; 32.2.9E | A32.2.2K |
| 27594 | Koester, Christoper | The absolute worst decision you could have made. Who got paid off? Time for UDOT to be investigated for destroying OUR Little Cottonwood Canyon. You should all be fired. | 32.2.9E | |
| 29602 | Koester, Christopher | Absolutely NO to permanently scaring LLC for the financial gain of two resorts owned by Billionaires. The gondola willnot solve the traffic problem in the canyon and will definitely not solve the traffic problem leading to the canyons. Put put parking structures down along the tracks line run natural gas buses, for now, electric in the future up both canyons. Charge \$50 plus per car to park at the resorts and a fee for anyone entering the canyon in a private vehicle just as you do in Mill Creek Canyon. Much less expensive and you aren't destroying the canyon. I am sure you realize there are going to be lawsuit after lawsuit if you try and go forward with the gondola. Every single person that lives there along Wasatch boulevard from the mouth of big cottonwood Canyon out past the parking for bells Canyon reservoir is going to sue for loss of property values. Allowing developers to decide where taxpayer money goes is completely unacceptable. I believe we need the attorney general of the state of Utah to get involved and investigate the payoffs that are going on to move this project forward. If the State attorney general won't do it then the United States department of Justice will. Absolutely no to permanently destroying Little cottonwood Canyon. | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.7B; 32.7C | A32.1.2B; A32.2.9N |
| 26484 | Koester, Peri | Destroying the wilderness, causing horrible traffic issues in the area, outrageously spending tax payer's money for corporate profit ... All so people can pay to park, pay to ride, pay to ski for more corporate profit. Perhaps you should look into how that turns out in the end. | 32.1.2B; 32.2.7A; 32.7B; 32.7C; 32.13A | A32.1.2B; A32.13A |
| 25773 | Koester, Riley | Building the gondola is a major step backwards for Utah. There are tried and tested ways of efficiently moving people that do not involve the destruction of boulders and other natural wildlife that would actually benefit the people of Utah. As someone who recreates in Little Cottonwood Canyon climbing the boulders I am abhorred by the idea to destroy this unique beautiful place to benefit the rich and not even solve the problem of congestion. Because you obviously were not paying attention to comments from others this is firmly OPPOSED to the gondola. | 32.2.9E; 32.4B; 32.6D; 32.13A; 32.7C; 32.2.9N | A32.13A; A32.2.9N |
| 30038 | Koester, Tom | The only interests that stand to win from the gondola are the owner of snowbird and the owner of the land where the parking lot will go from parking fees, gondola fees and increased resort traffic. Alta and Snowbird will still see large volumes of traffic driving up to the resort and they will have more skiers and snowboarders on the slopes, degrading the experience. The gondola will likely sit dormant for at least a few months during the spring, summer and fall, proving to be an eye sore. The gondola at Snowbird already gets put on hold frequently for wind, weather and mechanical issues, as will a gondola spanning the whole canyon. | 32.2.9E; 32.2.6.5K | |
| 33994 | Kofford, Karina | I am opposed to the LLC Gondola project. I am a Utah voter and think the Gondola project will only serve a small user group of ski resorts. The Gondola project may permanently destroy trails, crags, and views and will not serve climbers, hikers, or other canyon users. It will not alleviate traffic at trailheads throughout the canyon. Other alternatives to the Gondola, like increased bus service or tolling, would be a better solution. Thank you for working on this traffic issue and for representing the community. | 32.1.2D; 32.2.2Y; 32.2.9A; 32.2.9E; 32.4B | |
| 31304 | Kofford, Linda | Public opinion is overwhelming against the gondola project. The video by the project manager states that by 2050 there will be 50 snow days that would effect traffic on Wasatch and the Little Cottonwood Canyon. However if you review climate data predictions about warming, it is expected that snowfall will be 25% less than current. In 30 years it is possible there will be rain but no snow in the Wasatch mountains. Why spent a billion dollars of taxpayers money on the dying ski industry. | 32.2.9E; 32.2.2E | |
| 29283 | Kofford, Linda | I live on [REDACTED] Spending tax dollars for the proposed revamp of Wasatch to make it another race track for drivers which will leave cyclists and pedestrians in further jeopardy is an inappropriate use of federal taxpayer dollars. I oppose the gondola too. Why should taxpayers fund a project that benefits two privately owned ski resorts - especially as global warming leaves uncertainty as to whether there will be snow in the years to come. | 32.1.2B; 32.2.2E; 32.2.9E | A32.1.2B |
| 28849 | Kohler, Kurt | Even as a Skier I do not want my tax dollars subsidizing Ski Resorts (cooperate welfare) with a Gondola. The resorts will not even let us in to warm up and eat out own lunch inside (that is why I take my car). We need a solution that helps the citizens of UT in all seasons. Bus lane with ample parking in the valley. One way traffic at peak hours. Snow sheds. All buses Subsidized by the SKI resorts for winter travel to them. Ample accommodations for those who now do not have a car to warm up and eat lunch. Even a simple APP that you can pick up other skiers to fill up your car and get guaranteed free parking. Start there that is cheep | 32.2.9A; 32.2.2I; 32.2.2D; 32.2.9K; 32.2.7A | A32.2.2I |
| 35769 | Kohler, Kurt | Not intertest in the Gondola. To much tax payer money to support the ski resorts Does not help hikers or bikers Perhaps we simply have to many skiers Maybe free parking for full cars and an App built by UDOT that helps us carpool | 32.2.9E; 32.2.7A; 32.1.2D | |
| 34390 | Koiller, Joana | Hello, I live in Salt Lake and am an avid user of Little Cottonwood Canyon, as a climber and skier. I am vehemently opposed to the Gondola proposal. 1. The gondola would destroy the boulders in Salt Lake and impact the ecosystem. 2. I believe there are alternatives such as expanded bus lines and a parking reservation for Snowbird. I am a passholder at Alta and the parking reservation helped a lot. | 32.2.9E; 32.4C; 32.2.9A; 32.2.2K; 32.1.2B | A32.2.2K; A32.1.2B |

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| | | 3. The money spent on building a Gondola is better spent saving the Great Salt Lake - the most pressing environmental issue. | | |
| 28965 | Kokeny, Greg | Totally against this. First for the habitat in LCC and for citizens to enjoy the natural environment there. Second doesn't alleviate traffic on wasatch between the canyons. No one wants that to be 4 lanes. Third, the gondola would be most useful during a snow event which only happens at most 20 days a year. On those days the lifts will be on delay anyhow. Think of those lines when only one lift is open. Fourth, on all those other days who's gonna want to take 45 minutes to get to the resort? Spring Summer and fall ridership will be low. No options to stop at trail heads. The gondola idea in LCC would not work in BCC in any way. Big cottonwood has the exact same traffic problems as LCC. Why have two different isolated traffic solutions? Makes no sense other than an inside deal! Why haven't you considered the tunnel from the gravel pit at the bottom of big cottonwood? It's already a giant construction site. It's got great access via four-lane highway from 215 There's plenty of room for hotels restaurants and parking and the tunnel will not affect the surface environment in Little cottonwood Canyon. From there you can run buses or allow cars or a train or whatever. Please listen to the majority! | 32.2.9E; 32.2.4A; 32.1.1A | A32.1.1A |
| 32308 | KOLANKO, THOMAS | Please consider other solutions, a gondola built with tax payer money is not the solution. Especially with there are corporation's that benefit from the misuse of tax payer money. The Gondola up LCC is not the answer. | 32.2.9E | |
| 38939 | Kolar, Nina | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. Sincerely, Nina Kolar [REDACTED] | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 37961 | Kolaski, Allie | Please please consider options that are not the gondola. We need year round strategies to aid access, prevent damage to natural spaces, and reduce traffic. The gondola is NOT the answer. It serves a small group of users and prioritizes the profits of ski resort owners over locals accessing public lands. Yuck. | 32.2.9E; 32.1.2D | |
| 27806 | Kolbay, Patrick | I have been a resident of Salt Lake City now for almost 30 years. In that time, I have spent many hours and days recreating in Little Cottonwood Canyon. I have also spent a lot of my free time volunteering as a ski patroller (albeit at Brighton) and offered help to those tired, lost, or injured as a member for the Salt Lake County Search and Rescue Team. Over the past decade, the increase in the public's demand of Little Cottonwood, and the Wasatch as a whole, is obvious to everyone. What isn't so obvious is what to do about it. Ski Resorts will often lobby that Salt Lake would be served best by offering the ultimate tourist attraction, and frankly a permanent blight, of incorporating a gondola up the canyon. While certainly it may be the case that on the dozen worst days of road condition that the gondola may serve to line the pockets of the resorts with tourists' money, the remaining 353 days it serves as an eye sore. No longer can climbers summit at Gate Buttress and look down the pristine canyon landscape. No longer can backcountry skiers at Red Pine descend in wilderness without cables lining their horizon. No longer can trail runners attempt the WURL without their entire ridge run unadulterated by cable cars running up and down. Certainly I am no fan of the red snake of traffic in the canyon. Many of my complaints of a gondola fit equally to the canyon traffic. However, a gondola is not solving or addressing any of my concerns or woes, and instead aims at pushing that higher profits for a select few at great expense to taxpayers. Having serious public transit with substantial valley parking is the obvious solution. Utah has already shown positive experience with the bus system in Zion, why not extend the same premise here? I already concede that on the dozen worst snow days, this solution, too, will have it's flaws. But I'd rather have a mostly good solution for all stakeholders than a bad solution for everyone sans the owners of 2 ski resorts. | 32.2.9E; 32.2.9A; 32.2.2B | |
| 35424 | Koldewyn, Brent | Leave the canyon as is! No gondola! | 32.2.9E | |
| 28881 | Koldewyn, Brent | Leave the canyon alone! No gondola | 32.2.9E | |
| 33127 | Koldewyn, Layne | I am strongly opposed to the gondola in Little Cottonwood Canyon. I actively use this canyon and I feel that the gondola would destroy so much of this beautiful landscape. Please abandon this horrible idea! | 32.2.9E | |

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| 29522 | Kolendrianos, Markell | Installing a gondola in LCC will ruin the environment, including the plants and animals living there. I gondola will not help with traffic nor will it be safe during heavy storms including the prevalent amount of avalanches that occur in LCC. We must protect our planet and installation of more man made devices is not going to help, it'll only hinder based on the damage it will cause. I implore you to consider alternatives aka free bus rides with ticket and more buses frequenting the canyon. As well as easy access from downtown. | 32.1.2B; 32.1.1A; 32.2.6.5K; 32.7C; 32.2.9A; 32.2.9E; 32.13A | A32.1.2B; A32.1.1A; A32.13A |
| 32097 | Kolendrianos, Mason | I support the gondola. We do not need to carve new roads into the mountain side when we have the opportunity to create a new way for current and future generations to experience the nature and wildlife that Utah has to offer with minimal impact. | 32.2.9D | |
| 32150 | Kolter, Kirsten | As a small business owner in the Salt Lake Valley and member of the outdoor business community, I vehemently oppose the LCC Gondola project. In my opinion the financial and economic burden is far too great. This problem can be solved with much cheaper and environmentally friendly options. Avalanche sheds over the roads, electric busses, tolls to limit cars, registration for a specific time to travel up the canyon. We did not have a one problem traveling up LCC last season, the measures that were put in place worked. | 32.2.9E; 32.2.7A; 32.2.2K; 32.2.9A; 32.2.2Y | A32.2.2K |
| 33346 | Komeyli, Barbara | I don't agree that a gondola is the answer to canyon access. Not only is it the most expensive option it will ruin the wildness of these beautiful canyons. A gondola would serve a limited number of people, not the majority. The best options would include electric buses and carpooling. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.2B |
| 29811 | Komkov, Danny | The proposed gondola is a great solution for car traffic in LCC, but it completely restricts anyone who wants to use the canyon except for those skiing at two private ski resorts. It will be almost impossible or very difficult for anyone else that wants to use the canyon | 32.1.2D; 32.2.9D | |
| 34379 | Komlos, Lori | I strongly oppose the chosen Gondola Alternative B plan because it does not address the option to move people to all parts of the canyon. It seems to cater only to the ski resorts and not help all the traffic that is going up LCC to hike, climb or travel to other places along the road besides the resorts. Also the gondola is HIGH impact visually and will spoil the beauty of the canyon. The phased in approach will be beneficial to get people to ride the bus or carpool and pay tolls. It should include electric buses and reduced tolls for carpooling vehicles. I am a hiker and resort skier but oppose the gondola! Please consider these comments. Thank you. | 32.2.9E; 32.2.6.5G; 32.2.9R; 32.2.6.3F | A32.2.9R; A32.1.2H; A32.2.6S |
| 30959 | Kommel, Tydon | I would like to express my opposition to the gondola project suggested for Little Cottonwood Canyon. The canyon is already extremely crowded and increasing traffic will only harm the wildlife and surrounding wilderness and lower the quality of experience for all visitors. | 32.2.9E | |
| 28649 | Konkol, Alek | We really need to utilize Bus Rapid Transit options before the gondola. Make private vehicles a rarity in the canyon, reserved only for employees, residents, and essential services. Everyone else can take a bus. Let's have busses run every 2-3 minutes with stops along popular bouldering and hiking spots in the summer. In the winter, we could have snowbird/Alta direct busses mixed with busses that serve trailheads for backcountry skiing and snowshoeing. A gondola is an expensive option that puts the needs of the ski resorts in front of the needs of the environment. | 32.2.9A; 32.2.6.3C; 32.2.9E; 32.2.2L | A32.2.6.3C |
| 35239 | Konkol, Alek | Hello. I am from salt lake and an avid skier and hiker in little cottonwood canyon. I would like to express my belief that the gondola will ruin the beauty and grace of the canyon. Instead of spending millions of dollars on infrastructure that purely serves the private ski resorts at the top, let's focus on implementing bus transit. We need more busses, more routes, more connections, and more frequency. The road in little cottonwood is already there, let's use it for public transit. Make driving the last resort for people and make bus service the first choice. | 32.2.9A | |
| 37345 | Konnick, Bryan | As a long time sandy resident I do not think the gondola is the best course of action. This is the most expensive and least helpful solution. This solution just moves the problem down the canyon to Wasatch boulevard. Please do not allow this to live forward. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 27342 | Konopa, Chuck | Will there be a station at White Pine trail head so more users than just the ski resorts can benefit from this tax payer funded project? If the stations will only be at the resorts, let the resorts fund the entire project. | 32.2.6.5G; 32.2.9E | |
| 36465 | Konopa, Kelly | My name is Kelly Konopa and I oppose the gondola option for Little Cottonwood Canyon. I am a Utah voter and user of Little Cottonwood Canyon. I think that a solution that only takes people to the 2 ski resorts (the proposed gondola) is not a solution worth the monster price tag. Enhanced bus service (year-round and with multiple drop-off and pick-up points) and tolls would allow increased usage for all (not just resort skiers) without a major infrastructure bill and impact. Thank you to UDOT for taking comments in order represent our community. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A | |
| 29341 | Konte, Aicha | Building a gondola at Little Cottonwood Canyon is a restrictive and inequitable act to underprivileged population thus restricting access to nature which is an injustice in itself. | 32.5A | |
| 32560 | Koontz, Jessica | The gondola is expensive and is invasive to the environment. There are other options that can help to solve the problem in Little Cottonwood Canyon that are less expensive and less harmful to the environment. This can include tolling, more public transit, or parking passes. UDOT should implement more practical, less expensive, and adaptable solutions before jumping to the most costly option. | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 29665 | Koopman, Kyle | Please do not destroy more of the natural area. ? No gondola! | 32.2.9E | |
| 37840 | Kopf, Sienna | The gondola will gate-keep LCC canyon and perpetuate unequal access to the outdoors. No gondola. | 32.2.9E | |
| 37888 | Kopf, Sienna | The gondola will ruin this historic canyon forever, please reconsider. No gondola. Save LCC. | 32.2.9E | |
| 37861 | Kopf, Sienna | The gondola is not a reasonable solution for recreation expansion in LCC. UDOT, do better. | 32.2.9E | |

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| 37817 | Kopf, Sienna | Please preserve LCCs beauty and boulders. No gondola. | 32.2.9E | |
| 32428 | Kopischke, Amy | <p>Please do not build this gondola. It is not a good solution for LCC traffic, because it will destroy the beauty and natural state of the canyon, will be expensive and slow to build and ride, and will not even run all year long. Roads to accommodate the trucks necessary to install the 40 poles would better be used for increased bus traffic. There is also new evidence that those poles will kill and injure birds during night migrations through the canyon.</p> <p>Please do not build this gondola.</p> | 32.2.9E | |
| 30980 | Kopischke, Amy | Please look into ways to improve traffic flow in LCC that does not include huge, visible changes in infrastructure, such as the Gondola optin B. Instead, let's look at what we can do with existing infrastructure by increasing bussing and charging passenger vehicles. | 32.2.9E; 32.2.9A | |
| 37774 | Kopischke, Kate | <p>Scenic Utah is a statewide nonprofit working to protect and enhance Utah's extraordinary visual resources. It is an affiliate of the national organization Scenic America.</p> <p>We appreciate the opportunity to submit these comments.</p> <p>Our focus is on Chapter 17 of the FEIS: Visual Resources, which provides a thorough analysis of the range of visual impacts of a gondola (coupled with improved bus service).</p> <p>The FEIS makes clear that from a scenic preservation and protection perspective, the gondola alternative - with the massive infrastructure it will entail - will create a high level of visual impact for canyon visitors and viewers and will forever alter the scenic integrity of this stunning eight-mile canyon.</p> <p>In addition, the gondola as envisioned fails to meet the U.S. Forest Service's (USFS) visual quality standards.</p> <p>Little Cottonwood Canyon (LCC) Road (SR 210) was designated as a State Scenic Byway in 1990. Central to such a designation is that key features of a byway's visual environment are relatively undisturbed - features that predate human development and typically include geologic formations, landforms, water bodies, vegetation, and wildlife.</p> <p>USFS sets visual quality objectives for each of its 155 national forests that focus on protecting the scenic integrity of those landscapes and protecting their natural visual appearance and intrinsic scenic qualities. On the Wasatch-Cache National Forest, the Forest Plan identifies one standard (S22) for scenery management that must be met: "Management actions that would result in a scenic-integrity level of 'Unacceptably Low' are prohibited in all landscape character themes."</p> <p>Without question, the proposed gondola - with its 200-plus-foot towers, large cabins traveling along its cableway, and its bright lighting (described, optimistically, as 'periodic') - would result in an unacceptably low scenic-integrity level. It would contradict the aims and requirements of both the Utah Scenic Byway program and the USFS visual protection objectives. And it would destroy the exceptional visual character of a cherished natural wonder that has inspired generations of residents and visitors.</p> <p>For gondola passengers, the views may well be awe-inspiring. But for the many more at ground level, the gondola's highly industrialized, mechanized infrastructure will be an unwelcome eyesore; a permanent visual intrusion in one of Utah's most iconic and beloved landscapes.</p> <p>It is noteworthy that in the FEIS Comments Section, UDOT states: "the gondola alternatives and the avalanche mitigation (snow shed) alternatives are overall not in conformance with Scenic Integrity Objectives." Of all the proposed transportation solutions, UDOT notes, the gondola would have the greatest visual impact.</p> <p>Inexplicably, the FEIS then states that Gondola Alternative B (starting at La Caille) would NOT result in a scenic-integrity level that is unacceptably low. It concludes that this alternative would conform to the Forest Plan's Scenic Management Standard (S22). Further, the FEIS states that the Forest Plan "would not require a plan amendment for scenery management".</p> <p>These are contradictory conclusions that ignore the full visual impacts and detrimental effects on LCC's extraordinary visual resources.</p> <p>It is illogical to conclude, on one hand, that the gondola would have "high" visual characteristic impacts, and on the other hand that such a 'scenic-integrity' impact would be acceptable.</p> <p>We urge UDOT to reconsider its conclusion that the gondola represents 'low' visual impact in this magnificent corridor. As reflected plainly in the FEIS, the visual impact of a gondola in LCC would have a high, negative impact on this canyon and its visitors, and this alone should dissuade UDOT from recommending it as a transportation solution.</p> <p>Sincerely,</p> | 32.17A; 32.17O; 32.17P; 32.28F | |

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| | | Kate Kopischke, Director Ralph Becker, Chair | | |
| 31023 | Koplin, Julie | Outrageous expense for tax payers! Don't ruin our Canyons. This is stupidity to even consider. Fund the payoff of my mortgage and others that need funding, NOT ripping thorough the Canyon for something like this. If the riders had to buy a ticket at \$50-100\$ a pop. Who would use this crazy mode of transportation. Annoying to think anyone would consider such destruction. | 32.2.9E | |
| 34743 | Korfine, Anya | As a student currently studying the EIS and NEPA process it is disappointing and upsetting to see an established organization such as UDOT write such a poorly organized, and insufficient EIS. After reading the EIS thoroughly it is clear UDOT did NOT carefully consider all viable options and purely picked the option they deemed would make them the most money with little to no regard for the entirety of the Salt Lake Valley community. I have a few questions, if the Gondola is going to be paid for BY taxpayers, will it be free to ride? How will the construction of the Gondola impact canyon traffic during the construction period? How does UDOT plan to address the fact that in the EIS they wrote it clearly states that the Gondola will not improve canyon congestion? How will the construction of the Gondola impact water quality as Little Cottonwood Canyon is a watershed? Please remember that the majority of the Salt Lake community does not want this Gondola. | 32.2.2PP; 32.2.4A; 32.19A; 32.7C; 32.12A; 32.2.9N | A32.12A; A32.2.9N |
| 36705 | Koritz, Alvin | Needs to be done. | 32.2.9D | |
| 32942 | Kornet, Steve | I say no to the gondola. Not an efficient way to move people. | 32.2.9E | |
| 30150 | Korneyi, Catherine | As a 79 year old skier in UT and many countries I see absolutely NO reason to build a gondola in Little Cottonwood canyon. I also object to my tax dollars being spent on something that seems to benefit only the ski areas. When we ski as a family, I assure you taking the gondola would be excessively time and energy consuming. I am VERY opposed to this project. | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 26838 | Korpi, Andrew | No gondola, no! | 32.2.9E | |
| 27610 | Korpi, Colton | Hey I just wanted to get on here and make a comment on the fact that I think the gondola is a waste of time and money. I believe that building something that would be used a few months out of the year while destroying land used by thousands of climbers every year is disrespectful. This will destroy the natural beauty of the canyon and create a monstrosity. And what seems more efficient riding an hour long gondola to the top of a canyon or creating more parking at the resort to accommodate the people. Thank you for your time and consideration and I hope you make the right choice | 32.2.9E; 32.4B | |
| 27612 | Korpi, Jake | This is a dumb idea. And it's taking away from the landscape and outdoor recreational activities. | 32.2.9E | |
| 27617 | Korpi, Kaitlyn | Leave it alone. | 32.2.9G | |
| 27611 | Korpi, Nicole | This project would be a terrible waste of money and resources. Also the impact would be awful for the area and the beauty of that area. | 32.2.9D | |
| 36263 | korval fabbri, andrea | My stake: as a vacation visitor to LCC for more than 20 years (my own personal spending at Snowbird totals close to half a million over the years) I am heartbroken to see the proposed gondola and road tolling. The beauty of the canyon will be forever destroyed by the ugly new infrastructure. The cost increases will spell the death of Snowbird and Alta and eventually turn them into paywall members-only rich-only private clubs. Surely there aren't enough day lockers and bathrooms for thousands of people per hour. / If climate change doesn't kill Snowbird and Alta, UDOT definitely will. This all seems like opportunistic timing by a failed restaurant owner and knee-jerk reaction to pandemic factors that may not last. I guess it might be time to take my family vacations somewhere else which is beyond sad. | 32.2.9E; 32.1.2B; 32.2.3A; 32.2.0C | A32.1.2B; A32.2.0C |
| 28412 | Kosinski, Robert | I am strongly against the gondola plan. It is very expensive, supports two private businesses, and does not sufficiently meet the needs in LCC. A bus plan with tolling and expanded parking at the base is the best solution for traffic in LCC. The bus solution makes the most sense to get the most people to the most locations in the canyon; while the gondola will drop off at two locations, busses can drop off at ski resorts, trailheads, climbing areas, and multiple parking areas. As a member of the Cottonwood Canyons community, both as an employee and resident, I strongly oppose the gondola and hope to see a more sensible solution using busses implemented in the coming years. | 32.2.9A; 32.2.9E; 32.1.2D; 32.2.6.3F | |
| 30704 | Kosmicki, EP | I'm against the use of public monies to fund the private ski area interests at the expense of the environment and other uses in the canyon. | 32.2.9E | |
| 31965 | Kosmicki, EP | The resorts, who would benefit from a new gondola, should bear 100% of the costs not the public. | 32.2.7A | |
| 37352 | Koszinowski, Max | I almost did not feel the need to make a comment during this final period. I do not think that this decision to build the gondola is representative of what the people want. I am almost at a loss for words in regards to this topic, but on the small chance that someone actually reads this I do feel like contributing a few more of my opinions. Even though I feel that mine along with many others are not even being considered. I'm greatly saddened by the prospect of this gondola being built. I do not see it as a solution to any of the problems facing our canyon. In my opinion the sole purpose of the gondola is to get more people up to the resorts to generate more and more wealth. I cannot pretend that our economic prosperity is not vastly important. Yet it bothers me greatly how this need to generate wealth has gone from a thriving tourist industry, to an avaricious machine that has no regard for our local lands, animals, or peoples. In many ways it has made the issues facing our cities even worse ranging from air quality, to the lake drying up, and overcrowding of our natural spaces. | 32.2.9E; 32.1.2B | A32.1.2B |

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| | | I anxiously and sadly wait for the day that I will see the canyon I've been fortunate enough to grow up in, forever marred irreparably, while I still wait in the traffic that will always be present as a gondola ferries more crowds up to the resorts. | | |
| 26515 | Kotnik, Emily | The gondola serves the resort skiers and that's it. I'm a runner that frequents white pine. How will I get there? Are there stops for me? What about hikers, fat bikers, snowshoers, and everyone else that is trying to get up there for reasons other than to visit the resort? It's a travesty that udot would agree to destroy arguably one of the most beautiful spots in the state and the country to put up an eyesore that benefits very few people at the expense of very many people. BCC traffic is way worse, yet we all just deal with it rather than propose ripping up a gorgeous canyon | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 28582 | Kotok, Michael | The proposed gondola is not a solution. It's not practical. The ski areas due to benefit from this plan have put more and more skiers on the hills, inviting more and more danger while skiing and riding. This proposal serves to allow them to continue to exceed a reasonable capacity of skiers - on taxpayers' dimes. This is corporate welfare in Utah. Further, the traffic flow from this gondola will serve to make traffic worse in Sandy, Cottonwood Heights and Wasatch Blvd in Draper! This non-practical "solution" is actually going to lead to further problems on already congested roads; RT 215, 6200 S, Fort Union, Wasatch Blvd., Danish Road and 9400/9800 S. What will the solution for that be? Another \$660MM gondola from W Sandy? Also, the governance for this project is corrupt: You have two well-connected modern day con men (one former State Senator who sits on Cox's cabinet) involved, one who led the CWC to recommend the gondola on property next door to their restaurant where they are planning on building a "resort" hotel. What's needed? A transit solution for their customers. Utah, UDot, Sandy and Cottonwood Heights should be ashamed by this colossal flaw in governance. This is not a solution, this is the apex of more problems. | 32.2.9E; 32.2.6.5E; 32.7B; 32.2.2PP; 32.2.9N; 32.1.2B | A32.2.6.5E; A32.2.9N; A32.1.2B |
| 25786 | Kouretas, Nick | As a resident of Draper, I strongly oppose the Gondola being created in Little Cottonwood. This would destroy the splendor of the canyon and is being proposed for private interest at the detriment of the community. Nick | 32.2.9E; 32.1.2B | A32.1.2B |
| 27414 | Kovac, Adair | This is a transparent handout to a private ski company that will be enormously environmentally destructive. We don't need to support high tourist volumes in environmentally sensitive areas. This is a terrible project idea and what it will destroy cannot be brought back. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 34161 | Kovach, Daniel | <p>Poor Dave Fields. I almost feel bad for this guy, almost. He's one of the few spokesman "tools" that has been forced to use his own name to append to some of the drivel in support of the "Gondola Solution". I feel bad for a guy who I'm sure really cares for Snowbird and the Little Cottonwood Canyon (like me and folks like me who have gone up and down the canyon since 1981 or even earlier), but is forced to toe the "company line" in order to keep his job.</p> <p>This despite that:</p> <ul style="list-style-type: none"> - The canyon can only take so many folks at one time. The increased pressure on the canyon (through unnecessary construction and increased population) will only act to crash the sewer systems and poison the water supply for millions. But perhaps the proponents of the Gondola won't really care because they'll be well paid off to live elsewhere without a water or a snow problem (everyday heliskiing in the Bugaboos anyone???) - Folks looking outside might see that the drought and climate change are conspiring to remove the problem of excessive snowfall in the canyons (and excessive water in our Less-than-Great Salt Lake and soon-to-no-longer-exist Lake Powell). If we continue down our current path, our Attorney General will force us to remove from the market our "Greatest Snow On Earth" license plates (we don't need the lawsuits). Maybe we can blame Joe Biden for taking away our winters; yeah, that'll help.... <p>Or, maybe we can take the opportunity to embrace the paradigm shift that tolling (on both Canyons) and increased clean energy consistent E-busing (on both Canyons) can bring. Perhaps we could do something for our kids and grandkids that doesn't entail destroying their Earth ???</p> <p>So, I pushed a few buttons, maybe.... But GondolaWorks and their ilk started it by advocating the destruction of one of God's great places to support their own selfish needs.</p> <p>Dan</p> <p>PS: Just how insulting can they be to impugn in their commercials that buses and the people who use them are "trashy"???</p> | 32.1.1A; 32.1.2B; 32.2.2E; 32.2.2Y; 32.2.2PP; 32.2.6E; 32.2.6.3F; 32.2.9A | A32.1.1A; A32.1.2B |
| 31830 | Kovach, Daniel | <p>I rise in opposition to the conclusions presented in the LCC Final EIS.</p> <p>You state that UDOT's purpose is reflected in one primary objective for S.R. 210: to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210. (ref Chapter 1, section 1.2.1).</p> <p>Since UDOT obviously fails at addressing safety concerns elsewhere on Utah roads (we all know that speed kills and reduced speed limits save lives), then why should we believe you are honestly proposing a Gondola because you want to "save lives"???. Why not change the speed limit on Utah's highways to 75 mph ??? That would cost a pittance compared to a 1-Billion Dollar Gondola. Or even better, drop the speed limit on Wasatch to 40 mph, to slow down the crazies rocketing downhill from the mouth of LCC through the Ft Union intersection? They are at 40 MPH (supposedly) coming down the canyon, leave them at 40 MPH till the road flattens out (or even better, till the I-215 interchange). That would save lives and cost less than a Gondola. You say that's your mission, act that way...</p> | 32.2.6.2.2A | A32.2.6.2.2A |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33645 | Kovach, Jason | Not a fan of the gondola. I don't like the way it will impact the canyon. I think the carbon for print for a gondola and it's maintenance is high and silly. Same for busing, or driving cars i know. I also think the gondola would be under utilized. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9G; 32.10A | A32.1.2B |
| 34071 | Kovach, Leslie | The LCC EIS needs to be readdressed because it is only looking at an option that is hugely expensive and only benefits 3 businesses which meet the need the privileged few. It does not address the needs of the people who live in the area the people of salt lake who drink the water and wish to recreate in other areas of Little Cottonwood Canyon. But most of all it does not address the needs of the citizens who live along Wasatch Blvd. Wasatch does not need to be expanded to meet the needs of the ski resorts and a perceived need to reduce congestion. Wasatch needs to be redesigned so that all people can travel safely walking on or across the road. Biking and following the traffic requirements which means they need to be with the traffic flow. But most of all reducing speed along Wasatch to reduce accidents. Just in a 12 month period there were 19 accidents near the ft union and Wasatch intersection, with a number of causes, but all are related to a road design which increases speed. Reduce the number of lanes and make it safe for people who live and work on both sides of Wasatch Blvd. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.6.2.2A | A32.1.2B; A32.2.6.2.2A |
| 34963 | Kovach, Leslie | The data that UDOT is using in its Final EIS as the basis for its recommendations to widen Wasatch Blvd. and to construct a gondola is flawed. It does not support either initiative. The relevant documents are: - The SR-210 EIS Traffic Study by Fehr & Peers, May 2019 (revised July 2019) which covers the segment from Fort Union to the 210/North Little Cottonwood Rd. junction - The Draft Vehicle Mobility Analysis for the LCC EIS, April 3, 2020 which deals with the segment beyond the 210/North Little Cottonwood Rd junction - The La Caille Station Traffic Study by Hales Engineering, September 18, 2020 which describes the road design modifications used in the Final EIS This data needs to be reexamined in detail before any of the proposed projects are initiated. | 32.1.4J; 32.7O | |
| 28102 | Kovach, Leslie | This is a boondoggle that takes Utah tax payer dollars for transportation an gives it to 3 private businesses. 1 billion dollars could go a long way to fund other much needed projects in the state rather than a project that less than 7% of the utah population will use. | 32.1.2B | A32.1.2B |
| 27961 | Kovach, Leslie | Wasatch Blvd. is included in the EIS, the road design needs to be the design that Save not Pave is putting forward which will meet all of the citizens needs for recreation and flow of traffic. No 6 lane highway needs to be built. | 32.2.9L; 32.2.6.2.2D; 32.2.6.2.2E | |
| 34288 | Kovarik, Nathan | Do not build the gondola. Will impact the climbing and recreation opportunities. Add more buses and parking for bus lots. | 32.2.9E; 32.2.9A | |
| 35065 | Kovnick, Ethan | I am against the new gondola construction in the valley. It is only designed for profit and is developing on a beautiful space. | 32.2.9E | |
| 34150 | Kowalk, Britton | Busses are already full at peak demand- people love using them. They could be expanded to create greater capacity than the gondola could ever provide, at lower cost, with the ability to grow into the future. The gondola is a non-solution with irreversible negative consequences. | 32.2.9A; 32.2.9E | |
| 36819 | Koza, Bridget | I'm a Salt Lake City resident. I'm against putting in a gondola to address any traffic issues in Little Cottonwood Canyon. It would be cheaper and actually reduce any traffic issues to limit cars that can go up the canyon and put in a bus system that is constantly running and bringing people up and down the canyon. It is fiscally irresponsible to put in the gondola and it will permanently damage the environment. The gondola will not reduce the traffic issues in the canyon. | 32.2.9E; 32.2.2B | |
| 28664 | Kozak, Henry | I think it's a good idea that includes everyone. | 32.29D | |
| 30043 | Koziatek, Andrew | Hello, I would like to propose that the gondola does not go up. I am born and raised here in Salt Lake City and I've skied my entire life. part of skiing is getting through the traffic, I believe this gondola will destroy climbing spots that I go to frequently all year round. This gondola proposal appeals to more tourist and will appeal to all ikon users more than it does the locals. This is extremely unfair and will destroy the beauty of little Cottonwood Canyon. I work at (Alta) in the winters and it would absolutely hate my life if I had to ride the gondola to work. There's something special about waking up super early in the morning with your friends hanging out in the same car and waiting for the ski resorts to open on a busy powder day. if you don't know how to get a good snow on a powder day you shouldn't be able to get it at all. This gondola proposes all traffic from the bottom of the canyon to get to the resort which will overpack the resorts. The resorts don't have a daily ticket limit but trust me that will be the next step if the \$500 million project is an act | 32.2.9E; 32.2.6.5D; 32.20C | A32.20C |
| 27003 | Koziatek, Andrew | I Don't understand why it's even still debate. It will destroy the natural beauty little cotton wood has to offer, you better not tamper with any climbing spots. LLC is the capitol of climbing in the United States. As a Alta employee too there is nothing horrible about the traffic, yes seriously people are always going to want to be first chair it's part of the culture. You're too busy trying to attend to the needs of all these tourist and don't give a [REDACTED] about the locals. Ikon already [REDACTED] the ski resorts up don't let the gondola [REDACTED] it up even more. Take a look on how many local mayors and representatives we have that are against the gondola! Don't be [REDACTED] dumb and destroy our canyon with our tax payer money. It's ridiculous! | 32.1.2B; 32.2.2K; 32.2.2PP; 32.6D | A32.1.2B; A32.2.2K |
| 34747 | Kraan, Eric | It is my intent for this comment to become part of the record that will be reviewed by a variety of authorities and provide a record of rational concerns about the environmental impact of UDOTs preferred option. The Gondola B option will severely impact the local community, dividing a neighborhood with an unnecessary roadway expansion, and adding massive parking | 32.4F; 32.4L; 32.2.6.5E; 32.2.6.2.2A; 32.1.2B; 32.20F; | A32.2.6.5E; A32.2.6.2.2A; A32.1.2B; A32.20F |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>facilities in a location already littered with an overabundance of parking lots.</p> <p>Dissecting communities with high-speed, multi-lane highways goes against what Utah's Governor Cox has publicly stated previously. Similarly, it is also against the policy goals of the Biden administration, as stated by secretary Pete Buttigieg as part of the new National Roadway Safety Strategy.</p> <p>It is for these reasons, that the Gondola B option, may solve the questions posed by the Utah state legislature, but fail to be good at Urban Planning, foster good community building, and increase roadway safety concerns when compared to the US DOT's Safe System Approach.</p> <p>The proposed Gondola will add a massive 2500 parking structure at the south end of Cottonwood Heights. Parking this many cars will require a facility just as large as the one at the Salt Lake International Airport; but, because it will need to fit inside a smaller area, it will probably need to be constructed as a 10-stories high building.</p> <p>On top of this, the State Legislature already appropriated \$13 million dollars in 2017 to secure land at the Gravel Pit near Big Cottonwood Canyon to build another massive parking garage, 2.2 miles away, on the north end of the city. Please note that an underground parking facility was recently constructed at the northernmost end of SR 210, as part of a new multi-use facility also owned by the McCandless and Niederhauser corporation. The parking facility was intended to be a PAID facility, but because of the overabundance of free parking in the area has required management to offer the parking for free. Such foolish over-supply of parking will simply overrun the city and transform "The City Between the Canyons" into "The Parking Lot Between the Canyons".</p> <p>Before the unveiling of the Gondola B solution in 2020 (a full 2 years after the start of the EIS), the full premise for a traffic solution was to capture morning recreational traffic exiting the I-215 headed south at the "Gravel pit" before the flow of cars collides with commuter traffic headed north from Draper and Sandy, and the reverse scenario in the evening. There is even a proposal for a Rapid Bus system at Highland Dr and 9400 south that would move commuter traffic more efficiently and reduce future commuter traffic pressure on Wasatch blvd. The benefits of this plan would have been:</p> <ol style="list-style-type: none"> 1) Securing safe egress and ingress to neighborhoods along Wasatch Blvd between these two canyons. 2) Allowing for urban planning to develop a quaint urban center to serve as a welcome mat to the canyons. <p>The Gondola B option scraps both of these goals because it creates this massive parking garage at the "La Caile" location, increasing rather than reducing the amount of traffic along the corridor. By effectively canceling the efforts to reduce the impact of 3 different user groups (recreation, commuters, and locals), UDOT is proposing a commUNITY destructive project.</p> <p>According to traffic counts shared by UDOT and the City of Cottonwood Heights, almost half (46% to be precise) of all current traffic along the 2.2-mile segment of Wasatch blvd between Big and Little Cottonwood Canyons is local traffic; meaning, that most trips in this corridor begins or ends within one of the 16 points of egress along the 2.2 miles of Wasatch Blvd.</p> <p>Further, there are only 3 signalized intersections throughout this entire segment, meaning that of the 16 access points locals can opt to leave or enter their neighborhood, only 7 will be signalized. The safety repercussions for half the users of Wasatch blvd, who have no other option but to turn in or out of Wasatch while facing traffic at more than 50mph on a multi-lane highway should be enough to raise SAFETY red flags to local, state, regional, and federal leaders. It is especially troubling to see our state transportation department remain ABSOLUTELY indifferent, even when the state's Zero Fatalities continue to utterly fail to meet its stated safety goals, fatalities keep raising at an alarming rate, and urbanization efforts continue to be planned and implemented with absolute disregard for safety and commUNITY.</p> <p>UDOT has concrete reasons for continuing to prioritize high-speed car traffic ahead of common-sense urban planning and safety. They are following directions from the Governor's office and the State's Legislature, who have remained tone-deaf to the fact that roadway fatalities in the state are increasing as our state is growing and remains divided by high-speed roadways.</p> <p>It is particularly egregious for UDOT leadership, a cabinet position within the office of Governor Cox, to pursue this effort because the governor's first State of the State speech indicated his desire to meet the challenges of growth by uniting communities, especially those that have been separated by urban highways like I-15; meanwhile, at the same time, his DOT is slashing cities and dreams with the same ol' highways. Source: https://drive.google.com/file/d/1CIPB8rsGSSMsRHJN9bDn8Kx2Gsy0kl8L/view</p> <p>The issues of commUNITY building, good urban planning, and safety are at the core of the vast opposition to the Gondola. A person needs not be a professional musician to appreciate good music or detest the bad. Similarly, people do not need to be professionally trained urban planners or traffic engineers to appreciate</p> | <p>32.4B; 32.4F; 32.4L; 32.4M; 32.2.9E</p> | |

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| | | <p>how a good project or a bad project will alter their sense of commUNITY. The fact that UDOT leadership has repeatedly stated throughout the process that the outcome of the EIS is not up to public opinion is troubling. CommUNITY voices do matter because that is how they communicate their need for a sense of place, and Utah's state leadership is well-advised to listen carefully.</p> <p>Besides, Transportation and Urban Planning professionals know perfectly well that high-speed highways and massive parking lots erode a community's sense of safety and unity. Designing for slow speeds within the complex urban environment is such a necessary prerequisite that Salt Lake City's Transportation Director, Jon Larsen, has extensively written about it in the past. Example here: https://www.strongtowns.org/journal/2018/2/2/forgiving-design-vs-the-forgiveness-of-slow-speeds</p> <p>It is IMPERATIVE, for proper urban planning to be at the forefront of our state's efforts to meet the demands of growth puts on our urban landscape and our canyons. It is also well past time to re-calibrate UDOTs priorities and for the UTAH State Legislature to reverse its mandate on UDOT and grant the department the flexibility of contextual design and demand that safety be prioritized above high-speed traffic.</p> <p>We must also put to rest this foolish idea that the Gondola will replicate some sort of European-like Utopia. The truth is that a Gondola cannot accomplish such a lofty goal. It takes good city planning, where the towns and villas that surround a ski area are carefully manicured into quaint, human-scale, walkable places that enrich the human experience rather than being overrun by massive parking-lot garages littered throughout like cow patties.</p> <p>The tragedy of this moment resides in the fact that state leadership continues to fail to recognize the fact that the proposed Gondola will do next to nothing to mitigate traffic up the canyon, (for that a toll will need to be implemented) and its supporting infrastructure will set back systematic safety goals as well as destroy what little opportunity there is for community members to create a well-founded community capable of improving both; the quality of life of the people that call this place home, and the quality of the ski experience every visitor wants.</p> | | |
| 37113 | Kraan, Kimberly | <p>From: Kimberly Kraan. Cottonwood Heights, UT TO: UDOT RE: Public comment for record, re: Final EIS Gondola B, Oct 17, 2022: Opening, and preface for opposing a gondola in LLC as part of UDOTs' FINAL EIS : UDOT seems to miss the mark time and again on this issue. In presenting its latest FINAL EIS Gondola B Plan, they appear to have slipped over the ethical edge, narrowing the EIS focus in supporting privatized development interest of contrasting a gondola, which is to be funded by public tax dollars; the UDOT gondola-centric solution serves only private interest profiteering over greater public needs as formerly outlined in the originally drafted EIS purpose, 2018. No doubt in mind that the state senators, who crafted the legislative bill setting the \$66 million of EIS study money in motion, were careful in providing wiggle-room language within the bill to allow for any scope modifications. UDOT proclaims in its purpose of the revised Final EIS, that it is charged with: "substantially improving transportation-related safety, reliability, and mobility for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta". Let's read that again: "For all users on S.R. 210". With that statement alone a gondola fails to meet the EIS criterion. In fact, a gondola would severely degrade and worsen conditions for all users on SR210, by inducing traffic into the area through both planned road widening and construction of a massive 2,500 tall parking garage/ gondola base station, thereby increasing risks for incidents, and increased emissions pollution along SR210 while simultaneously decreasing public safety. A gondola fails to meet any safety, reliability, or mobility issues on SR210/LCC: Per Uot's Chpt 32.2.4: "To meet the project purpose, UDOT does not need to eliminate all personal vehicles From Little Cottonwood Canyon. Personal vehicles would still be allowed into the canyon at all times (except during temporary closures for avalanches or accidents) to access recreational activities, the ski resorts, and personal residences." Continuing on, paraphrasing 'under US title 23 UDOT cannot close a state roadway...' SR210 will experience the same traffic flow, traffic incidents, etc, and traffic will not be limited within LLC, nor or will UDOT close the roadway, it cannot under Federal prevailing laws. So, nothing about safety, reliability, or mobility is improved for those using SR210 under UDOT's Final EIS Gondola B plan. The only purpose left standing is that a gondola serves is to increase canyon capacity be delivering more patrons to the ski resorts located within the canyon, snowbird and alta, that purpose is indirectly stated in UDOT's EIS purpose 'as the preferred alternative to improve transportation in the canyon'. To claim a gondola meets the criteria of: "substantially improving transportation-related safety, reliability, and mobility for all users on S.R. 210", is to offer-up self-serving skewed statistical data. This claim does nothing more than support the gondola narrative presented by UDOT, it serves only to increasing canyon capacity, but fails to decrease number of incidents within LLC. While it presents an alternative system/module of transportation, so too do busses, trains, and zeppelins. The gondola comes at a hefty price tag, a price public has already questioned as being too much money for a limited scope and service public transportation project. Public has demanded for increased, flex bus type service as an LCC supplemental transportation system, and UDOT has ignored those comments.</p> <p>Public comments ignored, again. As a community member who has followed this issue since it's conception, I am put off by the fact that UDOT fails to publically disclose, online, the 14,000 prior public comments presented to UDOT on the EIS, for reasons UDOT claims is related to too large of PDF files, yet UDOT can break up it's own 11,000 pages of EIS into segments. UDOT received \$66 million to study this issue, and cannot figure out how to get those public comments online and accessible to everyone? Instead, it offers for public to transport themselves to their offices for a paper copy. UDOT manipulatively, and deceptively, imo, uses that record number of prior public comments, 14,000, and strings it right into their support statement for the Final EIS Gondola B plan, as if to infer that</p> | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.6.5E | A32.2.6.5E |

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| | | <p>prior public opinion supports their preferred gondola solution. It does not, and this is just one of many examples of UDOT word-smithing to serve its own narrative.</p> <p>"UDOT has released the Final EIS and 14,000+ public comments received during the Draft EIS comment periods, and identified Gondola B, with proposed phasing, as the preferred alternative to improve transportation in the canyon." Let's note that a comma placement after the first use of EIS herein is of utmost importance.</p> <p>UDOT's EIS scope altered. The EIS was deliberately changed/alterd to a much narrower focus than that of the initial scope, which had set out to seek solutions that served the greater common good. The current, revised Final EIS, fails to meet the collective needs of the greater common good for the residents of Utah, and serves only to benefit a few investor business/developers and ski resorts owners, and UDOT.</p> <p>Cronyism, Skepticism, Lack of Accountability, Actions speak louder than words. UDOT received \$66 million of study money. For public record, this action was set it monition by former state senator, Wayne Neiderhauser, during his term as state senator. It is also a known fact that Neiderhauser likes to dabble as a real-estate developer. Shortly after the legislative bill, he co-sponsored, had passed through state legislation, he stepped away from state office and took on a private sector role as developer of the large-scale, planned commercial center that would become a gondola base hub to ultimately connect his planned development to the 2 ski resorts in LLC(snowbird and alta). Snowbird has embraced and actively supported the gondola, its history suggest it desires both expansion and increased patronage to its resort. Alta resort, on the other hand, is on record as opposed to constructing a gondola within LCC. Neiderhauser's company recently sold the land necessary for the gondola station base to an LLC owned by Snowbird corporation. Snowbird would not have speculatively purchased the base property if the gondola were an uncertainty. It is assumed Snowbird had some prior knowledge of UDOT's EIS revised solution outcome. Recent activity of udot suggests snowbird has had much influence on its revisions to the Final EIS scoping statement, and that suggest cronyism. UDOT has since been under formal Audit. UDOT had removed former EIS rep after he agreed to local community that he would see to it UDOT reduced the speed limit along SR21- from 50mph to 35 mph speed limit along SR210, through Cottonwood Heights. The EIS new rep, along with higher-ups in command at UDOT, claim this speed limit reduction simply will not happen, the narrative changed abruptly with changes in command at UDOT, despite Cottonwood Heights city and residents repeatedly voiced concerns of community safety along the SR210 state road. Ignoring local residents request to not increase traffic nor widen SR210, and work to increase local area safety, UDOT in response has acted with a belligerent attitude, and is dead-set on blasting a 5 to 7 lane highway, of Bangeter proportions (2.5 miles), through the Cottonwood Heights east side community, severing residential areas from the city and decreasing community safety in its path of destruction, all in order to direct more vehicles along SR210 to the Gondola base, and its surrounding private commercial developments and planned massive parking garage, and ultimately the ski resorts within LLC. There is a winner and a loser in this scenario, and it's clear whom UDOT has picked as the winner. UDOT has made no concessions for safety with Cottonwood Heights residents in the scope of its Final EIS plans, rather the plans by design will desecrate a community, and will do so at expense of profiteering gains by private enterprise interest, using public funds. There is no functional need to widen SR210 to 5 to 7 lane capacity, other than UDOT needs to validate its application for securing maximum Federal funding. And, money is what is driving this entire EIS, money and greed. UDOT was a former partner of CWC (central wasatch commission) then quietly backed out of that partnership, as if to maintain some public appearance of neutrality on the matter. The CWC also stated the "goal was to reduce congestion in LCC"... by placing more people on gondola. The failure in their logic, as continued to be spilled to public in support of a gondola, is that UDOT is not changing nor altering traffic within LLC as part of the project scope. Neiderhauser's business partner, former council person McCandless sat on the CWC as a council person, steering this from the inside. While his role is ethically questionable, McCandless finally removed himself from public office to pursue the gondola dream with partner Neiderhuaser. There is no neutrality in supporting a solution that does not solve an issue. There is no neutrality when a developer (former state senator) sets public money in motion to a state agency only to have it serve his own profit margins on the other end.</p> <p>As public comments pile up, whenever solicited for public comment on the EIS, UDOT blatantly ignores the spoken/written will of the greater community of the residents of Utah by which it is tasked to serve. Public comment period to UDOT is nothing more than a check box, a formality, and UDOT informs public it does not have to react to or act upon those comments received. UDOT's lack of accountability and that sends public message; people become more disillusioned and disengaged with public process. Former mayor of Cottonwood Heights once said of UDOT that "Udot is Udot" inferring as though nothing can be done to alter the course of the agencies actions. This sediment, of UDOT, is expressed more than I can to know. This seems par for the course as public responds to UDOT's latest Final EIS Gondola B Plan, again, UDOT is not listening, because it does not have to. But, none the less, here are my 11, 000 pages opposing UDOT's gondola solution, and I hope UDOT is inundated with replies, with well over the prior 14,000 threshold of adamantly opposed comments to the gondola.</p> <p>A gondola won't stop traffic flow in LCC, but laws can change to address that. Per a prior udot post, re: USA title 23 federal code, udot cannot limit the number of cars, nor close off state roads, with exception to obvious reasons of severe weather avalanche work, incident, road work. UDOT's director, Braceras, sat on ASHTO in recent years, and could have allocated some of the "study money" (\$66 mill) given to udot by the state, to work at the Federal transportation level in respect to proposing legislative bills/changes under US title 23, devising changes/amendments to existing law language unique to dead-ended canyons impacted by high-volume traffic in high-tourism areas throughout UT, and find legal avenues by which to limit cars in these places, and ultimately have means whereby to limit traffic within LCC. Instead UDOT chose the easy money route making public claim as if injecting \$550 million into a (frivolous) gondola (scam) will solve any LCC canyon traffic issues.</p> <p>No clear indication of location of gondola as presented by UDOT. Where will the gondola ultimately cross the SR210? UDOT fails to provide enough details to give public sense of where the gondola will be placed. It is questionable as to whether its latest EIS drawings depict accurately, or not, the gondola's intended route. In their defense they'll work this out 'after getting funding'. It was earlier assumed UDOT would transverse the newly acquired open space land (land purchased under pressure by Cottonwood Heights from developers that placed it on a uber-short timeline offering in the midst of UDOT's EIS), in Cottonwood</p> | | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>Heights. But, per Utah Open Lands statement below it is evident that UOL's will oppose a gondola transversing this protected open space land. FROM UTAH OPEN LANDS:</p> <p>"COTTONWOOD HEIGHTS BONNEVILLE SHORELINE TRAIL: PROTECTED AND DEFENDED! Utah Open Lands has never experienced the need to defend an open space a mere 48 hours after its preservation, but no matter when a threat arises, Utah Open Lands always stands ready to steward and defend the precious open spaces under our trust. The recent UDOT transportation alternative that was released on November 20th for Little Cottonwood Canyon, proposing a diesel cog train on our newly acquired preservation, is the poster child of poor planning on the part of the agency and is something that Utah Open Lands takes seriously.</p> <p>In alerting UDOT to our concerns, along with concerns voiced by the City of Cottonwood Heights, UDOT has made statements that, in proposing new alternatives, they will work to avoid the open space. Utah Open Lands needs you to stand with us in telling UDOT that avoidance of this protected landscape is the only option. When we think about our iconic landscapes here in Utah, the entrance to Little Cottonwood Canyon rises to the top. These scenic viewsheds cannot be marred by development, including poor transportation planning.</p> <p>What was UDOT thinking? We can only speculate, but what we know is that this alternative is bad for open space, open space which is critical to Utah's economy. Please make comments in anticipation of UDOT releasing its draft EIS and send comments to your elected officials, City, County, and State, that a gondola or tram on the 26-acre Cottonwood Heights Bonneville Shoreline Trail Preserve is unacceptable."</p> <p>In accordance with the above statement from Utah Open Lands it would be infeasible to transverse SR210 across this newly acquired and protected open space. The current Final EIS plans show the Wildwood neighborhood will be subject to privacy invasion as the line stays to the west of SR210 before transversing across SR210, then eastward into LLC. UDOT has had years to fine-tune plans, and it fails to do so. This inaction leaves public with more skepticism and less confidence in UDOT's ability to provide residents in the area privacy from view and noise-shed of a gondola overhead within close proximity to these private properties. While details are not part of the EIS scope work, UDOT's illustrative renderings suggest otherwise, and leave much to be desired. Its carefully selected renderings are intended to eye-wash public into thinking the gondola is a less invasive or less intrusive solution than it truly will be once constructed. With today's digital technology UDOT can and should be charged with delivering realistic images to public, particularly when trying to sway public opinion and support for such a large scale public money funded project.</p> <p>To add insult to injury, graphically UDOT depicts its 2,500 stall parking garage as a 2-story, low rise building, when in fact to house that many vehicles it would take 10 stories, on the same given footprint it has allocated in its renderings for its 2-story depiction. UDOT, You know who else was good will illusion? Disney. Again, public eye-washing, which serves to instill less confidence and trust in UDOT as a state agency, and serves more to elevate public skepticism.</p> <p>Snowsheds, finally. Snowsheds are one component within the Final EIS plan that offer both mobility functionality and safety mitigation. Snowsheds will mitigate for safety, and improve mobility in LLC by decreasing hours of canyon road closure from 56 to 11, that is an 80 % increase in safety & mobility measures alone. Where UDOT falls short in safety road mitigation, however, and as I have pointed out profusely over the years of commenting, is: 1. with the state traction law, specific to mandate for snow tire types accepted, and 2. policing the state road canyon entry, and 3. In acting negligently by allowing ill-equipped vehicles into the LLC canyon on scheduled weather event days. Per a conversation with UPD, they indicated that UDOT is solely responsible for SR210 opening/closing of the canyon road, or lifting the traction laws, based upon weather conditions. UDOT replied to this question to me in past by claiming it could not keep the road closed or limit canyon ingress/egress traffic if weather improved, even if only temporary, even when knowing that degrading weather is scheduled for that same day, and that, imo is negligent. During those moments of improved condition, UDOT lifts the traction laws and inevitably vehicles get into LLC canyon ill-equipped for condition when egressing/unloading later in the same day, thereby, drivers are unsuspectingly forced into unsafe situations, BY UDOT, by the STATE ROAD AUTHORITY CHARGED WITH THEIR SAFETY! UDOT takes ZERO accountability or responsibility for the multitude of yearly winter season incidents that result (due to its own negligence) as direct result of UDOT allowing cars into the canyon ill-equipped by lifting traction laws during momentary windows of improved weather. Rather than make up statistics, or provide none, UDOT ought to use a portion of their study money and implement real incident data analysis throughout the course of a winter season, collecting data specific to: vehicle types, and more specific to tire type and tread on vehicle at time of incident, driver impairment, vehicle speed, and document how those incidents were relative to road opening/closures(traction law lifts) UDOT controls throughout any given day during a winter season. I doubt anyone at UDOT tasked with opening/closure of roads holds a degree in meteorology, which also exasperates the problem, nor has UDOT taken it upon itself as the agency tasked with public safety on state roads to collect such data.</p> <p>Bye, Bye UTA Busses. UDOT speaks of its partners, specifically UTA in its early EIS draft phases, yet UTA has left the building. However, let it be known that UDOT, not UTA, is the state agency that received \$66 million to study a narrowly scoped issue, with a pre-determined outcome. UDOT seems unwilling or reluctant to share any of that study money with the state agency UTA. UTA is the state transportation agency(mobility, trains & busses), in case anyone reading would like a quick definition of agency roles. Yet, with the EIS, we see UDOT crossing-over to head up a transportation mobility project, the gondola, in which UTA has no seemingly active role. In public appearance perspective, UTA has been far from engaged in this process. This process started in 2018, and now, as of 2022, UTA has since announced it will "cut", not increase, bus service in the Cottonwood Canyons winter season 2022/2023. UDOT currently includes offering increased UTA bus services into LLC in its phased planning, it does so knowing that UTA has already scaled back those very services specific to support this EIS component, ergo: UDOT's statement to increase bus services appears to public as false claim. By design, or happenchance, either way it is evident that there are underlying public agency issues between UTA and UDOT, which serves to the discredit of both state agencies. While flex bus options seem valid, and can</p> | | |

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| | | <p>operate on-demand to meet LCC transportation needs, UTA has placed themselves out of contention, at least for the short term 2022/2023 winter ski season. Send some of your \$66 million to UTA and let's see if bus service won't be reinstated.</p> <p>Change the State Traction Laws, and you will reduce the # of LLC incidents per year. As UDOT states, in meeting it's purpose it does not need to eliminate all cars from LCC/SR210. A gondola only serves a data dilution device, in respect to decreasing total numbers of incidents in the canyon, PER CAPITA. By simply increasing total numbers of visitors within LCC canyon proportionally the number of incidents accordingly are reduced, again this is per capita. But, in FACT the total number # of incidents will not decreased on SR210 by adding a gondola, because we've not reduced total number of cars within LLC, nor have we imposed more stringent Traction laws. Since vehicles are still free to travel up/down LLC, and as long as UDOT continues to open/close the LCC canyons(lifting the state traction laws as it sees fit), relative to schedules weather, etc., we will see same more/less of # numbers of vehicle-related incidents in LCC. Public suggests to UDOT time and again to increase the amount of UPD canyon patrol, to assure drivers are entering LCC are properly equipped with snow/traction tires that meet the state traction law - this has been a point of contention among those that access the canyon prepared for conditions, only to get delayed due to incident by those that enter the canyon ill-prepared. SR210 is a state road and udot has authority to step up and take responsibility for vehicle safety for those that drive it.</p> <p>The state Traction Law mandate is missing the mark for required tire type in severe winter driving, as can be experienced in LCC. The law makes no exceptions to LLC/BCC, or other areas in Utah's mountainous regions around the state that experience more severe winter weather driving conditions. Rather, it's a blanket law that covers minimal requirements for winter driving. These laws can be improved, and as such can improve (reduce) driver-related incidents in the LCC canyon. The law can change to demand that all vehicles entering into LCC/BCC (and, other applicable places in Utah's mountain regions) during winter season must be equipped with Mountain/Snow rated Tires (the snowflake symbol), or chains, and not just allow an all-season M+S(mud and snow) to suffice for these severe type conditions. Studies show M+S are worthless for extreme winter driving, and while better than nothing, they are no match to the abrupt severe weather challenges that can, and do, frequently occur in LLC any given winter day. UDOT has failed repeatedly to address this issue. There is much push back on changing state policy from Rental car companies, regarding equipping fleets with snow tires, or chains, and from those tourist who get caught off-guard arriving unable to enter the canyon. Be prepared is number #1 rule of driving. The state can offer rental car agencies incentives to change-out fleet tires, and offer radial chains on their fleet, on a number of vehicles. Tourists can purchase or rent chains for short-term visitations. Perhaps the Lacalli developer folks can offer these services to tourists.</p> <p>Absolutely No to Widening of SR210/Wasatch Blvd & NO to a Massive Parking garage. This is a simple unwarranted aspect of Udot's EIS that serves only to induce traffic congestion in the area, thereby increasing auto emissions and pollution, noise, traffic incidents, etc. UDOT has offere dup no studies ahead of these plans. Plans that call for 5-7 lanes along the 2.5 miles of SR210 through Cottonwood Heights; These plans will directly conflict with Gov Cox's vision of not using highways to divide communities, the plans will also severe neighborhoods fro htme city, and reduced public safety in the local area. As a state appointed agency UDOT is operating contrary with the governors requests that projects of this magnitude should seek to connect communities rather than severe or divide communities. Increasing lanes on SR210 will exasperate an already deadly and busy traffic area. There are 11 residential streets connecting onto SR210 in it's 2.5 miles length(between Bengal & LaCalli area), and UDOT's plans call for reducing local area safety of these residential areas exponentially by increasing lanes without providing safe ingress/egress into the very neighborhoods that connect along this 2.5 mile segment. In past, and early EIS Draft phases, the Gravel pit, Northeast of SR190 & SR210, was designated/considered as a regional Parking hub for vehicles that enter into the area to access both LCC & BCC canyons from alternative transportation hub using mass transit (namely UTA bus service). A wrinkle in the blueprints finds Gravel pit land owner/developers balking at the idea of giving up a portion of their developable land to UDOT for said purpose. Plans floated by the land owners failed to include any such parking structure/hub as part of their planned developments, despite udot securing \$13 million for land to developer a public transit hub, aka: massive parking garage, on the north end of this commercial land. (Sr210 & Wasatch Blvd). BTW, Udot, public demands to know where exactly did that \$13 million go? Massive parking garages are the most unproductive use of any public dollars, and constructing one in Cottonwood Heights will ultimately burden the city of Cottonwood Heights taxpayers with maintenance & upkeep costs. As evidenced, by the parking large garage at SR190 & SR210, constructed with public tax dollars as part of the Park Center project (by same Neiderhauser & McCandless developers as LaCalli planned development). Developers claimed there would be fee-generated parking that would be productive to the city of Cottonwood Heights(developed thru a city RDA corp, who is ultimately burdened with its upkeep); yet, the developers of Park Center have since offered free parking for public use because the area is already over-burdened with parking. Simply put, another massive parking garage in the area will not be productive and simply not warranted. While udot infers there is need for a massive parking structure, because of the planned gondola and base station, there is not. Snowbird should be charged with paying for a parking garage and they can sort those details out with the private developers and not place burden for parking onto local communities who do not benefit from it. Snowbird can also construct parking garages on their property to accommodate the increase patronage they desire. None of this should be done with public funding. There is no study presented by udot to support claims that constructing a massive parking garage at the planned Lacalli commercial development will be a productive investment for those left with the burden of upkeep and maintenance, ultimately, Cottonwood Heights tax payers.</p> <p>The SR210 is unsafe today, and has been so for decades. It's length is used heavily by cyclists and pedestrians alike (despite no sidewalks along its length); as a bike route it fails to meet the safe system approach by National DOT(more recent policy adoption in UT), nor NACTO standards (as adopted in UT, by UDOT head Braceras, 2014). UDOT has since failed to make any concessions to adjust speeds along SR210, an urban arterial, to 30 or 35mph, or to make the bike lanes safe per prescriptives of the NACTO policies it has adopted. Speeds along this corridor have been clocked at 72mph, and UDOT has done nothing to date to increase safety along its length for cars, cyclist or pedestrians. And, fast-forward and UDOT now proposes thru it's Final EIS to widen the 2 lane Blvd of SR210 to shove ven more cars at faster speeds into an already congested area, to get patrons for the ski resorts to a gondola base planned by private interest. The gondola has been a clear case of private interest steering pubic dollars since it's conception, please do not insult public otherwise. UDOT is acting selfishly, and on behalf of those invested private interest, its behavior is unethical in submitting a gondola to public as an end-all means addressing traffic mitigation, and safety</p> | | |

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| | | <p>fix for LCC.</p> <p>Environmental impacts, too many to list. Lack of data is disingenuous on UDOT's part as a state agency assuming a lead role in this study project. The "E" in EIS stands for ENVIRONEMNTAL, yet UDOT has presented no independent data of environmental impacts, or mitigation plans during construction phases for: pollution, soils contamination(from superfund site) disturbances, earthquake, natural habitats and environment vegetation(flora/fauna displacements), water & air contamination from disturbing soils during any proposed construction phase, detailed traffic incidents(within LCC and along SR210 from LCC mouth to Bengal Blv). It has failed to present severe weather and wind-study analysis, evacuation plans, or safety-related plans due to emergency shut down operations of a gondola, or other negative impacts a gondola will instill upon LCC. Data presented by udot has been nothing more than self-serving (as it is conducted and presented by UDOT) to fit UDOT's narrowly focused narrative. These critical data analysis need to be done independently of , outside of the one agency taking leadership role and purporting this EIS gondola as a final solution to public. In one traffic study udot used 2014 data from former Mountain Accord org., which is not only out-dated, but does not include the larger study area. \$66 million can generate a lot of papers and "words" to convince public this is the best solution to propose to address any traffic safety and mitigation issues in LCC. However, the entire study falls short, no data.</p> <p>A gondola will negatively impact, LCC for ever. As others better versed and more intricately informed have discuss this key point, I am inclined to agree with their work and findings that a gondola constructed within LCC will permanently destroy the beauty of the canyons, and irreversibly impact it's natural resources. A gondola threatens water quality during construction phases. Water from LCC is designated as potable, drinking water by many of the communities at the canyon base.</p> <p>The gondola base is planned to be constructed upon a formerly designated EPA super-fund site. While the site was cleaned up, designated to residential use, and its status as a super-fund site removed, this clean up was done to meet criteria for former residential zoning use. The currently intended use as a large scale commercial use project us undetermined. A massive parking structure construction phase will permeate deeply into the ground, and disturb contaminated soils, and open up EPA concerns. Concerns that UDOT has yet to address in respect to its planned massive parking garage. The massive parking garage and gondola base site has not has not been evaluated for current intended commercial uses as proposed by UDOT and developers.</p> <p>My comments echo the sediments of Save NOT Pave, Save Our Canyons, Wasatch Backcountry Alliance, and Utah Open Lands. These folks, and orgs, have done extensive research, and have submitted good, logical reasons to avoid constructing a gondola in LCC, along with other reasonable submissions, and UDOT has failed to take their concerns seriously. Please add my name onto that pile.</p> <p>And, then came the Olympics, and Bragging rights. The obvious underlying reason udot won't let this gondola project go is that they are being pressured by developers and ski resorts alike to construct a gondola that will place snowbird in contention as a 2034 winter Olympic venue, claiming(as per gondola works web page: "A gondola would allow Little Cottonwood Canyon ingress and egress in all weather conditions, even if the highway was temporarily closed to vehicles." No one will be moving in/out of any buildings, let alone getting onto a gondola to evacuate the canyon during Interlodge. Interlodge is something that realistically can happen at snowbird due to unforeseen avalanche conditions. Last Year was 5 days, and prior years there were 2 to 3 days of Interlodge 'lock down' per season. So, please stop trying to sell public that a gondola will operate 100% of the time, it won't. Interlodge is something that realistically can happen at snowbird/alta resorts due to unforeseen avalanche conditions. That alo</p> | | |
| 32700 | Kraatz, Tara | i'm for tolling the road or adding a tax into programs people use up in that canyon. My family and I dont us that road and so it personally doesn't affect me. I'd rather those who use it pay for it. Either toll the road or let people take public transportation or car pool. But have them cover the costs for whatever is decided | 32.2.2Y; 32.2.4A; 32.2.9A | |
| 34413 | Krafft, Don | The gondola in Little Cottonwood Canyon is a progressive solution that will serve us for years and really make Utah stand out as a terrific ski destination. | 32.2.9D | |
| 35029 | Kraft, Gavin | This is the dumbest idea I have heard. Literally isn't going to benefit anyone besides the rich. This is going to drive away more locals and I hope that the whole idea fails and the company loses all of their money and regrets the entire idea. People are getting greedy and that's what going to make you crash. | 32.2.9E | |
| 29705 | Kraft, Marty | I vote no bad idea ? it you will probably do it anyway | 32.2.9N | A32.2.9N |
| 26393 | Kraklow, Evan | I'm not sure if the udot representatives that announced the gondola is the best option are either corrupt and had their pockets lined, or if they are just that ignorant and short cited, or perhaps both. It is beyond disappointing to hear of the decision to go with the gondola despite OVERWHELMING PUBLIC SUPPORT AGAINST IT! What a terrible waste of taxpayers money to deliver the option that benefits the least amount of people and doesn't help the issue. Shame on you for trying to commit this crime against nature and our loved lcc | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 33743 | Kralik, Lizz | Hi UDOT, my name is Lizz Kralik and I just wish to say I politely oppose the LLC Gondola project in the opening line. I am a Utah voter and a user of Little Cottonwood Canyon. I greatly appreciate the beauty of the canyon, and I do acknowledge the heavier amount of traffic and popularity this area of Utah has garnered. Therefore I want to state my support for other solutions, like tolling, increased bus service, shuttles, and others. Thank you so much UDOT for trying to find a solution and for giving us a chance to voice our concerns. | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 31005 | Kramer, Sherry | Please listen to the majority and don't approve the gondola for little cottonwood canyon. The price is too high and the support too little. Lets look at the other options so we can preserve the views and the integrity of this beautiful canyon for generations to come. | 32.2.9E | |
| 36095 | Krantz, Mark | I support the Gondola as the best way to move forward mitigating traffic and protecting Little Cottonwood Canyon. | 32.2.9D | |
| 27120 | Kranz, Kyle | NO GONDOLA. I do not agree with using tax payer money to build a gondola that benefits only two PRIVATE ski resorts while also ruining the natural beauty and skyline of LCC. I keep hearing about how the gondola will allow transportation to continue even during inclement weather. This is largely a falsehood as winter storms are often associated with high winds that would put the gondola on wind hold, mitigating one of the much touted benefits. | 32.2.6.5K; 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31785 | Kraszewski, Mike | The gondola is a terrible idea and will forever ruin one of the most beautiful places. Gondola is not the solution. We must try less destructive alternatives before resorting to a gondola. A gondola will only move the issues further out the canyon. The last thing we need is more people coming to SLC at this point. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 33057 | Kraudy, Marsha | I am against the gondola big time. Way too expensive to build & ruin the canyon scenery & too expensive to use. | 32.2.9E | |
| 32484 | Kraus, Kristin | We do not want a gondola in our canyons. Better alternatives are available. | 32.2.9E | |
| 33217 | Kraus, Lynne | The gondola plan is socially unjust. Less than 10% of Utahns are skiers. It is inappropriate to burden non-skiing taxpayers whose average income is typically much less than skiing taxpayers with the cost of the gondola. It is Robinhood in reverse - steal from the poor and give to the rich. This amount of taxpayer dollars should benefit ALL Utah taxpayers, not just the wealthy. | 32.2.9E | |
| 32526 | Kraus, Lynne | It makes no sense to spend this amount of money to benefit 2 private organizations. It also does nothing to address those who want to stop at other locations in the canyon. The money would be better spent distributed throughout the state and not focused on a single canyon that has an issue only approx. 20 days out of 365 | 32.2.6.3C; 32.2.6.5G; 32.1.2B | A32.2.6.3C; A32.1.2B |
| 30859 | Krause, Doug | I am apposed to the gondola proposal | 32.2.9E | |
| 29584 | Krause, Doug | h | 32.29D | |
| 25311 | Krauss, Dan | This is an absolute disgrace. The easiest solution to this is add more buses and more parking at the base. 95% of people don't want this gondola. It's an eye-sore, atrocious and unnecessary. Why don't we take that half a billion dollars and do something to help our dying lake? There are so many more things our state and city needs to get out of this environmental wreck we're in, and a gondola should be the last priority. This is an absolute shame to our beautiful state, city, and canyon. I hope you actually read and review the comments from the citizens that live here and become aware of just how much the vast majority of people hate this idea. | 32.1.2B; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 31542 | Kravet, Toby | Due to the warming climate, snow levels will be decreasing in the coming years with, perhaps, a lessening of avalanche danger but, most definitely, the closing of the ski resorts. Some experts have predicted this might happen within the next 30-60 years. With this in mind, the construction of a tram could end up being a colossal waste of taxpayer money as it would become "A Tram to Nowhere." I don't believe that back country skiers and mountain bikers and hikers during the summer months would come in sufficient numbers to justify it's operation. An easily reversible alternative such as an enhanced bus system, with adequate parking for riders, at seems more reasonable economically and practically. | 32.2.9A; 32.2.9E; 32.2.2E | |
| 28661 | Kravet, Toby | Climate change predictions I have seen indicate the disappearance of skiable snow in 35-60 years. This would make the gondola alternative financially infeasible. We are probably the last generation to ski Little Cottonwood before Alta and Snowbird are forced to close due to lack of snow and this makes the investment in a gondola, in my judgment, a colossal waste of money. | 32.2.9E; 32.2.2E | |
| 36885 | Kraydich, Calvin | I do not support the gondola. I would like to instead see an effort to recruit more bus drivers (better wages and other incentives) and additional busses. | 32.2.9E; 32.2.9A | |
| 29513 | Kraz, Mike | This is a terrible idea, it will forever ruin the integrity of the canyon. How could this be the solution? | 32.29D | |
| 28205 | Kreklewetz, Lake | I think that the gondola would be a great method of transportation between resorts! | 32.2.9D | |
| 31565 | Kremser, Paula | I'm opposed to the gondola. I do not think taxpayer dollars should be used for this purpose. | 32.2.9E; 32.2.7A | |
| 29462 | Kreutzer, Jennifer | I am totally opposed to this Gondola. What an eyesore for our beautiful canyon. Having a parking lot at the mouth of the canyon will do nothing to alleviate traffic congestion on Wasatch Blvd or 9400 S. It will just stop at the parking lot instead of the further up the canyon. Why not charge to enter the canyon? Increase paid parking at the resorts? Offer incentives for flexible ski hours to pace the traffic. Run additional nat gas buses. Very apparent decision is based more on monetary gain for a few than on environmental preservation. Bad form. | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.2QQ; 32.2.4A; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9N; 32.7B | A32.1.2B; A32.2.2K; A32.2.9N |
| 36910 | Krick, Ben | Do not do not do not build a gondola in LCC. This would ruin the environment: trees, recreation, views, etc that are a finite resources. The outdoor climbing and other activities in little cotton wood are world class resources. Building a gondola would destroy these resources for the generations coming next. There is the options that do not include environmental degregation. | 32.2.9E; 32.1.2D | |
| 27807 | Krieg, Nicholas | Gondola is NOT a responsible option. This is irreversible and will forever negatively impact the viewshed and negatively impact the canyon for all of the future. Please reconsider tolling options and/or enhanced bus services. A gondola would forever destroy the natural habitat and sole foundational reason people love Little Cottonwood Canyon. Please please please reconsider this and think about how realistic and positively impactful tolling and enhanced bus services would be. Thank you. | 32.2.9E; 32.2.9A | |
| 25621 | Krieger, Isaac | Way too expensive. Way to exhausted all other resources | 32.29D | |
| 28914 | Kristal, Derek | NO gondola !!! | 32.2.9E | |
| 35309 | Kristi, Kristi | I think that the ski resorts should pay for most of the gondola. Besides help the environment will get the ski resorts are the ones that are getting the biggest benefit. They pay the majority of the cost. | 32.2.7A | |
| 28215 | Kristina, Olszewski | I am fully in favor of the gondola | 32.2.9D | |

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| 31648 | Kroll, Tyler | I respectfully oppose and disagree with UDOT's recommendation to build a gondola in Little Cottonwood Canyon. LCC is a special canyon in that it is a natural oasis that's located very close to a city. LCC offers Utahns the ability to be in suburbia one minute, then out in the beauty of the mountains fifteen minutes later. If a gondola is built, the ability to "escape" SLC and the surrounding area will be severely diminished. We'll lose the quietness and solitude currently accessible from the city. We'll lose rock climbs because of the construction. We'll lose the lovely fall photos--they'll be tarnished by the presence of the gondola. We'll lose the cleanliness of the canyon--with so many people visiting (tourists and locals alike), I've seen no elements of the plan that address keeping the canyon clean in the face of increased usage. The ski resorts are already at capacity. Traffic is bad, yes, but we don't need more people in LCC. I'm not in support of my tax dollars paying for such a project. If the ski resorts want this, they can pay for it themselves. Ultimately, it is my belief that the canyon is not a renewable resource. It is finite, and needs to be treated as such. I'm an avid outdoorsman, and would be perfectly happy if there were some days that I couldn't use the canyon. If that would help maintain it's natural beauty, it would be worth it. | 32.2.9E; 32.2.7A; 32.1.2B; 32.2.0C; 32.1.2F | A32.1.2B; A32.2.0C; A32.1.2F |
| 38216 | Kron, Maria | I am against the gondola proposal for Little Cottonwood Canyon at this time. It would definitely take away from the natural beauty of the canyon, which is a negative environmental impact. Electric busses might be the best alternative. Thank you. | 32.2.9E; 32.2.6.3F | |
| 38157 | Kron, Maria | I am against the gondola proposal for Little Cottonwood Canyon at this time. It would definitely take away from the natural beauty of the canyon, which is a negative environmental impact. | 32.2.9E | |
| 36042 | KRUCKENBERG, JEFF | Long Time User of Little Cottonwood Canyon. Make SR 210 a Toll Road. \$ 10 per Vehicle \$ 350 Annual Pass Places cost for Future Improvements and Maintenance on ALL Canyon Users. | 32.2.2Y | |
| 36912 | Krug, Bren | I'm strongly opposed to the gondola project for Little Cottonwood canyon! Most residents are! Why are we not being heard? Against it on so many levels; negative impact on the beautiful canyon itself. Damage to wildlife, water and vegetation that will NEVER RECOVER!!! Tax payers shouldn't have to pay for such a project that benefits a select few. This should be voted on by the people!!! OPPOSE!! OPPOSE!!! OPPOSE!!! | 32.2.9E; 32.2.9N | A32.2.9N |
| 37944 | Kruger, Cheryl | Climate change may affect future ski seasons. Gondola project is too expensive when this state needs other things done with tax payer money. UTA should be a major player getting people to the ski resorts. | 32.2.2E; 32.2.9E | |
| 37908 | Kruger, Patrick | Please try more buses during peak winter skiing. Gondola is too expensive & benefits the few. With climate change, we may experience less moisture. | 32.2.9E; 32.2.2E; 32.2.9A | |
| 33250 | Krull, Angela | No gondola. It serves only a small group and is an eye sore. The same problems will persist. Please don't move forward with the gondola. | 32.2.9E | |
| 31866 | Krumel, Greg | We should NOT build a gondola up LCC. Not only is this an egregious misuse of public funds for private industry, it will forever alter the view shed of the canyon for the worse. Resort users, backcountry skiers, climbers, and hikers are all against it. The only ones in favor are the resort executives and landowners (often there is overlap between the two) and corrupt UDOT officials all of whom stand to financially benefit from this project. Keep the canyon as it is and expand and maintain better bus service for all. | 32.1.2D; 32.2.9E; 32.2.9A | |
| 26177 | Krupin, Paula | NO GONDOLA | 32.2.9E | |
| 29336 | Krystof, John | I find the gondola idea an appalling way to destroy natural beauty. This will be a black eye on our state just as the mining up Parleys Canyon is. Please reconsider this horrendous idea. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26143 | Kucej, Mackenzie | The gondola is an absolutely absurd solution to the issue in the canyon. Destroying the canyon to benefit the ski resorts at the expense of the tax payers is unfair and not right. I'm an avid climber and an extremely concerned for the future of the bouldering and climbing in LCC if the gondola is implemented. | 32.2.9E; 32.4B; 32.2.2PP; 32.1.2B; 32.6D | A32.1.2B |
| 29461 | Kudale, Jag | My concerns are cost and environmental impact that cannot be reversed for generations to come. Let's not hurry and try electrical buses first, even on a small scale. let's not destroy the planet, take a deep breather. | 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 26122 | Kuhl, Donna | PLEASE VOTE NO for an expensive, UGLY gondola system that will ruin the natural beauty of our canyon and mountainside. It will junk up the area known to attract nature lovers to benefit only RICH skiers who can still afford the high price of skiing. As global warming continues each year, LESS snow will fall each winter and there will not be any demand for this UGLY gondola at all when skiers stop coming. It will be a useless eyesore. It will ruin the pristine natural beauty hikers, locals, photographers, sightseers, fall leaves enthusiasts, and out-of-state visitors come to our gorgeous state to see for themselves how pretty Utah is without hunks of metal blocking unique amazing views. | 32.2.9E; 32.2.9N; 32.2.2E; 32.17A | A32.2.9N |
| 29576 | Kuhlmann, Jennifer | A gondola is not the answer to over crowding in the Canyons. The real cause is people and over use. This area is in need of protection and the respect it deserves, like protecting drinking water, granite climbing areas and unique wild flower species requires a plan similiar to how Zion Canyon in Southern Utah is protected. A sensitive canyon ecosystem is not a place to make money, its a place of unique beauty that needs protection and smart choices in access. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 29849 | Kuhn, Christopher | Don't dump silt in the creek. Build the gondola. | 32.2.9D | |
| 34523 | Kuhn, Connor | The Cottonwood ski resorts don't need more tourists. Please stop bowing to the requests of the resort shareholders instead of locals. UDOT should care about protecting and preserving the beauty of the canyons for the people of Utah. | 32.1.2B; 32.2.9G; 32.1.2F | A32.1.2B; A32.1.2F |

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| 28549 | Kuhn-coker, Jeanine | The gondola is a huge waste of taxpayer money and a poor choice as far as the flora and fauna and overall environment of the canyon!! Please se that buses are the right choice as it has been proven in Zion. Don't be a pawn on rich lawmakers pockets! | 32.2.9A; 32.2.2B; 32.13A; 32.2.9N | A32.13A; A32.2.9N |
| 29549 | Kuhn-coker, Jeanine | The gondola will not provide the answer for everyone on the community! Taxpayer money will be used to appease skiers and resorts, | 32.2.9E | |
| 38154 | Kuhns, Noah | To Whom it may concern, For much of my life Little Cottonwood Canyon has been a place that I hold close to my heart. I spend as much time as I can traveling through those mountains. Hiking, running, and climbing during the summer, and backcountry skiing in the winter. All those who have spent time in the Cottonwoods are all too familiar with the issues at hand. Congested roads, overcrowded resorts accompanied by minimal parking, and limited public transit options available. I strongly feel that placing a gondola through the canyon would not solve these issues, and will drastically increase our environmental impact on one of the most important resources that we have. From my understanding the studies have shown that putting a gondola through the canyon would not actually reduce the amount of vehicle traffic on highway 210. What it does do is create a fast track to already overcrowded ski resorts that stand to have substantial increases in profit directly related to it's installation. The fact that this financial burden will fall into the taxpayers hands is unacceptable. This project fails to address the need for increased parking at the mouth of the canyon and surrounding area, as well as the need for a viable bus transit system. If these options were paired with a toll system that could be applied on heavy traffic days(weekends, holidays, etc.) then I believe that we'd see real positive changes to the dynamic of the canyon. I believe that UDOT and the state of Utah have an obligation to the people that live here to do whatever they can to protect our natural resources and promote long term solutions that keep conservation and accessibility in mind. A gondola is problematic for several reasons. The environmental impact of the construction that would be required, and the impact that that construction would have on recreation in the canyon are concerning. It would entail the loss of access to historic climbing and skiing routes that stretch the entirety of Little Cottonwood Canyon. Spending taxpayer dollars on a project that limits recreational access to backcountry trail heads and climbing areas is not an equitable transit solution. The solutions needs to have more in mind than just shipping people to and from a ski resort. The Cottonwoods are so much more than Snowbird, Alta, Brighton and Solitude. The more human impact that is impressed upon these canyons, the more we risk losing a delicate resource that is the watershed that we all rely on to survive. A gondola is wildly impactful, both from a financial stand point as well as an environmental. I think that the state should consider creating a substantial transit center to facilitate travel in and out of both Cottonwood canyons. This would address the greater problem that affects the entire area including both highways as well as the residential areas that surround the mouths of both canyons. A transit center could provide bus travel, carpooling opportunities, and even allow smaller shuttle services to operate alongside it. Shuttle or bus services could intermittently have a route that would run and make several stops up each canyon to support backcountry recreation and provide better access for the general public. This system partnered with a substantial increase in parking infrastructure could solve traffic congestion in the area, and be an equitable approach to access in both Big and Little Cottonwood Canyons. These systems benefit the resorts, but also benefit those that desire access outside of the resorts. If we can accomplish these goals and forego the installation of a permanent fixture such as the gondola I feel that it is necessary that we try. I would be deeply saddened to see this project approved. I hope that you'll consider the the voices of all of those that have reached out to express their concerns. We deserve better than this. | 32.2.9E; 32.2.7A; 32.2.4A; 32.1.2D; 32.2.2I; 32.2.9A; 32.2.6.5E | A32.2.2I; A32.2.6.5E |
| 35245 | Kukla, Kevin | I am taking time out of my day to write this because I am concerned with the direction UDOT is heading. The gondola, as I'm sure you know, is massively unpopular among locals, and for good reason. While there is without a doubt a large issue with traffic in LCC, a gondola is not the solution. First off, the fact that the project is taxpayer funded, while mostly benefiting the ski resorts, is already a red flag, and thats before accounting for how unpopular the idea is. One of the main reasons it is so unpopular is due to the impact it would have on the natural beauty of the canyon, tarnishing the view for all who recreate there. Additionally, the massive amount of money could better be allocated to finding drivers for UDOT ski busses which have been slashed this season. We should be expanding public transit coverage that all can utilize, not just catering to resort users. I say this as an avid skier and resort-goer, and also someone who utilizes the several trails up and down the canyon. I urge UDOT to listen to your fellow Utahns and respect the will of the people by seeking an alternative to the gondola proposal. Thank you | 32.2.9A | |
| 32984 | Kulikowski, Doreen | No gondola! It is too permanent and only serves one set of visitors to our canyons | 32.2.9E; 32.1.2D | |
| 28073 | Kulpaca, Peggy | I fully agree with Sandy mayor Jenny Wilson's views. I realize that traffic is sometimes a problem, but I feel that every effort should be made to maintain the beauty of the canyon before widening the road or building the huge unsightly gondola. | 32.2.9E | |
| 37708 | Kunkel, Alice | No gondola. It will irreversibly degrade the quality of LCC. The corporations benefiting from never ending growth are driving this decision, not community benefit. The resorts are full, there is no transportation problem with filling the resorts. It's not worth ripping up our beautiful canyon. Consider other alternatives. Listen to the community - no gondola. Thank you | 32.2.9E; 32.1.2B | A32.1.2B |
| 36143 | Kunkel, Patrick | Gondola is Not a good option as it only transports users to and from resorts, not to other trail heads. | 32.2.9E; 32.2.6.5G | |
| 37546 | Kunst, Piper | LCC does not need a gondola. There are other beneficial solutions that don't involve altering LCC for the worse. | 32.2.9E | |
| 27524 | Kunz, Katherine | We are completely against this proposal and feel that less expensive, less intrusive options should be explored first. For example, why not charge a use fee similar to Zion NP? That would certainly encourage ride-sharing and bus use. Or, limit auto traffic before, say 8:00, but allow buses. Right now it's simply too convenient for single riders to drive the canyon. Also, because the gondola only stops at Snowbird and Alta, this project will spend up to \$1B of taxpayer money to benefit two private resorts. The gondola doesn't relieve pressure on the canyon from those who hike or backcountry ski. Finally, our winters are getting shorter | 32.2.9E; 32.2.2B; 32.2.2E; 32.2.4A | |

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| | | and drier. The reality is we may not have any snow in 10 years. The gondola project is a permanent solution to a problem that will likely diminish as the ski season shortens. Then we residents are left with an ugly structure that spoils the landscape. | | |
| 28910 | Kunz, Tiera | I disagree with this project, not a good use of taxpayer money. Feed/house the homeless, help them get off drugs. Help the opiate addiction crisis. Help the mental health crisis. Put that money to good use ?? We don't need a gondola. | 32.29D; 32.1.2B; 32.2.9E | A32.1.2B |
| 34469 | Kunzer-Pearson, Jessica | <p>I have been a Utah resident since my family moved to Salt Lake City in 1998 and all of that time has been deeply connected to the ski industry and Little Cottonwood Canyon. I have always been a passionate and regular skier, biker, and hiker. I served as the Ski Utah Director of Communications from 2007-2012. My mother was employed by Snowbird for 16 years.</p> <p>That said, I am very familiar with the transportation issues that have always existed in Little Cottonwood Canyon due to its natural avalanche hazard as well as those that have developed due to an increase in canyon use by locals and visitors.</p> <p>I have been following the need for improved transportation for more than 20 years but there are several logistical and moral reasons which make me adamantly OPPOSED to the gondola as that solution. Logistically, the gondola is not a comprehensive solution and will result in a poor user experience for a single user group. Morally, the gondola is an egregious misuse of Utah taxpayer dollars and will permanently mar the natural beauty of Little Cottonwood Canyon. The following paragraphs examine these points.</p> <p>Although the gondola is a solution designed only for Little Cottonwood Canyon, traffic is not unique to the Canyon. Other options such as buses, tolls, parking reservation systems and incentives can be applied to other high-traffic canyons such as Big Cottonwood and Millcreek. Furthermore, their use can be adjusted to demand projections throughout the year. Anyone who has tried to see summer flowers or autumn leaves in the canyons understands the need for year-round support. Furthermore, overflow cars parked outside of the White Pine trailhead in Little Cottonwood, the S-turns in Big Cottonwood, and many places in Millcreek present a huge safety issue with hikers walking on the highway alongside vehicle traffic. The gondola will do nothing to help these issues.</p> <p>Second, the user experience for most destination and local visitors will be very poor-unless you have a reservation at the new hotels which will be built and highly-priced at the LaCaille development. Riding the gondola will require users to drive and park in one central location (that is currently highly residential), purchase gondola access, get in a line for the gondola, and ride the gondola all while managing their gear and families. Can you imagine this process with small children in tow? I cannot. Upon arrival, where can people put their belongings? Will they need to pay for expensive gear storage? Must you wear your ski boots the whole time you are riding the gondola? What if you wanted to bring extra mittens, socks, snacks, or goggle-lenses? And at the end of the day, how long of a line will people have to wait in before they begin the journey back down?</p> <p>It would have to be virtually impossible to get up the canyon via car for anyone to think the gondola was a better solution than driving. And on the days when it is impossible, that is likely caused by avalanche concerns. When avalanche danger is high, limited terrain is open for skiers and snowboarders at the resort. So why is there such a rush to get skiers up to the resort on high avalanche days at all?</p> <p>Third, the gondola is a blatant misuse of Utah taxpayer dollars to support private profit. Did Utah taxpayers help to pay for Park City Resort's cabriolet or the funicular at Deer Valley's St Regis? No, they did not. The gondola is designed to get skiers from a new resort base located at LaCaille up to Alta and Snowbird. That is its purpose. Not transportation. Let's not insult the intelligence of taxpayers, many of who never venture into Little Cottonwood Canyon, by telling them this is a public transportation solution.</p> <p>Finally, Utah's economy has been booming largely because of the natural beauty existing so close to our city centers. Little Cottonwood's steep granite canyon sides are iconic. Throughout the Canyon, visitors are treated to a wilderness sanctuary that makes you feel miles away from the bustle of city life. This dichotomy is precious and a distinguishing feature of our location.</p> <p>This summer, I enjoyed camping at Tanner's Flat less than 4 miles up Highway 210. As my family listened to the roar of the creek, we admired the stunning peaks towering above us. With my eyes pointed to the sky I thought about what this would feel like with a gondola hanging over my head. And that is the question, must we prioritize the profit of two resorts over the magnificence of our mountains? To me, the answer is clearly NO.</p> | 32.2.9E; 32.1.2B; 32.2.6.5C | A32.1.2B |
| 26130 | Kupczyk, Brandon | the people will riot. Do not install the gondola. There will be blood. | 32.2.9E; 32.2.9N | A32.2.9N |
| 27151 | Kurdi, Dima | I believe that implimenting the alternative plan Gondola isn't the best solution for Little Cottonwood Canyon. Gondola seems to have a negative effect on the environment that may outweigh the positive effects. In short, the whole point of establishing an alternative plan is to save the canyon, and lower congestion, yet building the gondola will damage the canyon, as well as bring more visitors and tourists into, leading again to more damage. With such a large problem and the ability to spend \$550 million, I beleive there are other alternative plans that can be implimented to not only help the environment, but reduce congestion and visitors, yet still allow full access to the canyon. | 32.2.9E | |
| 30360 | Kussow, Seth | I fully support the enhanced bus service alternative with the added tolls and carpooling emphasis. This will promote use of much more consistent public transport for those not wanting to pay a toll. This seems like a logical first step to combating the traffic and environmental problems seen during peak ski season. I have issue with the gondola B alternative being moved forward without even seeing the enhanced bus service in action. It is entirely feasible that the bus service will | 32.2.9A; 32.29R; 32.1.2B | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B |

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| | | alleviate the current problems while also maintain the majestic view of the canyons, property value of the homes in the mouth of the canyon, preserving the world class climbing locations visual appeal, and overall preventing the disruption of natural environment. If the enhanced bus service did not address the problems, moving forward with the gondola plan would only assist travel time for a select few days out of the year. Traffic on a typical weekend during ski season is rarely bad enough to warrant such an expensive and environmentally destructive response. | | |
| 34700 | Kuster, Lorien | I do not support the gondola in Little Cottonwood Canyon. If there are recreational activities and resources there already, they should be preserved, not destroyed. Climbing and hiking trails should be safe and left untouched. | 32.2.9E | |
| 33161 | Kutz, Maggie | I absolutely oppose the gondola and do not believe other options have been addressed properly. I believe that tolls targeting those going to snowbird and farther in the canyon as well as increasing and incentivizing buses would be a much better option. The gondola will not benefit anyone other than skiers and does not take into account other users of the canyons. | 32.2.9E; 32.2.9A | |
| 26374 | Kvasnicka, James | ok- If you want to build your gondola then why don't you build one for all the resorts- Little Cottonwood over to Big Cottonwood then on to Park City. And since the owners of Alta and Snowbird are in such favor of this project, they can subsidize this extension - just to be fair to the other resorts for using state tax dollars | 32.1.2B; 32.1.5 B, 32.2.7A | A32.1.2B |
| 32005 | Kvasnicka, James | Hopefully someone there has the brains to come up with a better idea than to line the pockets of those two developers. | 32.2.9E | |
| 29145 | Kwiatkowski, Wieslawa | I'm AGAINST Gondola! No TAXPAYERS MONEY should be used for that project just for few powder days to enrich few. Estimate price is old, it will cost MORE than a BILLION just like it was WITH famous PRISON! Electric busses, improved road should be cheaper than this eyesore. Busses can serve many hikers, snowshoes, can stop along the way. Those money should be spent on poor, help seniors save Great Salt lake etc. Shame on our self serving Buffoons? | 32.2.9E; 32.2.7F; 32.2.9A; 32.2.6.3C; 32.1.2B | A32.2.7F; A32.2.7C; A32.2.6.3C; A32.1.2B |
| 37500 | Kwon, Susan | Shuttle station for just buses to run year round for the canyon. Maybe like Zion national park? | 32.2.2B | |
| 36293 | L Broadaway, Amber | <p>Dear UDOT,</p> <p>I am submitting comments on behalf of Solitude Mountain Resort, a member of the Alterra Mountain Company community and located in the Town of Brighton, Big Cottonwood Canyon. I would first like to applaud and thank your team for the tremendous amount of work and effort you have put forth in attempting to solve for some very complex environmental and capacity issues in the Cottonwoods. While new to Utah, having arrived just over a year ago from Vermont, it has been the primary topic of my short tenure thus far as President & COO of Solitude. But over these past few months, I have watched and participated in what seems to be a very thoughtful and inclusive process of engaging and soliciting feedback from all relevant stakeholders.</p> <p>My areas of concern are primarily relative to Big Cottonwood and S.R. 190, given the location of Solitude in that area. First and foremost, the notion of tolling as detailed in your Environmental Impact Statement (EIS) applies to both Canyons and raises some problems for Solitude:</p> <ul style="list-style-type: none"> - Unfair economic impact on Big Cottonwood resort guests, especially prior to there being an enhanced public transport system <ul style="list-style-type: none"> o The Big Cottonwood resorts already have parking fee structures in place, and the U.S. Forest Service (USFS) has announced that it will be adding user fees at nearby locations as well o Adding tolling fees on top of these existing fees is excessive and creates a poor guest experience o The location of the toll as proposed, at the Big Cottonwood resort entrances, discriminates against resort guests versus other canyon users. - The creation of new traffic congestion issues that would undermine one of the project's fundamental goals of reducing traffic congestion <ul style="list-style-type: none"> o Toll-related vehicle stoppages near the resorts will likely increase congestion at existing pressure points near the resorts. o The toll location is not effective in relation to vehicle turnaround areas and thus will create traffic back-ups further up the canyon. o If the intent is to maintain the Utah Traction Law, let us put this verification and toll in the same location - at the bottom of the canyon <p>Your tolling fact sheet states with improved transit options, tolls during the ski season,". I would appreciate clarification on whether tolling will or will not be implemented prior to improved transit in Big Cottonwood. Some of the recent commentary by UDOT suggests tolling may be implemented before an enhanced bus system and/or the gondola are complete, including as soon as next ski season. Is this true?</p> <p>If that is true, I respectfully request that UDOT delay tolling until all stakeholders in the Cottonwoods (businesses, residents, the U.S. Forest Service) have had an opportunity to collaborate on additional parking solutions and carpooling incentives. I believe the four Cottonwood resorts can do more collectively to help reduce traffic congestion issues, especially within our respective canyons and with the support of UDOT. Solitude was the first resort to implement paid parking in the Cottonwoods and would be happy to share how we have driven our carpooling numbers up year over year.</p> <p>I would also implore UDOT to consider and treat Big Cottonwood v. Little Cottonwood differently, especially in terms of tolling. These roads, user access (winter & summer), along with available bed base, and resort operating hours are very different. We would be better served by looking at each canyon's current trends to determine what makes sense versus a one-size fits-all approach to tolling in both locations. Many forget that Big Cottonwood Canyon typically offers 86 hours/week of resort winter operations, while Little Cottonwood typically only offers 49 hours/week.</p> <p>UTA has cut ski bus service by 50% this season, which should give us all pause with regard to their capability of providing an enhanced bus service of any kind. While we are all still feeling the effects of the pandemic, the great resignation, wage pressures, etc. -certain industries have figured out how to navigate it this, while UTA has not. Better attracting and retaining UTA drivers needs to be a higher priority right now if we are going to make any attempt at bringing ski bus</p> | 32.1.1A; 32.20D; 32.2.2M; 32.2.2K; 32.2.9R | A32.1.1A; A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |

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| | | <p>service back to normal next season, let alone enhance it in the coming years.</p> <p>With respect to the Mobility Hub at the Gravel Pit, will this also be available and serviced for Big Cottonwood Canyon? None of your Fact Sheets allude to this; I worry about taking this prime parking location for S.R. 190 and dedicating it solely for Little Cottonwood Canyon use. Does UDOT envision shared usage, or a second mobility hub for Big Cottonwood near our mouth?</p> <p>While not directly indicated in the EIS documents, I am aware that roadside parking in both canyons is a hot topic for UDOT, USFS and the towns. Right now, Solitude has the smallest amount of dedicated resort parking of any of the four resorts. On paper, we pencil at about 1250 but in practicality we hover closer to 1000 on resort stalls. The current spillover into roadside parking has proven critical to our business. We also struggle with the fact that the bulk of our base area lands are USFS owned, who has put a moratorium on new parking in the canyons. This is challenging for us. If we can partner with the stakeholders and find ways to solve for the loss of roadside parking, we would be amenable to that - provided this loss is made up either at the resorts, elsewhere in the canyon, or at the valley floor supported by adequate public transportation options. As an aside, Solitude has offered to both the Town of Brighton and USFS to take on paid roadside parking if desired - to date, neither entity has taken us up on this offer.</p> <p>To be sure, Solitude is in favor of supporting a transformative parking-traffic solution in the Cottonwoods that achieves UDOT's desired environmental and user experience goals. We have already committed \$15,000 for Big Cottonwood Canyon's Mobility Action Plan Study. Our hope is that, with whichever UDOT option is selected for Little Cottonwood Canyon, businesses & towns are given a chance to solve for carpooling incentives before tolling is implemented; that when/if tolling is implemented, it is phased in after enhanced transit solutions are enacted; that when/if tolling is implemented it is placed at the mouth of the canyons; that enhanced valley parking options are made equitable to both canyons; that roadside parking is not eliminated until after an alternative is achieved, and that a concerted effort is enacted now to help support UTA in growing its pool of qualified drivers (enhanced wages, benefits, schedules, etc.).</p> <p>Thank you for your time in considering these perspectives and for all the effort put into this important initiative. I hope I can be of additional assistance to UDOT going forward.</p> <p>Sincerely, Amber L. Broadway President & COO, Solitude Mountain Resort</p> | | |
| 36663 | L Clark, John | I am a long time resident who lives directly west of the LCC. I am not a skier but I am proud of the legacy our ski industry has gifted us. Having said this, I am vehemently against establishing a gondola for the primary transportation in the canyon. I do not believe building a Gondola is in the best interest of the majority of canyon users and visitors but it will benefit a well endowed minority. I hereby plead that we do not build the Gondola! | 32.2.9E; 32.1.2D | |
| 35257 | L Hill, Eldan | I realize political power is behind this fiasco but one more lane with two up in the morning and two down in the afternoon would be much better. Its criminal in my opinion to use taxpayer money to enhance two ski areas unless the taxpayers get 100% of the revenue. Damage to the canyon can not be mitigated. | 32.2.9E; 32.2.7A; 32.2.2D | |
| 31952 | L Rosenkrantz, Gary | continue with gondola | 32.2.9D | |
| 33646 | L, Cam | <p>I'm pretty sure the majority of people this affects are not in support of the gondola. The gondola would be fun to ride - once, but only for the first 10 minutes and only if you are near the window. After an hour of standing up with ski boots on, crammed into a crowd of people I'll probably never want to do that again. Have the people making these decisions tried out the snowbird gondola? I'd strongly recommend doing your due diligence and going to snowbird on a busy day to see what it feels like to ride a packed gondola. Have UDOT directors taken trips to other ski towns across the US and abroad to see how other places are doing things? Has UDOT considered that maybe more people in the canyons is not sustainable?</p> <p>obvious answer to this situation is a solution people WANT to use. We need to put down the numbers for a sec and put on our empathy hats. We need a public transit system that is more convenient than driving personal vehicles. I think the answer is improved bus system. routes going straight from SLC neighborhoods to the canyons. routes that stop at popular trailheads. Improved seating and ski racks (why are there no ski racks already???). We need to ask the people what it would take for them to take public transit up the canyons instead of driving.</p> | 32.1.1A; 32.2.2PP; 32.2.5.5C; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.1A |
| 37989 | L, Will | <p>Hey! Super random but, Will you please submit a comment on this website to stop the gondola. It's due tonite by midnight. Here's some ideas or things to include in your comment:</p> <ul style="list-style-type: none"> -gondola is 750 million + -taxpayers paying- even if they don't ski or board -if windy or snowy, would have to shut down -ready in 5 years- so not a short term solution -it will take a toll on the environment -have to drive, park, take a bus to gondola with all ski equipment for the day, then get On the gondola -how does this work if you have kids? -climate change | 32.2.9E; 32.2.2E; 32.1.2D; 32.2.9A; 32.2.4A; 32.2.2M | |

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| | | -better alternatives- better bus services with no road widening, tolling, and vehicle restrictions -positive example you have from the canyon | | |
| 32483 | L. Dye, Rodney | Please don't waste our tax dollars and ruin Little Cottonwood canyon with a Gondola. | 32.2.9E | |
| 28091 | L. Mecham, Denton | I do not want the gondola | 32.2.9E | |
| 31506 | La Motte, Isabelle | I am disappointed to see the route that this solution-finding process has decided to take. As a recreational user of LCC's land and a canyon employee, I can not think of a more disastrous decision for the fragile, precious landscape of Little Cottonwood Canyon. I am curious about where the decision came from. As far as I can tell, public opinion does not align with implementing a gondola in this space. It would be a true shame to ignore the wants of residents and users in exchange for appeasing private entities who will benefit from financial gain. Time and time again we have asked for an expansion of the current bus system. I truly believe that there is a solution there. Let's exhaust the options we already have before taking drastic measures with a "solution" that may not even get the job done. As of late the Salt Lake City council has released a public statement condemning the implementation of a gondola. Please listen to all of us and the council who is speaking on our behalf. | 32.2.9E; 32.2.9A; 32.2.9N | A32.2.9N |
| 28600 | Labrie, John | I think the people have spoken quite clearly about this - NO TRAM! The reserved parking solved most of the issues we had, so adding the avalanche sheds plus more bus service is all that's needed. Imposing a \$25 toll to drive up the canyon is a horrible idea - unless you are rich and money means nothing to you (if so go heli skiing) . Enough with the Tram already - we do not want it! | 32.2.9E; 32.2.2K; 32.2.9A; 32.2.6.4; 32.2.9K | A32.2.2K |
| 31628 | Labrum, Lori | This is a ridiculous waste of money. | 32.2.9E; 32.2.7A | |
| 26649 | Lacarra, Beth | This is super disappointing as a a strategy. This does nothing to help trailhead traffic, it destroys active climbing and hiking areas, and honestly probably wont help traffic at all. | 32.1.2B; 32.2.2PP; 32.4B | A32.1.2B |
| 37593 | LaCasse, Frederick | The gondola primarily addresses ski resort use. For the gondola to be a more viable transportation option, it should have more stops at more popular recreation areas. The current traffic issue stays bad because UTA has not reliably expanded bus service with poor bus coverage during mid day. i.e. If you try to get a ride up to resorts from anywhere in the Salt Lake Valley, it takes 1.5 to 2 hours to get to the resorts since canyon bus service is 1 bus every 30 minutes. Furthermore, how is it that the parking hubs have not been developed on a larger scale and bus service expanded mid day. I feel that a better option is to build the parking hubs and expand the bus service. In addition, create a third land in the canyon for busses only. Have the bus lane equipped with variable directions. Morning til 1:00 PM have the third lane is one way going up the canyon. 1:00 PM til 7:00 PM one way going down. I am opposed to the gondola without more stops to more recreation points. | 32.2.6.5G; 32.1.2D; 32.2.2I; 32.2.9E | A32.2.2I |
| 36083 | Lachowski, Jeff | Jumping straight to a gondola in LCC is premature, and does not take an incremental approach which would be prudent with taxpayer dollars that do not benefit all Utahns (how many Utahns never travel up LCC??) Initial efforts should include tolling the canyon. This has been mentioned to be included, but with limited detail and information. Tolling the canyon with enhanced bus service seems to be a much cheaper first step and will likely improve the situation. In addition, parking reservation systems seem to work at the ski resorts. Has a complete capacity/visitor use study been completed for the canyon? This may indicate the dispersion of users to better inform the comparative benefit of the gondola as compared to tolling. | 32.2.9R; 32.2.0B | A32.2.9R; A32.1.2H; A32.2.6S |
| 28465 | Lackey, Jill | I'm for it. | 32.2.9D | |
| 28893 | Lacombe, Chris | I don't support the gondola. The EIS preferred alternative of gondola B does not make sense. According to the EIS, the enhanced bus service option provides faster travel and is at least \$250 million less than gondola B option. It seems to me the gondola B option allows only 42 more people per hour to commute to Alta than the enhanced bus service option. That does not seem like a lot for a much more expensive option. If traffic congestion is the main issue, a toll should be implemented on Little Cottonwood Canyon Road during these peak use time which is high enough to create incentive for skiers to use mass transit rather than their own vehicle. In addition, a daily limit should be imposed on personal vehicles going up the road during the peak use time. As a resident of this area, the large parking lot at the 9400 South/Wasatch intersection as well as expanding Wasatch highway from 2 to 5 lanes will change the character of this environmental buffer zone between the Wasatch Mountains and the City of Sandy. This area is already high use given the popularity of the hiking trails to Sandy reservoir and Bell Canyon Falls. Finally, it is not clear to me how this project will impact Quail Hollow which is across the street from LaCaille. This area along the stream is immensely popular with hikers, mountain bikers and dog walkers. This large unimproved area is one of the very few areas where dogs can run free and children can ride their bikes without worrying about traffic. This unimproved area is owned by the City of Sandy. I am a strong "no" on the gondola and I have concerns of how the widening of Wasatch Blvd. and two parking areas will impact the area's character, particularly Quail Hollow. | 32.2.9A; 32.2.9E; 32.2.2K; 32.4F; 32.2.2Y; 32.4B | A32.2.2K |
| 28481 | Ladig, Kathryn | Finding a solution that doesn't have feasible funding isn't a solution; it's kicking the can down the road. There isn't support for the gondola from the impacted cities, counties, or the public. I'm glad to hear of increased bus service beginning immediately. This is an efficient, enactable plan. Please continue to look at increased bus service and the use of electric busses, as well as the parking infrastructure needed at the base to make them viable options for the public. There need to be busses that route from Big Cottonwood to Sandy and those that allow the rider to park in a lot and then choose which canyon they enter. Bus options in Big Cottonwood are abysmal. | 32.2.9A; 32.2.9R; 32.2.2K; 32.1.1A; 32.2.6.3F | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K; A32.1.1A |

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| 27277 | Ladouceur, Brian | <p>Obviously UDOT doesn't understand the concept of cause and effect. They are deeming the cars in the canyon to be the cause of canyon congestion. In reality this cause is the recent partnership of the resorts in little cottonwood with the Ikon pass. If you are looking for the source of congestion look no further than people unfamiliar with the canyon road itself. Even with the removal of the ikon pass, the cottonwoods would generate plenty of tourism.</p> <p>To think that this would do anything but push the congestion onto Wasatch blvd is foolish. What happens on days where winds are too high to run the gondola? Square one is what happens.</p> <p>Not to mention how hideous the gondola would be in little cottonwood. It would stick out like a sore thumb. Taking away from the whole point of the cottonwoods. A place to escape the city, a place to feel more connected with our beautiful state. It would ruin the immersiveness of numerous campgrounds and climbing spots.</p> <p>The cherry on top is that you want US to pay for it. This gondola directly impacts private resorts that should be paying for this out of their own pockets.</p> | 32.2.9E; 32.2.7A | |
| 36215 | LaDue, Courtney | I am against the building of a gondola in Little Cottonwood Canyon. It does not make sense for taxpayers to foot the bill for transportation that will only benefit the two privately owned resorts in the canyon. It will deter from the beauty of the canyon. It will only be of use one season of the year, which again, is only to benefit and generate revenue to the resorts. The gondola will do nothing to reduce traffic during other seasons or for other purposes (hiking, biking, site seeing) | 32.2.9E; 32.2.7A; 32.1.2F; 32.1.2D; 32.2.6.5F | A32.1.2F |
| 25653 | Lagana, Jordan | Decisions like moving forward with the gondola will be the end of this town. If you destroy the natural beauty that locals and vustors cherish, there will be no community to visit during the sparse "powder days" that you seek to capitalize on. This is a blatant refusal to acknowledge the desires of the populace. Be careful. | 32.2.9E; 32.2.9N | A32.2.9N |
| 38023 | LaGrange, George | Please don't waste our tax dollars on this. Let's not forget that there's a carbon footprint associated with every dollar of the \$500,000,000 spent on this thing. Follow the money... who financially benefits from this eyesore? | 32.2.9E | |
| 25335 | Lahy, Neve | This is destructive to riparian zones and the micro ecology of our canyon. Improve bus transit in canyons which is less expensive\destructive and more effective | 32.2.9A; 32.13A | A32.13A |
| 32294 | Lai, Helen | NO GONDOLA! | 32.2.9E | |
| 32438 | Laidlaw, Patrick | <p>Re: UDOT's Special Transportation Operation</p> <p>Dear Boondoggle Folks at UDOT,</p> <p>I am writing as a Little Cottonwood Season Passholder, Cottonwood Heights Resident, and a Licensed Professional Engineer (P.E.) in the State of Utah specializing in infrastructure projects - all for over 25 years. It is beyond pale that the Gondola plan has been approved. I keep questioning - how. The only reasons that I can come up with are - commercial interests (who is in the pockets of the lobbyists?) and this being someone's ego "legacy project."</p> <p>Why should this not be done:</p> <ol style="list-style-type: none"> 1) Cost - Enough said. \$500M+ (which will without a doubt be exceeded) to benefit Snowbird, Alta, and landholders around LaCaille??? 2) Rejected Soundly - not only by Cottonwood Heights residents, but the State as a whole. Are you not listening, or do you really think you know better? 3) Aesthetics - Who wants to drive up or down the canyon with these ridiculous towers? Please save the part about Europe. The Wasatch ain't no Alps. 4) There are better solutions - Seriously for 10 days out of the year, you are going to spend this kind of money? <p>Suggested Solutions:</p> <ol style="list-style-type: none"> 1) Extra Lane for busses - Once the busses start blowing by people sitting in the traffic, ridership habits will change very quickly (me included). This solution can be used all year around. And yes, I fully understand the cost to dig into the granite mountainside to create the extra lane in the tight spots. 2) Make Snowbird and Alta provide an exact number of people that they think they can handle and still provide the "experience" and work backwards from that number. Vail/PC and Deer Valley both limit ticket sales and have significant more lifts and terrain that are (and can be) skied by the average skier. Pose the question this way ... How many people do you plan on jamming on Devil's Elbow and Chip's and still provide the "Alta or Snowbird Experience"? 3) Drop the Ikon Pass - Snowbird and Alta need to figure out a way to get more out of each user. This is a problem faced by nearly every business - they can figure it out. It is not the taxpayer's responsibility to invest this directly in a private business. I would think that having half the people spending twice the money would be a better business model. 4) Charge for Canyon - It works well for Millcreek. One lane fully dedicated to electronic passes. 5) Monitor tires better - This is really the main issue. Cars/tires that are not prepared to handle the snow, even if they are 4WD. One bad actor, can jam the canyon for hours. Having the extra lane for busses and emergency vehicles will allow the issues to minimized. <p>I strongly urge you to abandon your war on Little Cottonwood Canyon. It will be a regrettable decision for generations.</p> <p>Patrick Laidlaw, P.E. Cottonwood Heights Resident 25 Year LCC Season Pass Holder</p> | 32.2.9E; 32.1.4D; 32.2.9B; 32.2.0C; 32.2.2K; 32.2.2Y; 32.2.2M | A32.2.0C; A32.2.2K |

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| 31826 | Lake, Brandon | My fist choice would be widen the road have a train. 2nd choice a dedicated bus lane with frequent buses and incentives to make people utilize the transit option for most trips. | 32.2.9F; 32.2.9B | |
| 32715 | Lake, Gerrad | Why should I have to pay for something I will never be able to afford to use. How about you spend that money fixing roads and figuring out what to do with the homeless wondering the streets of Salt Lake. | 32.1.2B | A32.1.2B |
| 32668 | Lake, Lindsi | I would like the UDOT and my government to consider the bus system. There will have to be implemented a better bus system until the gondola is finished (parking, more buses). If it has to be implemented anyway, it makes sense that it could be a solution in and of itself. Thank you. | 32.2.9A | |
| 32709 | Lake, Mary | It is NOT ok to use taxpayer dollars to fund a project that only the very rich can afford to use. Make the ski resorts pay for it as they will be the ones who profit from it. Utahns cannot afford another tax that only benefits special interest groups! Start using our hard earned dollars to improve the lives of all of us not just the rich and entitled! | 32.2.7A | |
| 30620 | Lake, Patricia | I sincerely hope you will give up your idea of a gondola in Little Cottonwood Canyon. I have lived in the area not far from the canyon for my entire life and I think the gondola will ruin the scenic beauty of the canyon. Skiers should not be the only consideration in this matter. There are those of us who do not ski but who just like to enjoy the beauty of the canyon especially in the summer and fall and our desires deserve to be considered, too. Skiing isn't all there is to life! | 32.2.9E; 32.1.2D | |
| 26644 | Lake, Patricia | I agree completely with Mayor Wilson. I think the problems can be solved with less money spent and most importantly without ruining the beautiful view and drive up Little Cottonwood Canyon. We don't need high-rise structures there that will make the canyon look like a commercial enterprise. We need to preserve the natural look as much as possible. Skiers are important, but they aren't the only ones we need to consider. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.2B |
| 32330 | Lake, Patricia | I agree 100% with Richard Snelgrove. A gondola is not the answer for Little Cottonwood Canyon's problems. There are other less expensive and less intrusive solutions for the skiers. Skiing is not everything that is enjoyed in that canyon. Let's not ruin it for the rest of the visitors or incur a huge bill to solve the issues. | 32.2.9E | |
| 28478 | Lake, Scott | If you are going to spend a 1/2 billion dollars .. go all in; run it year around, charge for vehicle access to the canyon. Put a stop at White Pine trailhead, encourage use of the tram, Protect the Canyon by reducing traffic. | 32.2.9D; 32.2.6.5G; 32.2.6.4 | |
| 29800 | Lal, Javid | Gondola will only serve few people who just want to get to the resort as fast as they can. Have you looked at the ski demographics? - https://www.nytimes.com/2022/02/05/style/vail-ski-resorts-crowds.html SAY NO TO CONDOLA!!! | 32.1.2B; 32.2.9E | A32.1.2B |
| 33257 | LaLonde, Alec | I am a 15-year SLC resident and active user of Little Cottonwood Canyon for climbing, backcountry skiing, and hiking. I strongly oppose the Gondola, and view it as a tremendous waste of funds that will only help alleviate traffic for tourists a handful of days a winter. Please go back to the drawing board so we can move forward with a more sensible, less obtrusive alternative than the two false choices provided throughout the UDOT LCC planning process. | 32.2.9E; 32.1.2B | A32.1.2B |
| 29418 | Lalonde, Randall | I'm disappointed and opposed to your recommendation of building a \$500 million gondola as a way to relieve traffic in Little Cottonwood Canyon, especially when traffic is really only a problem for 15-20 days per winter. It seems that UDOT's only concern is traffic flow, and the gondola proposal is a public subsidy of two ski resorts. As climate change and drought diminish our snowpack, the problem will become even less frequent. This is nothing more than a boondoggle, and it will do next to nothing to reduce non-skier traffic in Little Cottonwood. Why should Utah taxpayers have to subsidize two ski resorts? If this gondola were built, where would it stop? Only at the ski resorts? What about all the other places that backcountry skiers, rock climbers, and hikers like to frequent? How would a huge gondola not detract from 'maintaining the existing visual experience'? Also, who will enforce parking restrictions along the roadway near the ski resorts, or will this really be voluntary? I just don't see the need to build a \$550 million gondola that will only benefit the few. Thank you. Sincerely, Randall Lalonde [REDACTED] | 32.1.2B; 32.2.2E; 32.2.6.5G; 32.2.9E; 32.7C | A32.1.2B |
| 35981 | Lalor, Scott | I am fundentmally against a gondola for many reasons including: 1) it only benefits Snowbird and Alta, not all the others using the canyon. If Alta and Snowbird want this, they can pay for it themselves and furthermore, it will make skiing horrible. You are just shifting the problem up this mountain. The lifts can only support so many people. 2) Spending half a billion dollars for just a few Saturdays are year makes no sense. I skied Alta many Saturdays and Sundays last year and traffic was hardly a problem. Because Alta limited the parking, it dramatically reduced the congestion in the canyon. So I consider this a total waste of tax payer money. 3) Buses are used everywhere is the world and solve congestion problems like this. If you make busing more convient and make driving a car with only 1 or 2 people in it more expensive, people will respond to incentives and stop driving. There is a much cheaper way to solve this problem. Limit the parking at Alta and Snowbird and mandate a minimum of 3 people for every car that goes up the canyon unless they want to pay \$100. You will be amazed at how quick people change behavior. I think we are all forgetting that this is public land and is for the people, not the corporations of Alta and Snowbird. Do what is right for the people. | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.9A; 32.2.2Y | A32.1.2B |
| 32068 | Lam, Debbie | Tollway should be implemented with additional bus transfers. | 32.2.2Y; 32.2.2I | A32.2.2I |

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| 33958 | LaMar, Shawn | I favor a gondola option. The price tag seems quite steep though. If it were run at max capacity during the ski season for 20 years, that's 10.3M round-trip rides, and about \$54 per r/t. (Based on 36 ppl, every 2 minutes, uploading for 4 hours for 120 days--typical ski season--for 20 year.) Adding maintenance costs and reality it won't run at max capacity, the total per rider cost is likely in the \$70 range. I know that's unlikely the fare because of funding sources, but it is a hefty cost. | 32.2.4A; 32.2.9D | |
| 32487 | Lamb, Dax | I think the gondola is a great idea. The quieter operation of the gondola verses extra buses going up and down the canyon. I think the gondola would also provide a off skiing attraction to the canyon as well. I know I would take a ride to see the beauty of the canyon during the off seasons. Heck even during the skiing season! | 32.2.9D | |
| 32430 | Lamb, Evelyn | Please, let's try to given expanded public transportation and tolling/restriction of private vehicles a real chance to work before going through the expensive and landscape-altering work of building a gondola. If we can get the resorts on board by subsidizing UTA fares for their clients, and get UTA running more frequently, we may be able to address congestion without these drastic means. We really need to work on making transit a better option than driving for more people who use the canyons for recreation. | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 27973 | Lamb, Jacob | This is ridiculous way to solve a problem that realistically occurs 15 days out of the year. The benefit of this side heavily on rich, privileged individuals at the expense of the remaining populous. Traffic issues can't be abated by making it easier for people to get up canyon, only by making it more painful can you see an ease in the issues we have today. The eye sore that the gondola will be is a tremendous loss for the tens of thousands that utilize the canyon for anything besides resort skiing. | 32.2.9E; 32.1.2B | A32.1.2B |
| 33629 | Lamb, Maria | As an avid outdoor recreation, I am writing that you please consider expanding bus services up Little Cottonwood Canyon, rather than the proposed gondola. I ski up Little Cottonwood frequently in the winter, and also hike/run/climb in the canyon during the rest of the year. I am well aware of the traffic problems that exist in the canyon, but adamantly feel that the proposed gondola is not a solution. It would only destroy large amounts of a beautiful place that should be protected and preserved in every way possible. Please consider expanded bus services, or even mandating that non resident take busses up the canyon on busier days to alleviate traffic. I strongly feel that better and expanded bus services and option should be implemented and tried before going forward with such a vast, expensive, and destructive project as the proposed gondola would be. | 32.2.2B; 32.2.9A; 32.2.9E | |
| 26526 | Lamb, Wilson | Before moving forward with a gondola, less expensive and more cost effective methods should be pursued. This includes increased bus services, tolls to enter the canyons, and more comprehensive parking reservation systems. At this stage any plans to spend \$1 billion on a gondola that mainly benefits one group, skiers, is irresponsible and against the wishes of majority of taxpayers. | 32.2.2K; 32.2.2Y; . 32.2.2PP; 32.2.4A; 32.2.9E; 32.2.7A; 32.6A | A32.2.2K |
| 28547 | Lambert, Alexandria | The motor problem started with the Ikon gaining traction. Since then we have watched our cottonwood heights neighborhoods and streets get overrun with skier traffic. On the Ikon black out dates there is little to no traffic for little cottonwood canyon. I can't speak for big on those days as I go up little cottonwood on those days. The problem not only affects little, but also big cottonwood canyon. Pumping all our money and resources into one canyon will not fix the problem posed for both canyons, which both desperately need solutions. Why not look at both as a whole? There has to be a better solution that can involve solving big cottonwood canyons problems also. Limit the Ikon pass have the ikon pass holder pay the extra price for access to the canyon. Don't make the loyal locals pay the price. | 32.1.1C; 32.2.4A; 32.1.1A; 32.2.2K | A32.1.1C; A32.1.1A; A32.2.2K |
| 30581 | Lambert, Aley | My name is Aley Lambert and I've lived in Sandy for three years. It didn't take long for my husband and I to quickly fall in love with Little Cottonwood Canyon given its beauty and all it offers recreationally. We've shared many, many special moments together in that canyon. My love for LCC has only grown with the addition of our one-year-old daughter, who I take hiking with me often. It's been a place of great healing and a source of joy for me as a new mom. Given my own adoration for LCC, I'm not naive to the fact that many others share my love for spending time in that sacred place. I understand UDOT needs to implement a better traffic and safety solution in this canyon. However, I was upset, and even more so deeply saddened, when I heard UDOT's decision to move forward with the gondola "solution." First and foremost, it seems like an irresponsible use of taxpayer dollars (that's a lot of money!!), especially considering it largely benefits just a couple of for-profit businesses. From my understanding, UDOT would charge families to use the gondola. If that's the case, I quite frankly don't think we will be using the gondola since budget is top of mind for our young family. More than anything I'm disappointed this expensive gondola including the steel skyscraper towers will ruin the breathtaking views of our LCC. God's magnificent creations like our favored canyon cannot be rebuilt or fixed in years to come. It is our responsibility to take care of our beautiful earth, especially in our own backyard. Our canyons are world renowned for a reason. Let's keep it that way. | 32.2.9E | |
| 26840 | Lambert, Jack | This is a historic canyon, not fit for a gondola or 2500(!) parking spots at the base of the canyon. This is not the solution, this is for profit, not for the users. This is a joke from you. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 25799 | Lambert, Jeff | What a spectacular waste of taxpayer dollars. In use for 4 months of the year, not needed 5 of the 7 days of the week. So a total of 64-70 days a year. Most people won't pay for the cost of the ride, many will want to stop at various stops between the resorts, many will need to be to trailheads earlier than the tram will run. Obstructed canyon views. I can go on and on. What a terrible idea. | 32.2.9E; 32.1.2B; 32.1.2D; 32.2.6.4, 32.2.2PP | A32.1.2B |
| 33420 | Lambert, Jessica | We do not want this gondola. It only benefits one group of people while negatively impacting the canyon for everyone. | 32.1.2B; 32.2.9E | A32.1.2B |
| 25313 | Lambert, Makenzie | This will completely disrupt fragile ecosystems, world class climbing areas and some trails that those who use have worked so hard to maintain. This is disgusting to even think about how this will "benefit" the Canyon Community. | 32.2.9D | |
| 36417 | Lambert, Melanie | Please don't make the tax payers pay for this when it primarily only benefits two private businesses. Electric busses would make more sense paid for by increased parking fees. | 32.2.7A; 32.1.2D; 32.2.6.3F; 32.2.2K | A32.2.2K |

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| 29666 | Lambert, Melanie | I do NOT want the gondola! I have lived on the East bench my whole life and this proposal makes my heart hurt!! | 32.2.9E | |
| 32165 | Lambertsen, Phil | I've seen the different arguments and still feel the gondola is going to be the fastest, cleanest, and most long lasting of all! | 32.2.9D | |
| 32477 | lambiase, serena | Please do not install a gondola. Besides being an eye sore and very expensive, it will disrupt the delicate ecosystem of wildlife, water, and beautiful vegetation that we enjoy today. I would much rather have my tax \$ go to more buses, drivers, and rangers to get people safely up and down the canyons without any construction or disturbance to the animals and plants. | 32.2.9A | |
| 26151 | Lambiase, Serena | Please do not ruin our beautiful landscape and delicate environment with the gondola. | 32.2.9E | |
| 30950 | Lambiase, Serena | Please do not ruin our beautiful canyon, the ecosystem, and wildlife with the gondola. | 32.2.9E | |
| 28400 | Lambson, Don | Science is real. Build the Gondola! it's benefit is greater than we can even imagine. | 32.2.9D | |
| 26201 | Lampley, Peter | An egregious waste of resources, an unacceptable environmental transgression and a non-solution to the LCC's congestion problems. More busses and shuttles, expanded park and ride, fees for private vehicle use, there are so many workable options that would be equally or more effective (not to mention much cheaper) than this absurdist boondoggle. Consider me against it. | 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E | |
| 33679 | Lancaster-Dodson, Mary | I am against all expansion plans. This is just another way to exploit our beautiful Utah resources. To think your considering paying for it with tax money is outrageous! If skiers enjoy the sport they should be content with the current conditions. I don't use the ski slopes but enjoy the canyons and all the fragile wild life. Please don't force me to pay to destroy yet another grand treasure for business greed. | 32.1.2B; 32.2.7A; 32.2.9G | A32.1.2B |
| 27259 | Land, Nicole | No to gondola! | 32.2.9E | |
| 26728 | Landau, Peter | I am 78 and have been skiing for over 70 years. Aside the danger of catching an illness, I could not imagine standing in a packed car for 55 minutes. I would not be able to ski Alta or Snowbird again | 32.2.9D | |
| 33540 | Lander, Stephen | UDOT has not attempted any non-destructive methods yet. Tax cars coming up the canyons on weekends. Expand bus services and increase parking at the base of the canyon (which would be needed for the gondola anyway) by your own estimates, the gondola would only reduce traffic 30%. Why permanently disfigure a beautiful area and watershed for such a paltry result? Try less destructive methods first and only go with the gondola if those are not effective. | 32.1.2B; 32.2.4A; 32.2.9A; 32.7C; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 36809 | Landgraf, Curtis | I am against the gondola option. I don't think it is a very efficient use of our tax dollars. It might be beneficial to ease traffic congestion 20-30 times a year but I don't feel like that justifies such a huge investment. The majority of the days of the year don't warrant the need for such a radical solution. | 32.2.9E; 32.1.2B | A32.1.2B |
| 35703 | Landgren, Kevin | no! The gondola is the worst idea ever. Don't ruin our canyon. | 32.2.9E | |
| 37134 | Landgren, Parker | Little cottonwood canyon is what it's name is LITTLE. the canyon is already over populated by the ski resorts. adding a gondola will not stop people or traffic. People will now drive up the canyon and use the gondola possible doubling the population inside the canyon. If the problem is over crowding why create a transportation system that increase the problem. Ski resorts need to have limited tickets and reservations. As someone who grew up here a used to love the resorts I have come to realize that if we want to keep these beautiful mountains the resorts need to be limited. These mountains and canyons are more then the ski resorts | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 29433 | Landgren, Parker | This issues goes far beyond safe travel. The canyon is already too packed with people. it is unfortunate but its the reality we live in. If the issue is the canyon is overcrowded why would a gondola which will bring in more tourist and almost double the amount of people in the canyon be the best option? On top of increasing the crowds at the resort the only people that gain from this are the ski resorts relying on the tax payers dollar to increase their revenue. We the tax payers should not have to pay for something that only helps these resorts who are the reason fo this issue in the first place. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 28540 | Landis, Daji | The gondola is going to be an expensive disaster that will take forever to implement. Just improve bus services and see how it goes. I know you want to be like some cute little European town with a sexy gondola, but it's not going to be as effective as just having busses. I get it, they're not sexy. But they will work. | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 32342 | Landis, Juliana | Changing the natural landscape will be irreversible. Please try other methods first. I love taking the bus up the canyon. More frequent bus service would be preferable to me. | 32.2.9R; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S |
| 37950 | Landon, Janet | Greed. Disgusting. Who cares about the environment. PLEASE say no to the Gondola. Spend that money on the infrastructure since all SLC wants to do is increase the tax base by building inordinate amount of condos. City planning? I don't think so. All that matters is \$\$\$. Salt Lake was beautiful and could have been but all that matters is lining pockets. Greed. I am glad I left. | 32.2.9E | |
| 38129 | Landon, Lorna | No gondola! More buses and fee for private cars. | 32.2.9E; 32.2.9A | |
| 31409 | Landvatter, Laura | I'd rather wait in a 3 hour line to get up the canyon than watch it being destroyed by a gondola. If you do this I will be there every day of the process with fellow protestors; you greedy, greedy gold digging people. | 32.2.9E | |
| 30632 | Lane, Adam | Please we do not need a gondola. These canyons are used by a lot more people than just skiiers and snowboarders. A giant gondola obstructing views that have been appreciated for ever would be so sad. I love snowboarding but this is not the answer | 32.2.9E | |
| 33289 | Lane, Natalie | I am against the building of a gondola. It is not a strong, long term solution. Utahns do not want this. We want our gorgeous state protected from this disaster of an idea. | 32.1.2B; 32.2.9E | A32.1.2B |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33291 | Lane, Nathan | Not in favor of a gondola being added. It hurts our pure views of nature and couldn't have any meaningful impact on traffic. | 32.2.9E; 32.7C | |
| 27304 | Laney, Audrey | Please reconsider this decision and the local impact that will incur. The public has entirely refuted this decision, and yet, it's as if they are not being heard. If you truly care about the people you serve, please reconsider and decide against this horrible installment. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28633 | Lang, Patrick | I can't wait until the IRS gets its 86k new agents; 'cause I'm going to complain every day of the week until they assign at least 10 agents to look at EVERYONE involved in this scam. This is fraud. All they have to get is one thief. Who's it going to be?? There's no other way to describe using 650+ million in taxpayer dollars to build something that'll only be useful for 20 days a year, and only serves two locations in an 8 mile long canyon. All this jerk at Snowbird sees is 6k dollar signs an hour coming up to his resort. What he doesn't see is the bad rep his lousy resort (Alta blows Snowbird away) is going to get because of the three hour lift lines. Greedy people go to [REDACTED]. The parking res thing at Alta worked! Give it a chance. Do the snow sheds. The dudes standing at the mouth of LCC on powder days, turning anyone around who didn't have a reservation, worked! I hope everyone involved in this scam gets run out of Utah. Jerks. | 32.2.9K; 32.2.2K; 32.2.9N; 32.1.2B; 32.1.2D | A32.2.2K; A32.2.9N; A32.1.2B |
| 30275 | Lang, Trevor | I am sorry, but this is a terrible idea and not one cent of tax payer funds should go to benefit only Alta, Snowbird, and developers (as always). Any any all tax funds should go to preserving the GREAT SALT LAKE because without it, we won't have any traffic worries up LCC without snow and in a toxic valley. If the resorts and developers want this, great, tell them to pay for it themselves. | 32.2.7A; 32.1.2B | A32.1.2B |
| 26750 | Lange, Jack | Please reconsider the decision to add a Gondola to lcc. The Gondola plan will introduce an eyesore, and eliminate the most accessible recreation are in LCC, the secret garden boulders. please consider a solution that will encourage carpooling and reduce environmental impact rather than an ugly gondola. | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.9E; 32.6D | A32.1.2B |
| 37846 | Langer, John | I am against the gondola plan as it would only serve the ski resorts and not those of us who use the spaces between the base of Little Cottonwood and Snowbird. It would destroy the views for those of us who hike and recreate in the canyon, and the cost to use it would favor only the wealthiest of Utah residents. Please consider an alternative solution. | 32.2.9E; 32.1.2D | |
| 38082 | Langheinrich, Frank | My concern, causing me to be strongly opposed to the tram project is economic. First, the cost is estimated to be \$550 million, a cost so high that it can never pay for itself. If the cost were, for example \$20 round trip, it would take 27 million trips to recoup the construction cost. Not an attainable goal. This does not take into account operating costs and maintenance. Second, the State of Utah has a horrible record on large building projects. The tram will most likely cost far more than projected. Third, the tram will not deliver transportation except for two ski resorts. There will be no stops for hikers or anyone not funneled to the resorts. Its usefulness is very limited. Fourth, this is a huge subsidy to the rich companies that own the ski resorts. The tram will help only them. They are highly profitable and have been coddled and subsidized in many ways for years. They receive zoning that has allowed over-development of the canyon and have had low capital costs thanks to decades of tax subsidies. Fifth, this will reduce economic activity in Utah. You are proposing to suck hundreds of millions of dollars out of the State's overall economy and redirecting it in the most narrow way possible. Sixth, the tram is economically immoral because it will be paid for mostly by residents who cannot afford to use it. Skiing has become so expensive that only a relative few can afford to participate. The bottom line is this: once again the State is proposing a huge subsidy for the few rich with little to no benefit for the common citizenry. | 32.2.9E; 32.2.7A | |
| 36745 | Langston, Rachel | My name is Rachel and I am a constituent from Sandy. I am commenting because my relationship with LCC is so important. I urge UDOT to abandon Gondola B. I do not support it because of the distraction of the natural beauty of the canyon as well the negative impacts this plan will have on the environment. Have you considered alternative traffic solutions such as additional buses and shuttles? Thank you for your time and effort to accurately represent your community. Best, Rachel. | 32.1.2D | |
| 27306 | Langston, Todd | NO GONDOLA. NO NO NO NO NO... please listen to our community. NO GONDOLA. | 32.2.9E | |
| 25881 | Langworthy, Robert | I don't think that a single dime of taxpayers money should go to this incredible waste of money. If someone starts a class action suit to stop it I will gladly join. | 32.2.9G; 32.2.7A | |
| 36368 | Lanham, Cathie | No one wants this. Stop the madness! Listen to the people! | 32.2.9E | |
| 36070 | Lanham, Sid | The gondola is wrong on so many levels 1) the area residents don't want it, 2) yet we have to pay for it, 3) it won't solve the problem it's meant to solve, 4) it's being forced on a public that votes so be ready for a backlash at the ballot box | 32.2.9E; 32.2.7A | |
| 35261 | Lanham, Sid | Please do not build the Gondola. It makes no sense to those of us who live near there | 32.2.9E | |
| 36557 | Lanham, Sidney | Why build this if the citizens don't want it and it won't solve the problem? | 32.2.9E | |
| 28051 | Lanier, Nicola | [REDACTED] da gondola | 32.2.9E | |
| 30936 | Laniewski, Mark | I believe the gondola will not solve the issues with traffic or congestion in and around Little Cottonwood canyon. I live in Granite Utah and also Ski, hike, and climb in this canyon. I have first hand seen how awful the traffic can be but have also seen how the ski resorts Alta and snowbird have worked to help solve the problem. Alta for instance has started a parking reservation program that requires a parking reservation. Snowbird partially started a program but still allows some non reservation parking giving hope to many people who did not get a parking reservation. I have even seen people park at Snowbird then hike or hitchhike to Alta to ski. How about we make all ski resort parking by reservation only. Make a booth at the base of the canyon. Without a work, resident, or parking reservation then no entrance to the canyon. Also add a summer pay station. Charge a fee. This works in other canyons why not do it here too? Making a central parking and gondola will not end the ski traffic congestion it will likely make it worse. Cars still need to get to the parking lot. How will the parking lot handle that much traffic at | 32.2.9E; 32.2.2K; 32.2.4A | A32.2.2K |

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| | | once and how long will lines be to get on the gondola I. Either direction ? What about getting down at the end of the day? Now a almost 40 min ride on a gondola with how long of a line to get on the gondola? This is all a ski resort issue. No taxpayer money should be going to fund a gondola for privately owned ski resorts. This is complete was of money. Please try less intrusive methods of traffic management. A gondola will destroy this beautiful canyon and the area, for both people who live here and want to do recreation in this canyon. | | |
| 26066 | Lanning, Craig | Extremely disappointed at your decision to back the gondola, and ask taxpayers to foot the bill. Whether or not that is the most effective transportation solution I don't feel qualified to say, but providing a half a billion dollar amenity at no cost to the business owners it benefits enormously is criminal. | 32.2.9E; 32.2.9N; 32.2.7A | A32.2.9N |
| 27968 | Lantz, Alyson | Please do NOT build this gondola. It does not benefit the majority of the population and destroys our beautiful canyons! | 32.2.9E | |
| 28410 | Lapidus, Colby | No to the gondola. There is overwhelming disdain for this project. It will ruin climbing, skiing, and many other recreational activities in the canyon. Funding this project with taxpayer money to benefit two corporations is insane. [REDACTED] the gondola. | 32.2.9E; 32.2.7A; 32.4B | |
| 36045 | LaPoint, Ashley | The UDOT plans for the gondola aren't for the benefit of public transportation, sustainability, or traffic control. The gondola only benefits the resorts and harms the people of Salt Lake in terms of taxes, ruining the canyon views, and also won't be reliable in extreme weather conditions. If UDOT wanted to effectively cut down traffic in the canyon they would invest in a shuttle system of vehicles that have 4 or all wheel drive, they would pay drivers a livable, high wage for their efforts, and they would have a registration system to limit 2-wheel drive vehicles driving up the canyon on harsh condition days. Bus lines have been canceled for the upcoming ski season and therefore voids the comments by UDOT that speak to having tried every measure possible to alleviate the current situation. There are so many people who use the canyon beyond the resorts. Would there be multiple stops for these people to hike, snowshoe, cross country ski, boulder, etc to be dropped off at their desired locations? If there are multiple stops how would that add to the timing of the gondola from parking lot to resort? How would the gondola function in regards to high winds in the canyon given the height of the towers? How does this project benefit Utah's overall lack of public transportation for impoverished communities that actually need to utilize these services? The budget for this project is absurd given the lack of public transportation for the greater Salt Lake community especially in a valley that is constantly worrying about air quality with signs above the highway that encourage you to "Drive Less This Week" except there aren't other time valuable or safe options. We live in a community that loves to bike and yet we don't have safe bike lanes or laws that favor bikers' safety. There are so many ways to better use this money to benefit our environment, our population that utilizes that little public transit we have, and our skiers and snowboarders who call Alta and Snowbird home. This project is a waste of taxpayers money, an eyesore in one of 3 canyons in the Salt Lake Wasatch, and a copout solution when other more feasible options have not fully been explored. I hope you seriously reconsider this project because your community is asking that of you. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.6.5K; 32.2.6.5G; 32.2.9A; 32.2.2M | |
| 34627 | Lapp, Kat | I have been a resident in Salt Lake City for 5 years now. I enjoy skiing, climbing, and hiking in our canyons. I love our canyons, and the traffic they are both facing needs a solution - the gondola is not it. Our watershed, our tax payer money, and our local community do not benefit from this project. Salt Lakes ski resorts are violating public land under the guise of tourism and access. | 32.1.4A; 32.2.9E | |
| 26376 | Lapplebipoolo, Lapplebipoolo | http://applebi.com/news/8139-cho-takoe-root-prava-na-android-i-zachem-oni-nuzhny.html | 32.29D | |
| 31035 | Larimer, Grant | I vehemently disagree with the exorbitant use of public funds to finance a transportation solution that appears to only benefit a handful of resorts. If these resorts need to streamline accessibility for their customers, they should build the gondola. | 32.2.7A | |
| 26443 | Larkin, Aimee | Please don't disturb the beauty of LCC for just a handful of powder days. I oppose the gondola. | 32.2.9E | |
| 31835 | Larkin, James | I support the gondola option | 32.2.9D | |
| 26444 | Larkin, Tate | I say no to the gondola! It will ruin the visual impact of the canyon and it adds new problems. There are much better solutions that should be tried first. Waste of money and ruins canyons for more traffic. | 32.1.2.B, 32.2.2PP; 32.2.9E | |
| 26453 | Larkin, Zachary | Please DO NOT pursue the gondola. It will ruin the canyon. | 32.2.9E | |
| 27387 | Larko, Lauren | I strongly disagree with the gondola project. Improving electric bus infrastructure that would take skiers to the resorts would not only be less destructive and unsightly but also produce no admissions. This project is geared towards the greedy , environmentally unconscious ski resorts that only car about money. If this project goes through it would be disastrous to all of the group that use the canyon year round such as bikers,hikers, and climbers just so those who ski in the area a few times a year can do so more comfortably. You should consider the needs of those that use the canyon more often then a few weekends a year rather than the interests of the resorts. | 32.1.2B; 32.1.2D; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.4B | A32.1.2B |
| 32948 | Larsen, Ashley | No Gondola!!!! ?????? | 32.2.9E | |
| 36601 | Larsen, Bonnie | I'm strongly opposed to building the infrastructure for a gondola in LCC. The major beneficiaries of this expensive project are private businesses (not even owned by Utahns). Very few of the tax payers who will pay for it will in any benefit. Our tax dollars would be better spent on saving the Great Salt Lake so there will be snow in the canyons for anyone to ski on. Make the current road a toll road, use electric buses to move people up and down canyon, develop more parking areas for those taking buses. Our canyons belong to all of us - not just the privileged few who ski or own ski resorts. | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.6.3F; 32.2.2I | A32.2.2I |
| 29214 | Larsen, Chad | As 47 year old lifelong resident of the Salt Lake Valley who both snow skies and recreates in LCC during the summer, I do not feel the gondola is the best solution for current transportation and parking issues in LCC. One it will only provide transport to Alta and Snowbird and totally disregards the growing population | 32.1.1A; 32.2.9E; 32.2.6.5E; 32.2.9A | A32.1.1A; A32.2.6.5E |

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| | | of backcountry skiers and summer recreation such as hiking and climbing and just hanging out in our beautiful canyon. Also it does nothing to address the traffic in BCC, or the traffic in cottonwood heights at the mouth of both canyons and along Wasatch Blvd. has UDOT Taken any of this into consideration, or are you just playing along with the developers and investors in the gondola project? I wonder how many hands have been greased in this deal? An improved bus system as well as parking areas seems to be a more feasible and less damaging to the tax payers solution, since trains seem to be off the table. I'm guessing the time I'm spending writing this is a complete waste though. Utah government does what ever it wants despite public input or votes. | | |
| 26739 | Larsen, Chase | Hi, Me and my family are opposed to the shortsighted idea of a gondola up LCC. We will use the power of our vote to vote against any elected official who supports this. I am not an expert, but does not take a transportation genius to realize this is a terrible decision aesthetically and fiscally. Thank you, Chase | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 25343 | Larsen, Derek | Why is it my responsibility to pay for people to ski at snowbird or alta? Improper use of public funds to benefit private business interests. I am greatly concerned with this option as it will destroy many local climbing areas. DO NOT favor private interests over the public use of the natural beauty of this canyon. | 32.2.7A; 32.2.9N; 32.4B; 32.6A | A32.2.9N |
| 33421 | Larsen, Elizabeth | I say "no" to a gondola. A gondola that caters to the two big ski resorts only is irresponsible and should not be considered at all. We need to protect the beauty of the canyon and the water it provides to the valley. Climate change is upon us already. We need to be reasonable and act with intelligence--not with greed. Thank you | 32.1.2B; 32.2.2E; 32.2.2PP; 32.2.9E | A32.1.2B |
| 34124 | Larsen, Fred | I believe UDOT's selection of the Gondola is the correct choice for the transportation issues in this canyon. I think the environmental impact is much less and cleaner than extensive widening of the road and adding more vehicles. It is also a much better alternative in bad weather. | 32.2.9D | |
| 30727 | Larsen, Gary | I am against the "Gondola Solution" for transportation up Little Cottonwood Canyon for the following reasons: 1. Way to expensive and mainly benefits the two private ski resorts. 2. Added environmental damage. We already have a road. With the Gondola - we will then have both a gondola and a road. 3. Cheaper choices with the road and increase use of buses. 4. Current road already has three lanes in 20% of the road. it also has a very wide shoulder in a good portion of the remaining road. If each year you added one mile of additional three lanes, in 6 - 7 years you would easily have a three lane road all the way to the resort. 5. Best of luck making he correct decision. thanks GFL | 32.2.9E | |
| 28948 | Larsen, Gitte | I live in Salt Lake City, and am a frequent skier at Alta and like to hike in Little Cottonwood Canyon. I am absolutely opposed to the gondola option after spending time thinking about and reviewing the various options presented to the public. I typically have taken the bus to go skiing the last couple of years because of the pressure on the canyon from cars and that has worked just fine. The buses are often full and it's perfect in terms of getting to where i want to go without having to worry about parking. Please listen to us and do not pursue this gondola option. The ski area will be served and everything else negatively impacted. | 32.2.9E | |
| 27317 | Larsen, Glen | A lot of effort and thought went into this process. I am looking forward to the future and think the Gondola B proposal will be great. It's better for the environment, folks won't get stuck during snow slides in the canyon (as happens with vehicles), its a nice way to show off our canyons (particularly folks with disabilities and tourists) . A win-win for everyone! | 32.2.9D | |
| 33406 | Larsen, Hanna | I am an outdoor enthusiast, a climber, and a lifelong resident of Little Cottonwood Canyon. I'm writing today to oppose the plan to build a gondola in the Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction. The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered. Please oppose the Little Cottonwood Canyon gondola in favor of better solutions. | 32.1.1A; 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E; 32.4B; 32.29R | A32.1.1A; A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 26923 | Larsen, Ian | A gondola will not fix the problem. It will be unused as traffic in the canyon only happens on a select few days while permanently destroying the natural beauty. I am sure you guys have run through the options and know a gondola is not a great option. And promise me you'll actually try to not just improve the bus system but make it amazing. Make it as easy and as comfortable as driving in your car. Don't let money and greed destroy Mother Earth more than it already has. I hope these comments are not ignored like the last ones. #moneyalwayswins | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |
| 27486 | Larsen, Jay | Every engineer knows the closest distance between 2 points is a straight line. That being said, rather than have the gondola follow the canyon. I'd rather see a straight-line go from near say 80th south up to a stop at a trailhead at top of OSullivan peak then drop down to Snowbird and Alta. This way, people will enjoy | 32.2.6.5DD | A32.2.6.5DD |

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| | | beautiful view of SL valley and little cottonwood canyon. Another option starts near Bear Canyon in Draper straight up to Lone Peak the some long lines to peaks to get to stops at White Baldy and Twin peaks then meet the Snowbird gondola. This option people would see beautiful lakes below. Please do not follow the canyon up. Sell people these awesome views. | | |
| 33530 | Larsen, Jeni | No Gongola! It will not ease the traffic and cost too much | 32.2.9E; 32.7C | |
| 32250 | Larsen, Jon | I really don't like the gondola concept. It has a high visual impact and only benefits those going to the resorts. Mostly, I don't like that it's a really tax payer subsidy to people that don't really need it. I'd rather spend that money on big transit projects in the valley that benefit many more people from a wider socioeconomic spectrum. Also, please don't widen Wasatch Blvd. It's expensive and impactful with minimal traffic benefits | 32.2.9E; 32.1.2B; 32.2.9L | A32.1.2B |
| 28157 | Larsen, Luke | I grew up in Cottonwood Heights and I now own and run a ski business, The Lighthouse, at the mouth of the Canyons. This gondola will destroy our community please listen to the community, no one besides a hand full of developers want this. There are so many reasons this does not make any logistical sense, more than I can list here. Please do not do this!!!!!! Luke Larsen | 32.2.9E | |
| 31068 | Larsen, Melissa | Having spent one hour in traffic to get to a trailhead this past weekend, please explain to me how the gondola will help the traffic in reaching trailheads for people who prefer their cars. | 32.1.2C | |
| 29843 | Larsen, Melissa | This project will ruin everything that we have loved all of these years. The canyon is not Disneyland. | 32.2.9E | |
| 33387 | Larsen, Michele | No gondola! It is a huge tax payer expense that not everyone benefits from! Charge per car load. Give cars with 3 or more people a free pass. | 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.9E | |
| 25284 | Larsen, Palmer | I'm really disappointed in UDOT's final decision to select the gondola option. As a lifelong resident of Utah and rock climber/skier I am a consistent user of Little Cottonwood Canyon. I respectfully urge UDOT to reject this selection and rather pursue more sustainability, less invasive options. Any of the other option, road expansion and increased bus services would have a much lower impact and can be attempted first to observe their effectiveness at reducing congestion. I would hate to see rock climbs that I have been climbing on for 2 decades get ruined by gondola towers. Once again as a lifelong resident of Utah I ask you to reconsider this decision. | 32.2.9A; 32.2.9E; 32.2.9N; 32.4B. 32.2.9R | A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 35787 | Larsen, Randy | Do not put the gondola in the canyon. It will spoil it. It will cost \$1 billion. No! No! No [REDACTED] gondola! | 32.2.9E | |
| 31088 | larsen, richard | No Gondola!!!. Minimize the disruption of such a beautiful canyon. No one will ride the gondola after the initial ride. It will ruin the pristine beauty of the canyon. Widen the road, or limit the cars going up the canyon. Have the ski resorts fund whatever you do. They are making \$\$\$\$ off of this. | 32.2.9B; 32.2.7A; 32.2.9E | |
| 28592 | Larsen, Robert | I think the best option is to have Bus only service during the weekends is the best solution. I think the Gondola idea isca big waste of taxpayer money. | 32.2.9E; 32.2.2B | |
| 30626 | Larsen, Robyn | I'm against this. I feel limiting vehicles like they do on lakes woud be much better. Even though less cars you will still have too many people up the canyon. | 32.2.2L | |
| 26715 | Larsen, Ruth | NO GONDOLA | 32.2.9E | |
| 32080 | Larsen, Ryan | Please don't ruin Little Cottonwood Canyon for the profit of corporations and politicians. It's clear through the KSL reporting that there has been a gross abuse of political power to push this project to the place we are today. This team is a marketing scam for the ski resort disguised as a positive for the environment and the people living in the Salt Lake Valley. Please don't tax me and the rest of the tax payers to subsidize corporate greed and continue to deminish the beauty of LCC. | 32.2.9E; 32.2.7A | |
| 27978 | Larsen, Sarah | I hate the idea of the gondola. Our canyons need to be left in as much of their natural state as possible. So what if there is a little traffic a few days a year? The damage to the scenery (and probably the environment) will be much worse and will be 24/7/365. | 32.2.9E; 32.2.2E | |
| 32944 | larsen, shane | I am for the gondola and will continue to support it with the following comments and clarifications: 1. The cost to ride up/down must be reasonable. Similar to cost to ride a bus. 2. the gondola must be open to ride year round, not just in winter. 3. a ticket to ride the gondola should also include the cost to shuttle to/from parking in lots not at the base of the gondola. 4. the gondola must provide service to all people, not just for skiers during ski season. It must be built and operated as public transportation, not just to help skiers at Alta and Snowbird. 5. Bus service up/down the canyon must remain a dedicated alternative. It can't be only the gondola. It must be the gondola AND bus service. | 32.2.9D; 32.2.4A; 32.2.6.5F; 32.2.2W | |
| 34365 | Larsen, Sydney | The state needs to be spending that money elsewhere on things like combating climate change, saving the great salt lake, addressing the housing crisis, addressing the ever growing homeless population, education, etc. the list is endless and priorities need to be reevaluated right now. NO GONDOLA. | 32.1.2B; 32.2.9E | A32.1.2B |

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| 29868 | Larsen, Tanner | As a skier and a rock climber, I believe little cottonwood is one of this State's most beautiful and precious natural wonders. We could do nothing and leave the canyon the way it is, but we all know that is not realistic. I started my career working in the Ski Industry working at Alta, and I love little Cottonwood Canyon. I taught my children to ski there, but in the last couple of years, I stopped going because it started to take 30 minutes to get up the canyon and 90 minutes to get back down. I believe Gondola B, along with the toles during peak times, expanded trailhead parking, and the covering of key avalanche pathways really shows the legislature has listened. I now live in Southern Utah but I fully support this plan as I believe it will become a feat our children are proud of and that visitors will experience with aww. | 32.2.9D | |
| 27234 | Larson, Alex | I am not in favor of this proposal in it's current form - specifically the addition of the gondola. It's addition will impact ways in which the canyon is enjoyed in it's current state, particularly for rock climbers that have enjoyed the area for decades, to the singular benefit of those that use the canyon for skiing. This is not an equitable proposal and other measures such as traffic reduction, tolls, and bussing should be explore to their fullest before resorting to changing the topography of the canyon. | 32.2.9E; 32.2.4A; 32.4A; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 35384 | Larson, Andy | NO GONDOLA Waste of taxpayer money and time and shows the corruption of the city council and its representatives | 32.2.9E; 32.2.7A | |
| 34644 | Larson, Brooke | Do not do this to our canyon. I am 22 years old and have visited lcc for its hiking and beauty at least once a year since birth. Do not ruins its views and legacy for those who have visited it already. Please seek more effective solutions. This gondola does not serve the public like me it has only private interests in mind. This solution will only cost the public more money and make skiing more expensive and hard to access as well as make the mountain more difficult to access in general. Please pursue other options, invest in true advances in busing public transportation, that will save our mountains NOT THIS GONDOLA. | 32.2.9E; 32.2.2PP | |
| 37466 | Larson, Casey | I am an avid skier and snowboarder, and this is not at all a good use of taxpayer money. Here are a few reasons why: The cost is ludicrous - there are far bigger problems that can be solved with that kind of money. Taxpayer-funded projects should have broad public benefit. This project disproportionately benefits two ski resorts, non-taxpaying visitors, and a tiny fraction of high income residents. The gondola is not a good solution to traffic problems in the canyon. The environmental impacts and the cost are too high, and only solves problems for a portion of canyon users for a portion of the year. A solution that would cost far less and do far more to protect the canyons and improve the canyon experience for visitors would be to implement a permit system similar to what Arches and Zion are doing. By finding the right balance of advance reservations, last-minute reservations, and walk up permits, locals who live near the canyons can experience the benefits of living nearby, and the quality of our canyons can be preserved. | 32.2.9E; 32.2.7A; 32.1.2D; 32.1.2F; 32.2.2K; 32.2.2B | A32.1.2F; A32.2.2K |
| 35432 | Larson, Danielle | Please do not pursue the installation of a gondola. This is not a solution to the challenges we're experiencing. There are solutions that will be far less impactful, and far more effective than an extraordinarily expensive gondola. Thank you for your consideration! | 32.2.9E; 32.2.2PP | |
| 36754 | Larson, Derrek | Please do not build a tram or gondola up little cottonwood canyon. It would personally negatively impact me by degrading the beauty of the place where I grew up, live and recreate. I think increased bus service and tolls imposed on cars would limit the vehicle traffic. Quite honestly, we all know how bad traffic can be, but we deal with it. The gondola or tram would only benefit the Utah Lawmakers (who own the land where the gondola is proposed) and the developers and ski resorts. It will negatively impact our watershed and the natural beauty of those who live nearby, not to mention the tax payers of Utah who will be on the hook for the price of the project. | 32.2.9E; 32.2.9A; 32.2.4A; 32.1.2D; 32.2.7A | |
| 36760 | Larson, Derrek | Please do not build a tram or gondola up little cottonwood canyon. It would personally negatively impact me by degrading the beauty of the place where I grew up, live and recreate. I think increased bus service and tolls imposed on cars would limit the vehicle traffic. Quite honestly, we all know how bad traffic can be, but we deal with it. The gondola or tram would only benefit the Utah Lawmakers (who own the land where the gondola is proposed) and the developers and ski resorts. It will negatively impact our watershed and the natural beauty of those who live nearby, not to mention the tax payers of Utah who will be on the hook for the price of the project. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 29024 | Larson, Elaine | I am opposed to the gondola as a solution to the traffic in Little Cottonwood Canyon. There is a limit to how many people should go up to the ski resorts in one day. | 32.2.9E;32.2.0C; 32.2.2K | A32.2.0C; A32.2.2K |
| 34812 | Larson, James | I do not support the building of a gondola to transport people to the ski resorts. I am a long time skier of Snowbird and I know first hand the traffic issues facing this amazing canyon. It is a short-sighted idea to spend \$500 million dollars on something that will take years to build. Not only do we need solutions right now but it is also a concern that climate change will have a tremendous impact on our snow pack making it a moot point because this problem may not even exist at that point. What a waste of money! We need to limit vehicles and people going up the canyon. It is really quite a simple answer. This will preserve our view and save millions of dollars. Thank you. | 32.2.9E; 32.2.2E; 32.2.2K | A32.2.2K |
| 36823 | Larson, Jamie | First an foremost we should be using tax payer's money to help solve the REAL problems Utah is facing- like saving the Great Salt Lake. If the lake dies there will be no snow to ski on. Also, the residents of Utah should not be responsible for the cost of a gondola to be built nor should they be responsible for the annual maintenance costs. The use of the gondola would be exclusively for persons traveling to the ski resorts. The for-profit ski resorts should be fully responsible for the entire cost of the gondola that would solely benefit their businesses. Finally, this would be an egregious misuse of public funds, not to mention a huge eye-sore to our beautiful canyon. Also, the environmental impact to the canyon would not be negligible. More buses (electric buses!) and charging tolls would be a much more fair solution to the residents of Utah. | 32.2.7A; 32.2.9A; 32.2.6.3F; 32.2.4A; 32.1.2D | |

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| 34787 | LARSON, JANE | Hello, I am a long time resident of Salt lake City. I was born here and have spent most of my life here. I have always enjoyed our amazing canyons and will never grow tired of their beauty and accessibility. I am not a skier but my husband is. He shares the woes of traveling up the canyon in the winter to ski his favorite Snowbird. I know there are challenges to the crowded canyons and getting to the ski resorts. The gondola is not the answer. I can see that the gondola would be favorable to the ski resorts so of course they would support this idea. But there are many other users of the canyon and this is really only benefitting the ski resorts. The plan HAS to include all users. It makes me sick to think of the beauty of that canyon ruined by those huge towers to support the gondola. It is not the view that anyone wants to have in that canyon. The traffic will only get worse by people trying to avoid the delays at the base to get up the canyon. To spend that kind of money is unthinkable when climate change is at our doorstep, forever changing our snow, I'm afraid. It will take many years to build this gondola and by the time it is ready to go, we may not even have the snow that we once were world famous for. It would be completely irresponsible to spend that kind of money on something that is not a sure thing. I know we need to solve this problem but wouldn't sooner than later be the desire?! I think limiting vehicles and using electric vehicles to transport people would be better, more sustainable actions. We can come up with much better solutions that the gondola. It just does not make sense. Thank you. | 32.1.2D; 32.2.9E; 32.2.2E | |
| 30320 | Larson, Preston | I heartily disagree with this decision. Intermediate options need to be explored exhausted without costing taxpayers so much. Look into rolling [tolling], carpool programs, increasing bus service etc. heck Double track front runner with that \$550 million before benefitting two ski resorts with such a massive undertaking. Our canyons need to be protected, not developed unnecessarily. UDOT needs to get in touch with that people in Utah value | 32.2.9R; 32.1.2B | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |
| 30639 | Larson, Rashauna | I am a hiker, skier, climber, and lover of the outdoors. I strongly encourage the expanded bus services for cottonwood canyon in place of a gondola system. I'm very concerned about preserving climbing areas that would be destroyed or compromised with the construction of a gondola. I believe the expanded bus system is the solution that will help the majority of people living in the salt lake valley and those visiting. Please continue supporting the expanded bus services without constructing a gondola. Thank you! | 32.2.9A | |
| 32245 | Lasatet, Mike | Love gondola B solution!! We are CH residents near the proposed base. Busses/wider road are NOT a good solution. Gondola please!! Thank you for your hard work. | 32.2.9D | |
| 29638 | Lash, Woodrow | Hello , I have worked at snowbird ski resort from 2014 thru 2020 . I have been enjoying little cottonwood canyon since 1994 and I have seen the growth first hand. The proposal of a gondola is ridiculous to say the least, people do ride the bus and yes the canyon does get backed up from time to time . Putting in a gondola will not change the traffic. People will still drive up and wait in line especially on snow days. The best option is to do nothing except maybe more buses. Sorry but the gondola is nothing more than a tourist trap/ attraction that the people of Utah will pay for. Do the right thing and stop the gondola. Help save the canyon for future generations. Thank you. | 32.1.2B; 32.2.9A; 32.2.9E; 32.7C | A32.1.2B |
| 31555 | Lassen, Chrissy | I've been opposed to the gondola from the beginning and so has pretty much everyone. I've yet to find one person that supports it. So much money spent and land destroyed to service the ski community is excessive. Why not start with something that makes sense-incentives for ridesharing and tolls. Please find a better way and take all these against comments into consideration. | 32.2.9E; 32.2.2Y | |
| 27661 | Lasson, Faith | I don't think the Gondola is the correct choice, the bus is more sustainable. If the Gondola is implanted [implemented], it takes away from the ground water and the environment is still affected because of the measures that take place to put it there. The bus is the better option because the same roads can still be used and still greatly reduces the number of cars going through. | 32.2.9E; 32.2.9A; 32.2.9B | |
| 28298 | Last, Jon | I fully support the initiative to help resolve the current problems associated with vehicle traffic in LCC, by building a gondola. I fully support this solution as the best possible scenario available. | 32.2.9D | |
| 25562 | Lastra, Iker | I find it shady that 60% of people disagreed with the gondola yet UDOT decided to go ahead with it anyways. Do people actually have a say in this or are we just wasting our time with our comments? I still believe that building a gondola is a decision that would impact our canyons beauty and would likely only be used during the peak winter days. Also I do not believe it will cut down on emissions in the canyons as people will continue to drive up there and fill up the lots, like they always have. If the size of the lots does not increase then there can't be an increase in emissions in the canyon. However turning the entire canyon into a construction zone for years and years WILL have longterm impacts. Having thousands of construction trucks trudging up and down the canyon will have an impact on the water quality as well, I just dont see how this could be avoided. If snowbird was incompetent enough to waste millions of dollars by failing to install their tram car properly, imagine the insane amounts of possibility for failure in this project. I just do not see how you see this as the best environmental solution. I really doubt anyone even reads this but if you do please reconsider this decision. I vote no on the gondola, lets just increase the buses. No need for more construction inside the canyon, that is not the best way to save it. | 32.2.9N; 32.2.9E; 32.2.4A; 32.1.9A; 32.1.0A; 32.2.2PP; 32.2.9A | A32.2.9N |
| 37294 | Latimer, Erika | The proposed plan to build a gondola is a waste of tax dollars, takes away from the beauty of the canyon, harms natural resources, and serves only a portion of those using the canyon in the winter. Please reconsider this decision for these reasons. | 32.2.9E; 32.1.2D; 32.2.6.5G | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28611 | Latoni, Lisa | Do not put in a gondola. Skiers don't want it. Just add more buses and put in more parking near highway exits and near the base of the mtn or do nothing and let those of us who ski deal with being in traffic a few days a season. This is an overkill solution for a small problem. | 32.2.9A; 32.2.9E; 32.1.2B; 32.2.9G | A32.1.2B |
| 34134 | Lattimore, David | Expensive, invasive and does not solve the traffic and parking issues | 32.2.9D | |
| 33755 | Lau, Sey | I am against construction of a gondola. The amount of money spent on the project would be best put to use in trying to conserve water. By the time the gondola is built, we may not have enough snow up in the ski areas to support them. Besides, the fact that the gondola will permanently damage the aesthetics of the canyon. As a rock climber, it would be sad to see certain routes permanently destroyed for a short seasonal sport that is dependent on snow (which is becoming less and less as the years go by). I agree with Enhanced Bus Service Alternative (with no canyon roadway widening), tolling, restrictions on single occupancy vehicles, construction of snow sheds, implementation of trailhead and roadside parking improvements, should be the main priority | 32.1.2B; 32.1.2F; 32.2.2E; 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9K; 32.2.9N; 32.4B | A32.1.2B; A32.1.2F; A32.2.9N |
| 36311 | Lauck, Ryan | As a long time climber, mountain biker, trail runner and Backcountry skier I am deeply saddened by the permanent damage or loss to the world class recreation opportunities lower Little Cottonwood canyon offers. The canyon is so much more than just Alta and Snowbird. | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 36667 | Lauderback, Elizabeth | In all the time since the gondola proposal, I have yet to speak to a single person who actually supports this idea. It is an unnecessary, incredibly costly and destructive project. Upgrading bus routes, which use existing infrastructure, and implementing a metering system for the exceptionally busy winter days would be a far better solution. Destroying one half of the canyon for a vanity project is a terrible idea that, once again, local canyon users do not at all want. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 27716 | Laufer, Jillana | UDOT acknowledged the need to start with a phased approach, and now, the phased approach will have years to prove its effectiveness. UDOT's goal is a 30% reduction in traffic in the canyon and if that can be achieved with carpooling, bussing, and a parking fee at ski areas, which has already proven to be effective, then the gondola isn't necessary. | 32.2.9R; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S |
| 33105 | Laufer, Marcy | No gondola. It doesn't make any sense, serves a small percentage of the community, and will damage the canyons, nature, climbing, and outdoor recreation forever. | 32.2.9E | |
| 28903 | Laugeman, Alex | There can't be any possible way the public is listened to in these comments. We need to use the infrastructure we already have FIRST, then if that doesn't work I will concede I was wrong. Also, why aren't we putting TRAX along that mess of I-215 construction to the cottonwoods, if traffic congestion is what we really care about?? | 32.2.9R; 32.2.2I; 32.2.9N | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2I; A32.2.9N |
| 35473 | Laukat, Malorie | For those who do not use the slopes in the winter, it's imperative that we have a solution that solves summer congestion as well. The canyon is used year round, but this discussion seems almost completely focused on winter traffic. | 32.1.2D | |
| 28573 | Laurenzo, Adam | I'd like to voice my strong support for beginning with tolling and enhanced bus service. I am only disappointed that UDOT's stance on doing this is not "let's try this and see," but rather "Let's try to make the gondola happen regardless of the tolling/busing results." It seems negligent that the end user cost per rider of neither the buses nor the gondola has been mentioned so far, as this not only pertains to socioeconomic equity, but also the likelihood that anyone at all is going to use these things. To echo Josh Van Jura's words in the video, neither alternative stops anywhere except the ski resorts. This despite the fact that UDOT admits it has registered significant amounts of comments demanding "consideration for all canyon users, not just resort visitors." Remedying this with buses requires no additional resources. Simply give bus drivers permission to pick up and drop off at existing trailheads on signal. A solution that benefits only ski resorts is not a solution. UDOT continues to tout the environmental benefits of the gondola vs. diesel buses, but fails to compare the gondola vs modern electric buses despite recent evidence that fully loaded electric buses do a fine job of moving up and down our canyons. While eliminating roadside parking beyond entry 1 is done for honorable reasons, it disproportionately affects user groups other than resort visitors while providing no alternative. This again flying in the face of many comments you have already received regarding user group equity. The gondola, as you present it, is designed to remove 30% of canyon traffic from two private resorts on the busiest of days and will likely have spotty ridership on all the others while we still have to deal with all of its visual, financial, and infrastructural impacts. Buses, on the other hand, can be tailored to demand by the day or by the hour. | 32.2.9R; 32.2.6.3C; 32.2.6.3F; 32.2.6.3D; 32.2.9A; 32.2.4A; 32.1.2D; 32.5A; 32.2.9N | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.3C; A32.2.9N |
| 28902 | Lavelle, Mike | Where are the hundreds, likely thousands of cars going to park for the gondola users? | 32.2.6.5J; 32.2.6.4A | |
| 30311 | Laver, Graham | No plan to limit cars in the canyon. Does not address needs of backcountry users. Significant cost and environmental impact. Solution: increase bus service, introduce express lines. | 32.2.9B | |
| 26249 | Lavon, Elli | Hi. Please don't build a gondola in Little Cottonwood. No one in salt lake wants a gondola in little cottonwood. nothing good comes from that kind of infrastructure | 32.2.9E | |
| 25466 | Lawlor, Anne | No Gondola. Instead, please implement FEE STATIONS, SHUTTLE BUSES, RESERVED PARKING at ski resorts during winter. Look to ZION NATIONAL PARK who have done a wonderful job! | 32.2.2B; 32.2.2K; 32.2.4A; 32.2.9E | A32.2.2K |

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| 32628 | Lawlor, Kevin | I do not believe that Gondola Alternative B is the best approach to managing transportation in Little Cottonwood Canyon. It irrevocably alters Little Cottonwood Canyon -- diminishing its beauty and feeling of wilderness forever. There are far less costly and impactful alternatives -- such as the scheduling system used by Alta last winter -- that have proved highly effective in addressing the transportation issues. Such approaches strike a better balance between supporting winter recreation and preserving the natural wonder of Little Cottonwood Canyon. They are also far less costly. As stewards of this precious place, these are the approaches we should pursue -- future generations will thank us when they are able to continue to marvel at the beauty of Little Cottonwood Canyon. | 32.2.9E; 32.2.2K | A32.2.2K |
| 27770 | Lawlor, Rebekah | I think this decision is premature. The reservation system Alta implemented this last year COMPLETELY changed the traffic situation (in a good way!). Allowing people to move up the canyon in a more spread out manner since everyone wasn't vying to get up there in time to get a parking spot. This shows that out-of-the-box thinking can provide inexpensive and more environmentally-friendly options. I also think you'll still have trouble converting people to ride the gondola. It's the same hassle as a bus. I have to park, get my ski gear out of my car, on the gondola, etc. and it limits the stops to Snowbird and Alta. More transit with more stops along the way, build tunnels (less expensive) for snow sheds, and use reservations and other methods to stagger traffic. THE GONDOLA IS NOT THE ANSWER. | 32.2.9E; 32.2.2K | A32.2.2K |
| 27329 | Lawmaster, Lindsey | NO | 32.2.9E | |
| 26602 | Lawrence, Benjamin | I write in strong opposition to the gondola solution. This seems like little more than a \$500M handout to the ski resorts, while not helping with other uses of LCC and likely just add more traffic at the base of the canyon. There are significantly cheaper options available. For example, Zion NP closes the main canyon during crowded times of year, allowing access only through a bus system with many stops. The same makes sense for LCC, closing the canyon to all vehicles between certain hours (such as 6 AM to 4 PM) on all crowded days. This will require the purchase of buses (and the installation of snow sheds make sense) without any widening of the road. The buses, when not used on busy days, can be used for other applications throughout the city. Ultimately, I encourage the commission to keep the road the same size, add sheds, not add a gondola, and increase the number of buses with mandatory closure of LCC on busy days between specific times. | 32.1.2B; 32.2.2B; 32.2.2PP; 32.2.9E; 32.7B; 32.7C | A32.1.2B |
| 28904 | Lawrence, Erick | I am strongly opposed to the construction of an overly expensive gondola in little Cottonwood canyon. With these funds, we could expand bus service up the canyon in a way that had a greater service to the community, less environmental destruction, and would be the most cost-effective solution. If the gondola is still approved after this comment period, I will be convinced of the failure of UDOT to provide sustainable transportation options to the Utah residents and taxpayers that rely on them and fund them with their tax contributions. | 32.2.9E; 32.2.9A; 32.2.9N; 32.2.2PP; 32.2.7A | A32.2.9N |
| 29141 | Lawrence, John | Long overdue! We have seen the impact of our increased population these last decades and mass transportation has so many long term benefits for all canyon users and for all of us who want to preserve the canyon for generations upon generations to come. It's safer, cleaner, more efficient, by far than what we are now doing. The assessment seems to illustrate how much the benefits far outweigh any opposition which seems based on individual convenience. Thank you for taking time to provide the study and willingness to consider comments | 32.2.9D | |
| 31914 | Lawrence, Micah | To whom it may concern, We are lifelong residents of Salt Lake County, frequent skiers in both big and Little Cottonwood canyons and frequent hikers in the summer. We strongly oppose the installation of a gondola system. The system will be costly upfront for taxpayers to install, cost money on the backend to use, require additional traffic management for parking at the base, and allow special interest groups to mitigate our access to our natural land. Research shows that access to natural spaces reduces depression and anxiety throughout the lifespan, we are currently having a public crisis due to lack of access to natural spaces. If the gondola is installed it will further reduce access for underserved populations that needed the most. We talk about getting children out into the wild and that is a priority in our state but if the condo is installed it will be Cost prohibitive for families. Sure it might be a great tourist attraction but it doesn't work for Utahns. These are our taxes, we don't want them to work for companies or tourists. We need them to work for our families, the people paying these taxes. I was one of the few states that has a robust birth rate we need to think about the children. The outdoors are what set utah apart we can't give those rights to corporations so willingly. It would be a different sort if they wanted to foot the bill and reap rewards on the back end, but they can't have us pay for it and also reap the rewards later. We need common sense solutions like more buses, carpooling incentives, and maybe a modest fee station. We can and should go along with better ideas that keep wild utah accessible to Utahns not rich visiting people. Thank you, Micah Lawrence | 32.2.9E; 32.2.7A; 32.2.6.5E | A32.2.6.5E |
| 26246 | Laws, Jill | I oppose a gondola in Little Cottonwood Canyon. I support a phased approach and taxpayer friendly solution to protect our canyons - expanded parking, reservation systems, carpooling, and more responsive bus service. Taxpayer funds should be used to benefit all taxpayers, not just ski resorts. Utah needs to protect our canyons not destroy them with expensive projects that only benefit some. | 32.2.9E; 32.2.9R; 32.2.2K; 32.2.2Y; 32.2.9A; 32.2.7A; 32.2.2PP; 32.2.9N | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K; A32.2.9N |
| 37790 | Laws, Mike | The gondola is expensive and will not be used much . The cost to tax payer is high for limited use of people skiers. | 32.2.9E; 32.1.2D | |
| 37725 | Laws, Mike | I don't want the gondola period. | 32.2.9E | |
| 27105 | Lawton, Jennifer | I strongly believe that building a gondola in Little Cottonwood Canyon would create more problems than it solves. It would compound traffic congestion and parking problems at the mouth of the canyon with limited ability to move large numbers of users in a reasonable amount of time. There would be serious negative | 32.2.9E; 32.2.6.5E; 32.2.9B; 32.2.6.3C | A32.2.6.5E; A32.2.6.3C |

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| | | physical disturbance in a uniquely beautiful canyon in addition to excessive negative visual impacts on the canyon. Widening the road is the proposed alternative that would offer more flexibility over time. Expanding bus service to year round and increasing the number of clean-air busses in the canyon is a better solution that would reduce emissions while meeting the needs of the increasing number of canyon users. The property at the mouth of Little Cottonwood purchased by Snowbird for the gondola base station could instead be developed as another parking and bus service node. I strongly object to the building of a gondola as a solution to solving traffic congestion in Little Cottonwood Canyon. | | |
| 37825 | Laxman, Diane | I do not want the environmental damage that will occur with the installation and operation of the gondola. There are much less expensive options such as parking reservations, better use of buses, and encouraging carpooling. The canyons belong to everybody, and not just the ski resort owners or skiers. UDOT should keep in mind people other than just a special interest group! | 32.2.9E; 32.1.2D; 32.2.2K; 32.2.9A | A32.2.2K |
| 37753 | Laxman, Richard | I do not want a gondola installed in Little Cottonwood canyon that will only resolve an issue that does/will occur a few days during the ski season. I also do not want the billion dollar price tag that will be placed on future generations of Utah citizens! | 32.2.9E; 32.1.2B | A32.1.2B |
| 34203 | Lay, Roberta | What a slap in the face of the taxpayer of which I am one. The benefits of this idea go to the developers, the resorts and no one else. To destroy part of the canyon, displace the flora and fauna that inhabit this area is disgusting, especially in the year 2022 when we are experiencing the poor choices of humans more interested in the almighty dollar. You will not be able to undo damage to these natural areas. Has anyone thought of those less fortunate than you? Those Utahns who pay taxes and have no voice to what the well to do choose for them. How will they and their families afford to pay for a toll to go and see what is in their backyard if they are able? That is really dispicable. To be prohibited unless I pay on top of already paying for a project being shoved down my throat , well that is so disrespectful. The greedy , narcissistic, self absorbed, uncaring of anyone or anything other than lining their own pocket crowd... Karma will get all of you. I pity future generations who will not get to enjoy the lifestyle you all have enjoyed. Do not build this gondola. Pay bus drivers more so you can reinstate or hire more to move tourists/skiers up the mountain road that is already there. Again- I am totally against this project that benefits the wealthy. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N; 32.5A; 32.6A; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 30019 | Lay, Taylor | I cannot understand how you guys want to ruin YET ANOTHER beautiful thing on earth. There isn't even that much traffic only a couple times a year? Also... I don't know a single person who wants the gondola... So I just don't get it. | 32.1.2B; 32.2.9E | A32.1.2B |
| 37025 | Layman, Richard | My comments include a pdf attachment. Therefore I have emailed them separately to littlecottonwoodeis@udot.gov I expect that the comments will be taken into equal consideration as those submitted in this online form. | 32.29D | |
| 37384 | Layne, Elizabeth | This comment is in opposition to the gondola and road widening. The entire plan fails to take in to account the relatively low cost and simple solutions that in the 21/22 season already showed promise in reducing skier traffic. This is the resorts and the town of Alta charging for parking. Immediate implementation of tolls for certain travel times, premier parking for large carpools, and enhanced bus service might meet the skier movement goals. None of these would have the negative environmental, visual, or economic impacts of the gondola or road widening. The gondola also fails to take in to account future projections for the climate here, ie if the lake dries up and drought persists, there won't be any snow to ski on, so that gondola will really look like a boondoggle. Please listen to the community that is opposed to this plan and implement these simple solutions that are already showing positive results. | 32.2.9E; 32.2.4A; 32.2.2K; 32.2.9A; 32.2.2E | A32.2.2K |
| 26098 | Layton, Bridger | Here to put in some formal opposition to the gondola. This would fundamentally change the way we experience the canyons for the worse. The wasatch deserves minimum impact treatment. That means getting serious about buses in LCC. A gondola serves a specific demographic of resort skiers in a canyon that should be for everyone. | 32.2.9E; 32.1.2D | |
| 36093 | Layton, Taylor | No to the Gondola! Tax payers should not be subsidizing a gigantic industry, so public dollars going to it is completely a non-starter. Most of the tax payers will get no value from the gondola, so this is basically a wealth transfer to big companies and people wealthy enough to ski often. Also, no to the gondola because it is overkill. Other solutions should be considered that don't scar and forever change our wonderful mountains. Congestion on high traffic days should be dealt with via permitting, additional road public transit, and restrictions on the number of vehicles in the canyon. | 32.2.7A; 32.2.9E; 32.2.2K; 32.2.9A | A32.2.2K |
| 32708 | Lazarev, Ivan | We live in the canyon and we are strongly against the gondola as it will not solve the transportation issue. We must ensure that the solution that is ultimately selected will truly allow for a fluid and uninterrupted flow of traffic up and down the canyon. Therefore using a common sense approach and improving the road infrastructure with adequate snow sheds and other solutions where and when needed will provide the best solution for all users of the canyon throughout the year. Spending 600 million dollars is not necessary and is a waste of public money. | 32.2.9E | |
| 32899 | Lazarev, Tamara | I am 100% against the gondola in beautiful Little Cottonwood Canyon for many reasons but here are just a few 1)\$592 million dollars or more of taxpayers money when approximately 10.1% of Utahns actually ski. There are many schools that could use that money for teaching, materials, earthquake safety measures, etc. 2) It would be an environmental disaster that will irreversibly tarnish the beauty of the canyon 3) Most Utahns will not want to pay to use the gondola - especially since 95% of the time they can get to the resorts much faster and cheaper driving 4) The traffic up the canyon is not a problem more than about 14 days a season and with global warming may be getting less than that 4) In a high wind snow storm the gondola would not be able to run anyway. I think reserved parking (which worked great last season), electric buses, possible tolls, and snow sheds would be a much better alternative. Thank you | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.9K | A32.2.2K |
| 27891 | Lazaris, Lea | As someone who uses LCC for not only skiing, but climbing and hiking (along with most other people in Utah who access the wasatch in all seasons), I cannot stress enough how disruptive creating a gondola will be. There are a variety of things we could do first to combat ski season traffic. Toll the canyons, require | 32.2.9E; 32.2.2K; 32.2.4A; 32.2.9R | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |

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| | | parking reservations for all resorts, simply get off the Ikon pass (as that is clearly what has caused the traffic to worsen). There are many many options we could trial before building a gondola, instead of ruining the animals homes, cliff faces for climbing, and the overall infrastructure of the canyon. | | |
| 27119 | Lazechko, Nick | As a climber, I regularly travel to outdoor recreation destinations on vacation. A huge consideration is not only what boulders or climbs are available, but the ambiance of the setting. This gondola will undoubtedly reduce my, and my climbing friends' desire to visit Salt Lake city and little cottonwood, a place we have been wanting to go for years. The climbing industry is growing exponentially, and I am shocked that Salt Lake is willing to permanently damage one of its biggest, and most beautiful outdoor recreation activities by building this gondola. I will not travel to a climbing spot where I am constantly in eye shot of a massive gondola, and can't enjoy the peace and quiet of the scenery around me. I am also confident that many climbers feel the same, and will be so disappointed if the gondola or road widening plans come to fruition. In recent months Little Cottonwood has become one of the most talked about climbing destinations in the world due to exposure from athletes like Ross Fullerson and Nathaniel Coleman, and it is shocking that this department does not recognize the revenue they will be missing out on by implementing the decided upon measures. PLEASE rethink your decision. Look at the number of views on youtube and other social media mechanisms these athletes are getting when they climb at Cottonwood, and understand how much these pieces of content affect where climbers travel on their holidays. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B |
| 35608 | Le Cheminant, Lynda | I think to phase in the plan is wise. Let's see how the first options--busses and road widening--can help. If it takes years to get the funding for a gondola, then let's use these first and reevaluate. But at that point, the cost will not be at \$550 million. Costs always go up and as a tax payer, I'm not willing to foot that bill that will only help for a few days a year and go in the pockets of past legislators who bought land in anticipation of the project. | 32.29R; 32.1.2B; 32.2.7A | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B |
| 34950 | Le, Antonio | There's only one way to go to the gondola! Our population is only to get larger. There is no other way!!! | 32.2.9D | |
| 34951 | Le, Antonio | I don't want to spend two hours in traffic on a powder day. The gondola is the only way. Go Gondola! | 32.2.9D | |
| 35109 | Le, Katrina | The proposed gondola up Little Cottonwood Canyon is the furthest thing from a solution. If anything, a gondola up Little Cottonwood Canyon would destroy so much of what makes Little Cottonwood Canyon wonderful. As someone who has lived in the Salt Lake Valley my entire life, I never knew what Little Cottonwood Canyon had to offer until I was in college. I didn't grow up loving the outdoors. As immigrants who risked their lives coming to this country, my family created a sense of fear around the outdoors because they were scared for my safety. However, I started climbing in college and it was love at first try. I remember the first time I ever touched an outdoor boulder. My first time bouldering outside was in Little Cottonwood Canyon. Sure, I couldn't do anything at the time. Nonetheless, I loved it. To know that so much of the climbing will be destroyed with a gondola breaks my heart. Not only would the gondola destroy so much of what Little Cottonwood has to offer, but it would further limit access for those who can't afford to pay for a gondola to go up the canyon to ski. This gondola only serves the ski resorts. As a beginner skier, I understand the need to get to a resort. However, there are much better, less intrusive ways to get to a resort while creating a better flow of traffic. Plus, many folks enjoy the backcountry. The gondola would limit access to the wonderful backcountry skiing the canyon has to offer. The gondola only benefits the resorts even though it would use precious taxpayer money. If our taxpayer money is going to be used, use it for something the people would want, not what the owners of Snowbird and Alta want. If our local community is paying for the gondola, why can't it serve the local community? The local community doesn't want a gondola. | 32.2.9E | |
| 25780 | Le, Khang | This is such a terrible idea, how is destroying the place gonna somehow help Little Cottonwood? All you want is just fill your little greedy pocket with cooperate money and don't give a [REDACTED] about the people who live there and the natural habitats. You should be ashamed of yourself! | 32.1.2B; 32.2.9E; 32.2.9N; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 30174 | Le, Phuong | Please don't build the gondola as it will damage the canyon wall. Instead please work on building improving transportation on Little Cottonwood Canyon. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 31706 | Leaphart, Jane | An electric train is so much faster at moving people and environmental friendly. NO to the gondola for environmental impacts, slow awkward travel with ski/board gear, and inefficient in moving lots of people. Expand the TRAX to accomplish this goal. Europe manages to do it by train, not gondolas! Be reasonable! | 32.2.9E; 32.2.2PP | |
| 37367 | Lear, Kelly | I am strongly apposed to the plan to place a gondola in Little Cottonwood Canyon. I do not believe this serves the people of Utah. I think it would serve only a small group of people. The cost is too great and mostly I think it ruins the beauty of the canyon. I strongly oppose!! | 32.2.9E | |
| 33734 | Leatherman, Lila | I am strongly opposed to putting a gondola in Little Cottonwood Canyon. As a climber and hiker who has lived and recreated in Salt Lake for the last 8 years, I treasure the views and experience of the canyon as is- and would be devastated to have the views and skyline from the top of Mt Superior, or from from the White Pine lake trail, marred by a gondola. LCC is a world-class climbing destination- gondola supports could damage the fragile and sensitive bouldering areas that are key to LCC's climbing experience. I am also a conservationist by career, and am strongly in favor of prioritizing the natural character and environmental integrity of the canyon, rather than the profits of a select few in the ski industry. | 32.1.2B; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 27513 | Leaver, Diane | I am against a gondola because the taxpayers would be paying for something that only serves skiers and the resorts. There needs to be a better way to meet the needs of all canyon users. How about shuttles or a reservation system? | 32.2.9E; 32.1.2D | |
| 36765 | Leavitt, Evelyn | Originally I was in support of the Gondola, but after listening to news and comments, I am now opposed. The monies spend on the Gondola, should be redirected to schools, homeless, mental health services and drug rehab. The Gondola will not be for "everyone" but for higher income people who can afford skiing. Thank you | 32.2.9E; 32.1.2D | |
| 28970 | Leavitt, Ray | Close the canyon the private cars. Only allow busses in canyon. NO GONDOLA!!! | 32.2.2L; 32.2.9E | |
| 25994 | Leavitt, Zachary | The Gondola is the worst option. We love the canyons for their beauty, not for their ease of access. The number of days and the times the canyons get super crowded is such a small portion of the year. Do not ruin a beautiful canyon so that people can get somewhere faster. That is the most garbage and privileged | 32.2.9E; 32.1.2B; 32.2.2PP | A32.1.2B |

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| | | problem I have ever heard of a city having. If you ruin the scenery, the tourists will go elsewhere, and then you'll have a useless freaking gondola. | | |
| 31394 | LeBaron, Brock | Alt B will only successful if it can provide access stops at multiple points in the canyon where parking is in demand. As proposed, it only stops at the two ski resorts. Alt B also needs to be able to operate summer as well as winter. | 32.2.6.5F; 32.2.6.5G | |
| 30151 | Lebaron, Michelle | Hello, As most of your 14,000 comments reflect, I also do not support any type of gondola option. However, I do support the additional busses (electric has proved a viable option), gov lane and toll. This option reflects minimal destruction to the canyon corridor, encourages riding mass transit due to additional park & ride areas, less pollution with the electric busses and allows for stopping at popular hiking/climbing areas for local residents, not just resort patrons. Our tax monies pay for this so locals should also receive a locals discount in the tow or parking fees so we are not paying more than resort patrons for these services. | 32.2.2Y; 32.2.4A; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E | |
| 34990 | LeBlanc, Mark | UDOT has stated publicly that the traffic problem is primarily due to people driving to the ski resorts and that is why the gondola would not make stops at other trailheads or run during the summertime. This is irrefutable evidence that we don't have a traffic problem. We have a resort problem, and the resorts should pay for the solution. I ski at these resorts, I ski in the backcountry and I recreate probably 250+ days a year in LCC as a rock climber, trail runner, etc.. There is no reason for the taxpayers to subsidize the ski resorts. The resorts already discriminate against the middle class taxpayers by setting prices far too high for middle class families to be able to afford to go skiing. Alta also discriminates against snowboarders. Both Alta and snowbird operate on US forest service land that is technically owned by the taxpayers and yet they serve such a small percentage of those taxpayers. This isn't ethical. And I say that while being in a position to buy a ski pass every year. Resort users "race," to the resorts on powder days to be the first to ski fresh powder. They do this because powder skiing at a resort is a unicorn. It barely exists anymore. Powder lasts 20 minutes after 9am before it's all skied out. You think these people will get on a 45 minute gondola ride? No way. Here's my proposition. If the gondola is built, resort skiers should be forced to use it. If you are going to the resorts you MUST take the gondola. No driving allowed for those people. Leave the road open for residents, workers and backcountry users. Or better yet, make the resorts pay for the gondola. They won't. They want a freebie from the government (taxpayers). You work for us. All of you are employed by taxpayers. You must listen. The vast majority of taxpayers do not want ti subsidize greedy corporations who have pillaged the land for profit. | 32.2.7A; 32.2.2B | |
| 25756 | Leblond, Gaby | Try improving buses / shuttles before implementing a gondola | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 33425 | Lebovitz, Briana | It seems like the tolling and increased parking at the mouth of the canyon should be tested before a gondola is perused. The number of days a year where traffic is terrible in the canyon are few and far between. It seems drastic to decide on a gondola when there are other intermediate steps that could be implemented. I also enjoy the sliding scale parking fees that Solitude implemented that encourages carpooling as well. I think this would also work well to encourage carpooling and reduce traffic in the canyon. | 32.1.2B; 32.2.2Y; 32.2.4A; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 33948 | Lebsack, Noah | I do not support the gondola. I believe that there are better alternatives that would better suit LCC. | 32.2.2PP; 32.2.9E | |
| 30556 | Lecluyse, Carmen | Little Cottonwood canyon should not have a gondola. It will only carry 20 percent of the traffic into the canyon and it will alter the view of the canyon and destroy many rock climbing spots and other natural areas. A better solution is to make it a toll road and increase bus flow. | 32.2.9A | |
| 32366 | Lecuyer, Zia | I Zia Lecuyer, a resident of Salt Lake City. Would like to say that the Gondola should not be built. I do not approve of this use of tax dollars. There are better uses for the money and better solutions for transportation up the canyon. Do not build the Gondola. | 32.2.9E | |
| 33678 | leduc, jessica | we should make buses way more accessible!! that would save space on parking and traffic in the canyon, air pollution, and hopefully build a lil community. i used to work at park city and regularly took the bus to commute from slc-same thing would be great for little cottonwood canyon! | 32.1.1A; 32.2.9A | A32.1.1A |
| 28155 | Ledyard, James | How do I volunteer to put a gondola tower in my front yard? | 32.29D | |
| 35546 | Lee Adams, Laura | I completely support the Gondola option. Sandy Utah | 32.2.9D | |
| 35271 | Lee, Alexis | My name is Alexis Lee, and I am a constituent of UDOT and a registered voter. It is very important to me that you DENY the FEIS Gondola solution in Little Cottonwood Canyon. I am a sustainability professional, and while I understand that the operational emissions from the gondola will be similar to buses, this analysis has failed to take into account the embodied carbon emissions of construction- which often make up over half of all emissions of a project. Therefore I find that this solution will be more polluting and damaging to our environment in Utah. Further, I am a hiker and backcountry skier, and I do not believe that the gondola meets the needs of all users like myself. Thank you for your time and attention to this issue. Kindly, Alexis Lee [REDACTED] | 32.2.9E | |

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| 32970 | Lee, Bibianna | I say NO to Gondola NO to toll. YES TO MORE ECO PUBLIC TRANSPORTATION AND LIMITING PRIVATE VEHICLES DURING PEAK SEASON. Thank you | 32.2.9E; 32.2.9A; 32.2.2L | |
| 32373 | Lee, Cindy | No Gondola! It will negatively affect the Canyon and burden taxpayers! NO GONDOLA! | 32.2.9E | |
| 36806 | Lee, Cody | <p>UDOT, I am an avid snowboarder, outdoor enthusiast, climber, and your constituent. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective.</p> <p>Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction.</p> <p>The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered.</p> <p>According to recent polls, the majority of Utahans oppose the gondola and would prefer a different alternative. It's especially concerning that the gondola would service two private ski resorts but at the cost of taxpayers.</p> <p>I hope you will consider opposing the Little Cottonwood Canyon gondola in favor of better solutions.</p> | 32.2.9E; 32.2.2I; 32.2.6.3F; 32.1.2D | A32.2.2I |
| 29483 | Lee, David | I am against a tram/gondola system in the canyon. I support increased bus service to reduce automobile traffic. I support possibly widening the road if the cost will be paid by Snowbird and Alta resorts. | 32.2.9B; 32.2.9E | |
| 36379 | Lee, Dennis | A gondola would be an eyesore with a large clearing for each post. Natural gas or solar powered buses are the answer. | 32.2.9E; 32.1.2F; 32.2.6.3F | A32.1.2F |
| 33504 | Lee, Desarae | I live in the Salt Lake Valley and regularly recreate in this canyon. I would truly hate to see it marred with the addition of a gondola. Let's add a toll and large park and ride to encourage carpooling. Let's have frequent and regular busses up and down the canyon. The gondola would be a scar on the best part of our home: the beautiful mountains. | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.9E | A32.1.2B |
| 35929 | Lee, Donald | The traffic this weekend was horrific and dangerous. A cable car alternative to escape is needed. | 32.2.9D | |
| 34725 | Lee, Jared | I want to add my voice to other Utahns who wish to preserve the priceless natural beauty of LCC. I support alternative methods to reduce traffic and recreational impact to the canyons. The gondola only serves the interests of private ski resorts and will prove to be a costly irreversible blunder and a stain on Utah. PLEASE do not move forward with this. | 32.2.9A; 32.2.9E | |
| 33532 | Lee, Jesse | Though a fun idea, the introduction of a gondola really only serves a small number of individuals, and more importantly, two corporations. As a climber I am saddened to hear about these plans as they will permanently impact the aesthetics of the canyon and reduce/eliminate many of the climbing areas that I grew up enjoying. | 32.1.2B; 32.1.2D; 32.4B | A32.1.2B |
| 32817 | Lee, Jo-Anne | I want to add my voice to those objecting to the proposed LCC Gondola project. I am a frequent user of LCC, climbing, hiking, and skiing so I am in the canyon all year around, and I live in Millcreek so this project is deeply personal to me. I have spent many afternoons on a mid-climb belay in LCC looking out on the spectacular views of the canyon and the valley below, and the thought of that view being obstructed by huge gondola towers makes me sick to my stomach. They would be an irreversible blight on the scenic beauty of our magnificent canyon. It seems to me that the majority opinion of most people living in SLC is against this proposal, but I fear that UDOT will not heed the objections and build it anyway, even though I have read that UDOT recognizes that even with the gondola, that canyon congestion will not decrease. Moreover, making tax payers foot the enormous bill for something that will only benefit the ski resorts seems wildly unfair. I hope that UDOT will listen to the voices of all citizens and not build the gondola in LCC. | 32.2.9E | |
| 33938 | Lee, Justin | I support the gondola due to its ability to be automated, carbon neutral, cost neutral to the alternative, and for the appeal of a large scale public works project that is unique. | 32.2.9D | |
| 35314 | Lee, Ken | I think a gondola is a great idea. Don't let all of the noise from a few people in opposition change the narrative. | 32.2.9D | |
| 29810 | Lee, Kenny | This is a very, very bad idea. Unless the gondola will be made free for all resident, this is serving private interest. The better alternative is to incentivize more public transportation, better wages to the workers, more shifts, shorter intervals would solve the issue, building a gondola will not resolve the traffic issue if there is no incentive to use it | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 31678 | Lee, Korban | Please strongly consider the Gondola as a viable transportation option for Little Cottonwood Canyon. It is time we started moving away from the automobile as the sole source of transportation and considered other transportation models as viable options. Gondolas in mountain environments make for good sustainable transportation. | 32.2.9D | |

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| 30807 | Lee, May | <p>UDOT's decision that identifies Gondola Alternative B as the preferred alternative is flawed.</p> <p>UDOT's Final EIS overview states that "safety, mobility and reliability" are the issues facing SR210 today. In terms of mobility, recent research from University of California at Davis clearly demonstrates that "traffic congestion has traditionally been addressed by adding additional roadway capacity via constructing entirely new roadways, adding additional lanes to existing roadways, or upgrading existing highways to controlled-access freeways. Numerous studies have examined the effectiveness of this approach and consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled." (Source: https://ncst.ucdavis.edu/research-product/increasing-highway-capacity-unlikely-relieve-traffic-congestion) Simply stated, expanding the road leads to increases in traffic. My question is: how exactly does UDOT's proposal to expand SR210 improve safety and mobility on SR 210?</p> <p>As a resident of Cottonwood Heights, I am especially alarmed by the expansion of Wasatch Boulevard. UDOT's proposal, set in the middle of a residential area, merely invites increased driving speeds and I would expect an increase in accidents and fatalities. What would be better would be a road design that promotes slower speed limits; a less car-centric design limited to 3 lanes; protected bike lanes for cyclists, not to be shared with other road users (Please explain why any bicyclist would want to ride on a 5 lane pseudo-highway, especially a heavily travelled one?); pedestrian paths on both sides (east and west) of Wasatch; and no pedestrian bridges. Ground level crosswalks would work better to slow down traffic and minimize traffic hazards.</p> <p>The assumptions made by UDOT in analyzing an integrated transportation system are puzzling. Regarding a theorized increased traffic in Little Cottonwood Canyon: since SR 210 is not a through-road and dead ends at Alta, how is it that an increase in population would automatically lead to increased traffic? If the current road and parking available at the ski resorts throttles traffic flow, as it does currently, how does the number of cars increase? You may have extrapolated on past usage figures, but wouldn't SR210 reach a point of diminishing returns, and that rate of growth would slow down? Also, the Little Cottonwood EIS specifically states that UDOT does NOT anticipate that traffic volumes will decrease with their proposed gondola alternative, so what is the point of spending millions on this? Same traffic plus gondola just means more crowds at the resorts. They are plenty crowded now.</p> <p>In your project overview and final EIS summary, it's written: "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." This entire EIS exercise merely benefits a handful of individuals and privately owned businesses. It is a waste of taxpayer funds and fiscally irresponsible. Which local community is benefiting and being served from this project? I know that Salt Lake County, Town of Alta, Cottonwood Heights, and Sandy are dead set against Gondola Alternative B. It risks destroying these robust communities by diminishing our property values. How does this alternative preserve Little Cottonwood Canyon? I'm asking UDOT to explain how bringing more people into LCC, or specifically, Snowbird and Alta ski resorts, protects the canyon? It would merely add exponential risk of more traffic and more people to an ever-increasingly vital and drought-impacted watershed.</p> | 32.1.2B; 32.2.6.2.2A; 32.20C; 32.2.4A | A32.1.2B; A32.2.6.2.2A; A32.20C |
| 32162 | Lee, May | <p>I fully agree with Salt Lake County's recent resolution to eliminate the gondola from the Record of Decision. The common sense solutions proposed by the Council must be clearly laid out, implemented and analyzed before any funding consideration is given. Additionally, if these common sense measures work to alleviate traffic and congestion, then SB277 should be modified and the gondola must not be built.</p> <p>80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll. Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski, Cottonwood Heights mayor Mike Weichers and many other elected officials agree.</p> <p>"Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound," Wilson said at the Truth About the Proposed Gondola event in June.</p> <p>While UDOT is clear in communicating that the public comments are not a vote, how is it that UDOT and the Utah Legislature continue to support a measure that is simply not wanted by the vast majority of its hard-working, tax-paying citizens? What would be the return on investment on Gondola Alternative B for those same tax-paying Utahns?</p> <p>With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year. UDOT really needs to put the brakes on this project and seriously consider starting over. Why would UDOT continue to push for a vastly unpopular solution which has no funding?</p> | 32.2.9E; 32.2.2I; 32.2.2Y; 32.2.6.3F; 32.1.2D; 32.2.6.5G; 32.2.7A | A32.2.2I |
| 31854 | Lee, May | <p>I am concerned that Alternative Gondola B will not have a positive influence on building tourism for the area.</p> <p>It is difficult to understand how the assessment was done without a capacity/visitor management study to better understand how many visitors LCC can support. In reading the responses, UDOT claims this is out of their purview. Then, is UDOT the appropriate organization to be making this decision?</p> <p>As our friends at @studentsforthewasatch pointed out, if the gondola is implemented, the number of cars visiting resorts will remain the same while skier visits will increase by 20%, per UDOT's EIS.</p> <p>The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> | 32.20B; 32.2.2K; 32.2.2M; 32.2.9E | A32.2.2K |

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| | | Currently, the ski resorts in the Wasatch are renown for their convenience. The construction of the snow sheds, tolls and gondola will only add time in the short term. In the long term, there is no time nor logistics conveniences to be gained by using the gondola. It takes longer. Carrying all the equipment (skis, poles, boots) and having multiple stops on the way is not appealing in any way. Please reconsider and consider common sense solutions with parking controls and enforcing the current traction laws before funding what could be a costly mistake. | | |
| 34352 | Lee, May | <p>During the winter months in Salt Lake City, prolonged inversions can lead to high levels of fine particulate pollution. UDOT's selection of Gondola Alternative B proposes the expansion of Wasatch Boulevard and the construction of a base parking structure in the Salt Lake Valley.</p> <p>I am curious to know whether UDOT has assessed the environmental impact of an additional 2,500 parked cars starting their ignitions in a parking structure located in the valley during a typical winter inversion on the communities of Sandy and Cottonwood Heights? And what's the impact of those cars driving into these communities? The claim that the environmental impact is equivalent to current levels seems disingenuous. If UDOT works with municipalities and private businesses to manage the traffic in a phased manner by minimizing cars into Little Cottonwood Canyon, fewer cars at the base of LCC would mean to an improvement to the air quality in Salt Lake. The construction of the gondola introduces even more cars and detrimental environmental impacts.</p> <p>Additionally, I have a concern that tolling will limit access for lower income citizens to the public lands in Little Cottonwood Canyon. How might UDOT's plans mitigate the barrier to access that tolling would create?</p> | 32.2.6.5E; 32.10A; 32.10F; 32.5A | A32.2.6.5E |
| 35181 | Lee, Paula | A gondola is not the right solution for Little Cottonwood Canyon. It will be a blight on the landscape and is far too expensive. | 32.2.9E | |
| 25960 | Lee, Ryan | As a Snowbird and Alta pass-holder and lover, I am disgusted to see UDOT catering n towards the profits and tourism of these resorts. The announcement that UDOT is moving forward with plan B flies in the face of public commentary and the will of the people. Not to mention it is a gross misappropriation of taxpayer dollars and an unfair transfer of wealth. This plan benefits no one but those who already will be profiting from it. Meanwhile, those of who actually recreate, use, work, live, and play in the canyons are getting nothing less than █ on. I spend over 90 days a years in LCC and see nothing but the guarantee that my experience will be ruined, the environment destroyed, and the tragedy that will be experienced by future generations when they will be unable to enjoy LCC for what it truly once was. | 32.1.2B; 32.2.7A; 32.6A; 32.2.9E | A32.1.2B |
| 38569 | Lee, Ryan | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 34930 | Lee, Susan | Please do not build a gondola! | 32.2.9E | |
| 37050 | Leeflang, Pieter | My childhood and teenage years were spent running around the crags of little cottonwood canyon. When I'm in the canyon my soul is at peace in the quiet granite walls. I 100% believe a gondola will rob the canyon of it's character and change it's tranquility forever. There is no going back from a decision like this and the ex politicians who bought the land have tried to spin this and corrupt the true impact of the canyon. Roads will need to be built to towers ripping up much more than people think. It is not the solution and I ask you to not choose the gondola. | 32.2.9E | |
| 28308 | Leeflang, Stephen | I live close to LC canyon, am a regular and year round user of LC for skiing, fishing, Hiking. I am opposed to the gondola and opposed to road widening but would gladly use improved bussing service if adequate parking existed at or somewhere near the bottom of the canyon. My resistance is based on my experience that winter gridlock can be a challenge but is exaggerated, the canyon is already full, I don't want to see the towers, and I don't want the damage to the canyon that comes with widening. I don't want to see Alta and Snowbird grow to their limits a la Park City and I think its odd that in such an important watershed where dogs and water ingress are not allowed we see no problem with adding thousands more people. I am fine with a toll | 32.2.9E; 32.2.9B; 32.2.9A; 32.2.2Y; 32.1.2B | A32.1.2B |
| 35825 | Leeflang, Stephen | My view has remained consistent with prior comments, namely I am opposed to the Gondola, primarily. A multitude of reasons as previously stated, but primarily due to the fact I don't want to see it. I would gladly welcome expanded bus service for my own personal use, especially if improvements can be made to parking at the mouth of the canyon. | 32.2.9E | |
| 37920 | Leek, Hailey | Against proposal: this gondola benefits a small amount of commuters. It's built at the expense of tax payers and destroys the environment during construction and around the base. More shuttles and coordinating/funding by the ski resorts is a better solution. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.9A | |
| 37932 | Leek, Hailey | Against proposal: this gondola benefits a small amount of commuters. It's built at the expense of tax payers and destroys the environment during construction and around the base. More shuttles and coordinating/funding by the ski resorts is a better solution. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 35119 | Leek, Marcie | I have lived in Salt Lake City, Utah my whole life. I am strongly against the proposed Gondola construction. A busing system similar to Zion's National Park would be better and not ruin our landscape. I also don't believe tax payers should be placed with the bill, when it only benefits the ski resorts. The ski resort need to be responsible for pay and not ruining the landscape. | 32.2.9E; 32.2.2B; 32.2.7A | |
| 36160 | Leeman, Jordan | Residents who live in the area do not want this gondola. It will do nothing to solve the traffic problem around the mouth of LCC. Cars still will block the roads in order to travel to the gondola parking. We need more buses! The gondola will forever change the beautiful landscape of our neighborhood. Once the damage is done you cannot undo it. Please consider other less invasive solutions to solve this problem. | 32.2.9E; 32.2.6.5E; 32.2.9A; 32.1.2F | A32.2.6.5E; A32.1.2F |
| 35179 | Lees, Evelyn | I am opposed to a gondola in Little Cottonwood Canyon. It would destroy an environmentally beautiful, unique and fragile area, and has the potential to effect our important water quality. I feel it is the wrong use of tax dollars, whether federal, state or local, and maintenance will continue to be expensive long into the future. | 32.2.9E; 32.1.1A; 32.2.2K; 32.2.9A | A32.1.1A; A32.2.2K |

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| | | <p>If the main focus is to reduce winter resort ski traffic during peak hours, there are many other ideas that should be tried first, with the resorts taking the lead in solving the problem they have created. Many of the ideas may also be useful for Big Cottonwood's similar traffic problem.</p> <p>Have BOTH Alta and Snowbird have reserved parking/paid parking for the next couple winters, and see the results.</p> <p>Alta and Snowbird should both try timed ski reservations, monitored via their lift gates. People reserve a ski pass starting time on designated heavy traffic days, loaded onto their day pass or season pass. For example, their ski pass becomes active those days at 9am, 10am, or 11 am, spreading out the uphill traffic.</p> <p>Passes could also have an ending time - such as a 9 am to 2 pm pass, 10 am to 3 pm pass, etc, which might help spread out the downhill traffic, too.</p> <p>Express busses, that go directly from valley parking lots to each resort, especially Alta and Brighton, without additional stops. Would serve backcountry tourers in addition to resort skiers. There was an Alta express years ago, that was awesome.</p> <p>Increased bussing, including small busses.</p> <p>Yes, there is a traffic problem in both Cottonwoods, but a gondola in Little Cottonwood is the wrong solution. Efforts to try other ideas should intensify and be tried.</p> | | |
| 30917 | Lefave, Sarah | <p>The gondola is NOT a preferred option for the thousands of people who climb along the Wasatch Front ALL YEAR ROUND. Additionally, the gondola ONLY serves those who want to travel to the ski resorts in the winter and completely ignores other canyon users and other seasons. It is a massive financial burden on the tax payers and will permanently and irreparably harm the landscape and access to canyon for climbers, hikers, and backcountry skiers. Climbing has been a part of LCC for almost a century, climbers have appreciated the landscape and nature long before ski resorts opened in the canyon. This is a money, time, and resource sink that will only benefit the already wealthy ski resorts. As a young adult who finally bought their first house, it is painful to realize the publics voices and opinions here hold almost no value. We do NOT support the the gondola.</p> | 32.2.9E | |
| 32427 | Lefebvre, AJ | <p>Charging a toll on the canyon roads is an awful idea. That is not helping anybody access the areas they want to, easier. That is literally restricting who can afford to go there. That is bad. Let's not charge people money multiple times before they even get their ski boots on. Yes, that will probably reduce cars in the canyon because people won't ski here anymore. You still want people coming to these canyons, do not run everyone except the millionaires out of slc and the cottonwoods.</p> | 32.2.4A | |
| 35034 | Legge, Shannon | <p>I am strongly against a destructive and expensive gondola in LCC. I am very concerned this gondola will only stop at the 2 resorts, and will take space away from other activities like climbing, biking, back country hiking/skiing, and other sports. This is a very expensive transit system, that primarily benefits ski resorts, and takes away access of this national forest from the people of salt lake and tourists. There are other alternatives to pursue before this option. I support bus-only travel during certain periods like Zions NP, I support tolling which encourages visitors to carpool and has shown to be effective across tollways in the Midwest for 20+ years. Please listen to the thousands of residents who are against the gondola, it is not the solution that is right for our community right now.</p> | 32.2.9E; 32.2.2B | |
| 36962 | Leh, Elizabeth | <p>I am a Cottonwood Heights taxpayer and I do not want my tax dollars going to the gondola. If Snowbird and Alta were not so greedy, there would not be a need for a gondola. Limit their ticket sale, as Deer Valley does, and get rid of the Icon pass. Simple and cheap for all. Snowbird and Alta should foot the bill as they are the ones getting richer.</p> | 32.2.7A; 32.2.2K | A32.2.2K |
| 36941 | Leh, Mark | <p>As a tax payer in Cottonwood Heights, I do not want my dollars going to the gondola!! There is a simple answer, limit ticket sales and get rid of the Icon pass. Alta and Snowbird stop being greedy!!</p> | 32.2.2K; 32.2.7A | A32.2.2K |
| 31819 | Lehigh, Stephen | <p>A few questions for framing the design and planning challenge in LCC:</p> <ul style="list-style-type: none"> -Why cede opportunities to productively reshape behavior? Imagine what might happen to winter air quality if we, in Utah, learned (like hundreds of millions of cosmopolitan people across the world) to ride public transit. Don't worry--people won't just quit skiing. -Why carry on the baneful practice of diminishing nature to protect unsustainable human habits? Where will this practice lead the tourism industry in Utah? -Why resolve challenges arising from competing constituencies simply by asking who, at present, brings in more money? Even an economist can see that this practice will produce losses. Such challenges needn't be zero-sum-games. <p>Salt Lake faces serious challenges as it seeks to grow infrastructure without marring the beauty, amenities, and access to nature that draw people here.</p> <p>A gondola would likely become a shameful instance of what-not-to-do contemplated mournfully (if not scornfully) in discussions around the country.</p> <p>Please don't diminish the canyon with a gondola.</p> | 32.2.2PP | |

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| 35646 | Lehman, Chad | THE TAXPAYER SHOULD NOT BE FOOTING THE BILL FOR THIS. EITHER IT SHOULD BE FULLY FUNDED BY ALTA & SNOWBIRD, OR IT SHOULD NOT BE FUNDED. PERIOD. | 32.2.7A | |
| 25473 | Lehmberg, Jensen | This is absolutely ridiculous, you are going to ruin an entire canyon to benefit only a select few who can afford to ski and it will only help to alleviate congestion on a handful of weekends a year. For the rest of us we have to pay the bill and enjoy the eyesore for the rest of our lives. Will we even get snow in 10+ years from now?? What happens to the gondola when it's deemed useless?? The entire project reeks of corruption. Ask yourselves who owns the land the parking lot and base station will be built on??? Who benefits from it??? | 32.1.4D; 32.2.2E; 32.2.9N | A32.2.9N |
| 30577 | Lehmkuhle, Mark | I support extended bus service. The gondola is a waste of tax payers money and does not consider winter travel outside of the ski resorts nor does it consider the impact on the beauty of the canyon. | 32.2.9A | |
| 31448 | Lehtinen, Kerry | Maintain the highway and buses at taxpayer expense. Tax the ski resorts and skiers using Little Cottonwood for the cost of a tram, especially since it will only run during the ski season. Better yet, don't build the tram. | 32.2.9E; 32.2.7A; 32.2.9A | |
| 28373 | Lehtinen, Kerry | Let the resorts like Snowbird and Alta pay for the damn thing. It will still ruin our canyon. | 32.2.9D | |
| 38354 | Leichliter, Peter | <p>Little Cottonwood Canyon EIS Comments October 17, 2022</p> <p>To Whom It May Concern,</p> <p>Please consider my following comments on the EIS.</p> <p>I appreciate the review that has occurred thus far, and I favor the phased approach of implementing different transit options. I however do not believe that a gondola is the correct solution.</p> <p>It is unfortunate that the selected gondola alternative has the greatest visual impact. The images displayed in the report are so unnatural, ugly, and visually intrusive that the gondola does not belong. Little Cottonwood Canyon is a wild environment with beautiful views, and the preservation of it is important.</p> <p>From an economic standpoint, the gondola option appears to be chosen to benefit the ski resorts, their users, and land developers at the expense of the rest of the public. Why should the taxpayers pay for something they may never use, and does not benefit us all? The ski resorts should pay for the construction and maintenance of a gondola since they are the ones benefiting from it. The gondola is just an extension of the base of the resorts to the bottom of the Canyon, and public money should not be used to build a private development.</p> <p>Building a gondola seems to be a massive expense for something that is only to be necessary for a certain number of days of the year, and not even planned to be used for the entire year. If it is intended to reduce overall traffic in the canyons, shouldn't it be available the entire year?</p> <p>It also appears that public opinion and opposition by the governments of the areas impacted by the gondola plan are being ignored.</p> <p>Hopefully the phased implementation approach is allowed the time and opportunity to work before the decision to fund the gondola occurs.</p> <p>Sincerely, Peter Leichliter Salt Lake City, UT</p> | 32.2.9E; 32.1.2D; 32.2.7A | |
| 25923 | Leick, Ryan | I support the Final EIS recommendation. The study provides a fair and objective analysis of all stakeholders' concerns with Gondola B as the best compromise of benefits for canyon users while mitigating negative environmental impacts. | 32.2.9D | |
| 25985 | Leifson, Daniel | Once again, we, the public, find ourselves at the short end of a well-crafted political stick. Once again UDOT has pandered to the beckon call of private interest instead of the public. The simple truth is this. The canyon has a human capacity. When it's full, it's full. Nobody, not you or I, or anyone else is entitled to be there. While Alta, Snowbird, Powdr and Dave Fields would build Disneyland up there if they could, that answer is not correct nor ethical. The proposed gondola stands on two legs; safety and environmentalism. Both of their arguments are cut down in front of them with the harsh reality that the canyon is full to capacity many days out of the winter. The true believers in this outcome and the true lovers of the Utah environment recognize the snake oil being sold to the public by these private interests. We know their corporate greed and hunger for growth and profit. The public should not have to pay a single dime to help them achieve that, nor should the environment pay in the form of polluted water and damaged habitat. The very commodity they seek to exploit would be damaged and the view they wish to capitalize upon would be tainted by this cable monstrosity. The final vestiges of credibility enjoyed by UDOT will be dashed to bits if they see this deal through. If they want the canyons to be safer, draw a hard line and close it more often. Enact a toll on canyon road and use the proceeds to better maintain and fund safety projects. Listen to the public, who seem to be the least of UDOT's concern. What a world we live in, where right and wrong can be bought and sold so openly and where the obvious is so relentlessly ignored. | 32.2.9E; 32.2.0B; 32.2.2Y; 32.1.2B; 32.2.2PP; 32.2.9N; 32.2.7A | A32.1.2B; A32.2.9N |

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| 30153 | Leigh, Arthur | It's a wonderful thing! Much needed and will be spectacular | 32.29D | |
| 38353 | Lekah, Bekah | <p>To whomever it may concern,</p> <p>I am reaching regarding the proposed gondola. I understand the benefits it could have during the ski season and the added safety it could contribute to individuals. However during the rest of the year the mountains are used by countless others, such as rock climbers, hikers, backpackers, and more. The gondola would positively impact one niche of outdoor tourism, but it negatively detracts from so many other important outlets. This is why I, a citizen of Utah who climbs and hikes and snowboards in Little Cottonwood Canyon urge you not to build the gondola. It would do more cause more harm than good in the long term and cause irreversible damage to our beautiful canyon. Please do not build this proposed gondola. Thank you for your time and your continued efforts to enhancing Little Cottonwood Canyon, but please realize this gondola would only detract from the value the canyon possesses.</p> <p>Respectfully, Rebekah Hakala</p> | 32.2.9E; 32.1.2D | |
| 28541 | Lemieux, Alexandre | <p>I am against UDOT proposals for these reasons:</p> <ul style="list-style-type: none"> > DOT's proposals are designed to serve ski resort users on the busiest winter days (an estimated 25 days/year), ignoring dispersed recreation and other year-round canyon users (e.g., climbers, hikers, runners, etc.) - Both proposals have unacceptable impacts to dispersed recreation and fail to solve the CC transportation problem. <p>These proposals involve the destruction of irreplaceable world-class climbing resources at risk of being impacted or completely eliminated.</p> <p>— The proposals are fiscally irresponsible, with initial construction costs estimated at \$500 million each.</p> <p>These proposals permanently alter the canyon, impact the iconic natural character, and our watershed.</p> <p>-</p> <ul style="list-style-type: none"> They result in unacceptable impacts on Little Cottonwood Canyon's invaluable natural resources and environment, including unacceptable cumulative impacts to the Wasatch Front watershed. > Ease of access to climbing will be compromised by parking lot alterations and removal of roadside parking. <p>Alexandre Lemieux</p> | 32.2.9G; 32.1.2B; 32.1.2D; 32.4B; 32.7C; 32.1.2F | A32.1.2B; A32.1.2F |
| 29277 | Lemnotis, John | The gondola is not the solution for the Wasatch. We have a small mountain that will be permanently changed by this construction. Also, this option mostly benefits the the two ski resorts in LCC and does not actually address the problem of traffic in BOTH canyons and the valley below. Do not build a gondola in the Wasatch! | 32.1.1A; 32.1.2B; 32.2.9E | A32.1.1A; A32.1.2B |
| 26855 | Lemoine, Nate | Please reconsider adding a gondola to our beloved Little Cottonwood Canyon! There are far better solutions to the problems we are facing, including ugrading existing public transportation, and additional incentives for carpooling. More time must be taken to evaluate potential solutions that are less impactful to the local environment. We will have nothing to visit in the Little Cottonwood Canyon if we don't make smart decisions now. | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.9E | A32.1.2B |
| 25623 | Lemon, Forest | I think that designated uphill and downhill bus lanes are a much better solution | 32.2.9B | |
| 32121 | Lemp, Curran | I learned to climb in the Sandia mountains that rise above Albuquerque, NM. The west face has what was for a long time the "world's longest aerial tram" which is a public works project from generations ago. I know what it's like to be hundreds of feet off the ground on a hard-to-access climb only to be gawked at by tourists accompanied by the constant hum of machinery in motion. The Wasatch deserves better, and the community of the Wasatch knows the value of its natural resources. Little Cottonwood Canyon is more than a couple of ski resorts or a couple of big powder days. It's a treasure and UDOT's decision exploits the canyon, to its detriment, for the benefit of a few. Expand electric bus service. Limit personal vehicle traffic. Respect the environment in which you managing transportation. | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.9A; 32.2.6.3F | A32.1.2F |
| 35455 | Lena, Julian | The gondola is NOT the answer. I believe a tolling system would be the least harmful to the canyon and a great starting point for reducing traffic without the cost and destruction of LCC | 32.2.9E; 32.2.2Y | |
| 28094 | Lengvarsky, Erica | While a gondola may be a tourist pull, it isn't the best solution year round. An electric high speed train that makes a loop from Cottonwood Heights/Sandy, up to Park City, then back down through Ogden Canyon connecting up with Front Runner/Trax is the best option. Yes it'll be expensive, but the increased ability to move people across the Wasatch front will do wonders for recreation, commuters, and even big events like Sundance. Please look into doing this. | 32.2.2I; 32.1.1C | A32.2.2I; A32.1.1C |

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| 32814 | Lenhart, Christian | I appreciate UDOT's phased approach. Tolls and enhanced bus service should be the priority, with other methods (such as road widening and gondolas) used as a last resort. If the tolls and buses do not provide enough capacity, I sincerely hope that the \$500 million cost of the gondola is NOT paid for using public money set aside for public transit. Tolls and contributions from the ski resorts should be enough. There are far more worthy transit projects, such as the Rio Grande Plan, that need public funding, and it would be a tragedy if this gondola were to suck up all the available funds. | 32.2.9A; 32.2.9R; 32.2.7A; 32.1.2B | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |
| 34606 | Lenhart, Christian | Please make absolutely sure that tolling and enhanced bus service are given a fair chance before resorting to a gondola. Building enormous towers and other infrastructure in the canyons should be an option of last resort. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 37196 | Lenkowski, Adam | <p>I didn't get a comment submitted confirmation, so I'm submitting it again:</p> <p>I am STRONGLY OPPOSED to any and all gondola alternatives. The people of Utah who live and recreate here have made it very clear, we do not want this ridiculous "solution" pushed on us that will RUIN all that makes little cottonwood great. Also, what about Big Cottonwood, that arguably has a WORSE TRAFFIC PROBLEM than little cottonwood ever since the introduction of the IKON pass? Are we going to build another 15 mile long gondola for that canyon? Obviously not. The negatives far outweigh any "benefit" from this and the reasons are blatantly obvious, but I'll list them out again.</p> <p>-Gondola WILL NOT solve the traffic problem. Carrying capacity would take all day to transport the 5-7k people that go up the canyon on a busy powder day. Also, traffic will build up even further down backing up into the neighborhoods than it already does with the base station location. The canyon itself has a subjective carrying capacity, and trying to push more and more people up is not the solution.</p> <p>-Due to the aesthetic degradation and major visual impact this option should have been thrown out from the start. YOU WILL SEE 250+ ft tall towers with FAA lighting at the mouth of the canyon from everywhere in the salt lake valley. From inside the Canyon, the visual impact will detract from the inherent beauty that makes the canyon great, so much so that it will not feel like forest, wilderness lands. It will have the feel of an AMUSEMENT PARK.</p> <p>-I'm not a climber, but I've listened to the climbing communities concerns of impact to many famous bouldering routes. Not to mention, you will be staring at a giant Gondola on all the historic climbing routes on the famous granite slabs on the lower canyon.</p> <p>We, the people of Utah have spoken. We do not want this monstrosity that only benefits wealthy developers, and giant ski resort companies. UTA bus service was CUT soon after the gondola alternative was announced as the "preferred alternative". What a joke. This is absolutely disgusting behavior, as we are used to seeing from our leaders in this State. This solution sounds similar to "Lets build a multi billion dollar pipeline from the ocean to the great salt lake" mentality. Reads like a sad joke, but it's true. Its time to make informed COMMON SENSE decisions. Such as, we need to change our behavior and habits:</p> <p>-More buses that are FREE or at least very cheap. More stops, more parking garages.</p> <p>-Tolling on the busiest days.</p> <p>-Limiting the amount of people in the canyon.</p> <p>-GREATLY INSCENTIVISING CARPOOLING</p> <p>NONE OF THESE options have ever even been attempted. We are going to jump straight to lets bulldoze the canyon. Anyone that supports this should be ashamed of themselves. Shame on UDOT, the developers, and ski resort execs.</p> <p>Last but not least, a giant Gondola that only stops at the 2 ski resorts will not in any way benefit the large number of other user groups including: Hikers, climbers, snow shoers, backcountry ski/snowboarders, families going on a picnic, etc etc etc. This is designed to shove as many people into Alta and Snowbird as humanly possible, and line the pockets of the people involved in this INSANE project. I will never, ever support this. In an industry that is quickly becoming an elitist sport, this is a step in the WRONG DIRECTION.</p> <p>Sincerely, Adam Lenkowski</p> | 32.2.9E; 32.2.2K; 32.2.6.5E; 32.1.2D; 32.2.9A; 32.2.4A | A32.2.2K; A32.2.6.5E |
| 37181 | Lenkowski, Adam | <p>I am STRONGLY OPPOSED to any and all gondola alternatives. The people of Utah who live and recreate here have made it very clear, we do not want this ridiculous "solution" pushed on us that will RUIN all that makes little cottonwood great. Also, what about Big Cottonwood, that arguably has a WORSE TRAFFIC PROBLEM than little cottonwood ever since the introduction of the IKON pass? Are we going to build another 15 mile long gondola for that canyon? Obviously not. The negatives far outweigh any "benefit" from this and the reasons are blatantly obvious, but I'll list them out again.</p> <p>-Gondola WILL NOT solve the traffic problem. Carrying capacity would take all day to transport the 5-7k people that go up the canyon on a busy powder day. Also, traffic will build up even further down backing up into the neighborhoods than it already does with the base station location. The canyon itself has a subjective carrying capacity, and trying to push more and more people up is not the solution.</p> <p>-Due to the aesthetic degradation and major visual impact this option should have been thrown out from the start. YOU WILL SEE 250+ ft tall towers with FAA lighting at the mouth of the canyon from everywhere in the salt lake valley. From inside the Canyon, the visual impact will detract from the inherent beauty that makes the canyon great, so much so that it will not feel like forest, wilderness lands. It will have the feel of an AMUSEMENT PARK.</p> | 32.2.9E; 32.2.2K; 32.2.6.5E; 32.1.2D; 32.2.9A; 32.2.2K; 32.2.4A; 32.2.6.5G | A32.2.2K; A32.2.2K |

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| | | <p>-I'm not a climber, but I've listened to the climbing communities concerns of impact to many famous bouldering routes. Not to mention, you will be staring at a giant Gondola on all the historic climbing routes on the famous granite slabs on the lower canyon.</p> <p>We, the people of Utah have spoken. We do not want this monstrosity that only benefits wealthy developers, and giant ski resort companies. UTA bus service was CUT soon after the gondola alternative was announced as the "preferred alternative". What a joke. This is absolutely disgusting behavior, as we are used to seeing from our leaders in this State. This solution sounds similar to "Lets build a multi billion dollar pipeline from the ocean to the great salt lake" mentality. Reads like a sad joke, but it's true. Its time to make informed COMMON SENSE decisions. Such as, we need to change our behavior and habits:</p> <ul style="list-style-type: none"> -More buses that are FREE or at least very cheap. More stops, more parking garages. -Tolling on the busiest days. -Limiting the amount of people in the canyon. -GREATLY INSCENTIVISING CARPOOLING <p>NONE OF THESE options have ever even been attempted. We are going to jump straight to lets bulldoze the canyon. Anyone that supports this should be ashamed of themselves. Shame on UDOT, the developers, and ski resort execs.</p> <p>Last but not least, a giant Gondola that only stops at the 2 ski resorts will not in any way benefit the large number of other user groups including: Hikers, climbers, snow shoers, backcountry ski/snowboarders, families going on a picnic, etc etc etc. This is designed to shove as many people into Alta and Snowbird as humanly possible, and line the pockets of the people involved in this INSANE project. I will never, ever support this. In an industry that is quickly becoming an elitist sport, this is a step in the WRONG DIRECTION.</p> <p>Sincerely, Adam Lenkowski</p> | | |
| 29212 | Lenkowski, William | UDOT has shown a complete lack of Environmental Awareness by selecting the Gondola Alternative. The amount of forest and terrain destruction that will have to occur is catastrophic! Please reconsider this alternative! | 32.2.9E | |
| 33485 | Lenkowski, William | I am totally opposed to the Gondola alternatives for Little Cottonwood Canyon. The changes necessary to provide expanded bus service and Parking restrictions is less damaging to the Canyon EcoSystems. | 32.1.2B; 32.2.2K; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 27292 | Lennon, Harley | Taxpayer-funded transportation projects should benefit all residents, not just ski resorts | 32.1.2D; 32.2.7A | |
| 28706 | Lentz, Davis | <p>Goodmorning UDOT Team,</p> <p>My name is Davis Lentz. I've been a Utah resident for 8 years, and an avid user of Little Cottonwood Canyon during that time. Though mainly a skier, I've grown to enjoy the many other opportunities of the canyon including summer hiking and trail running.</p> <p>Upon learning of preferred alternative of the Gondola, I became dismayed. Though I'm an active skier of Alta Ski Area, the gondola really only serves people going to Alta or Snowbird Ski and Summer Resort. Additionally, their are only about 11 peak days in which the road will be well above capacity- a problem that should be solved with much less than \$500M.</p> <p>I would urge you to please reconsider, and the interim focus on increasing the efficiency of buses in LCC and all the way down to the valley floor along with carpool incentives and/or fees.</p> <p>Finally, I would like to note that our state and it's biggest industry are under great threat by the receding Great Salt Lake. At a time like this, it feels irresponsible to be allocating a great sum of money to a problem far less pertinent. Please consider diverting the funds to efforts in saving the GSL.</p> <p>Sincerely, Davis Lentz</p> | 32.2.9E; 32.2.2I; 32.2.9A; 32.1.2B; 32.2.9N | A32.2.2I; A32.1.2B; A32.2.9N |
| 30284 | Lentz, Elisabeth | <p>I highly suggest a bus service every 10 minutes, like in a loop. Moving from gasoline powered buses to electric. Add sufficient parking so it is user friendly. Maybe a couple of satellite bus stations.</p> <p>Only residents and emergency vehicles are allowed. That would impact the environment the least. If Zermatt can exist as a carefree town why would it not be possible here in the LCC.</p> <p>Very important they buses run continuously and extended hours in the morning and evenings. The building of the Gondola infrastructure seems very invasive and it might be another bottleneck just lower down. If only buses use mainly the road there's no widening necessary. Very little exceptions for driving.</p> | 32.2.9A; 32.2.6.3F | |

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| 35285 | Lentz, Mark | I absolutely oppose corporate welfare that benefits two resorts, both catering to non-Utah tourists, than any other alternative. If Snowbird's Dave Fields wishes to have a gondola, he can apply to build it himself. There is no reason Utah taxpayers should foot the bill for a luxury experience for out-of-state tourists. This is all that the gondola is; it is not a solution to crowding. A few out-of-town elites will ride above the still-crowded highways if they are able to pay a toll that will likely keep any normal, local skiers and employees from using it. Moreover, less destructive, intermediate forms of reducing crowding such as paid parking, canyon tolls, better enforcement of vehicle requirements have not even been attempted. Critically, this boondoggle implies that resort skiing is the only use of the canyons. Climbing will be severely impacted, the experience of hikers will be adversely affected, and backcountry skiing - a much greener alternative to resort skiing - will be further undermined by the gondola. Finally, nearly all of the residents of neighborhoods bordering the gondola construction absolutely oppose it. This project is a corrupt attempt by two resorts and a few crooked politicians to line their pockets. I and the Utah majority absolutely oppose this project. Represent the will of the people or face the electorate and an end to your careers. | 32.2.7A; 32.2.2K; 32.2.2Y; 32.2.2M; 32.4B; 32.2.9N | A32.2.2K; A32.2.9N |
| 30551 | Lentz, Robert | I do not believe that the gondola proposal is a workable solution. (Not enough capacity, not enough stops, not enough incentive for its use.) I believe that the best solution for the future is to limit vehicular traffic in the LLC roadway to (frequent) bus service, commercial service vehicles and residents. This would allow users to have a steady stream of buses to get in and out of the canyon without expanding the roadway and negatively impact the environment. A large parking lot at the mouth of the canyon would be needed. Do not allow day users of the canyon to drive in at all. This will keep the road clear for a squadron of suitably equipped buses to traverse the canyon. Thanks for considering my viewpoint. | 32.2.9E; 32.2.6.5G; 32.2.4A; 32.2.9A; 32.2.2L | |
| 32136 | Lenz, Peter | I am utterly and completely opposed to building a tram in Little Cottonwood Canyon. A tram will permanently alter the appearance and experience of the canyon, and will not solve the problem of traffic jams, because it will not transport enough people. The best solution, in my opinion, is the construction of avalanche sheds, such as exist in Europe and in Washington State, and to expand bus service, and include the bus fare in the price of the lift ticket FOR ALL USERS of the canyon. Lift tickets, including season passes should be taxed accordingly. All users of the canyon should share this financial burden. Peter Lenz Every car entering the canyon should be subject to a substantial toll, to support snow shed construction and bus service. | 32.2.9E; 32.2.9A; 32.2.9K | |
| 31786 | Lenz, Peter | I wish to record my opposition to the proposed tram in Little Cottonwood Canyon. This will permanently alter and damage the canyon, and serve no one but the skiers and the resorts. It is unlikely to be anything but a costly temporary solution to problem it is designed to address. I favor expanding current bus service, construction of snow sheds and widening the road, PLUS limiting further development of the ski areas, including lodging and restaurants. Rationing access to the canyons is the only answer. The resources are finite. | 32.2.9E | |
| 38050 | Leo, David | Please don't ruin our beautiful canyon with an ugly gondola. It's only a matter of time before technology advances to the point of developing a better solution. A permanent and overwhelmingly intrusive structure system like the gondola will forever scar the canyon. It's not necessary, and ultimately, technology will produce a better and less intrusive alternative. Be patient. | 32.2.9E | |
| 35328 | Leo, Jill | Anything this big MUST be a ballot measure. UDOT cannot make the final call based solely on public comment, they do not have our best interest in mind. PLEASE put this to a vote. | 32.2.9N | A32.2.9N |
| 30300 | Leo, Jill | Absolutely nobody wants the gondola. Nobody. Please do take into account everyone who lives here instead of pandering to private interest groups. Keep the gondola OUT. | 32.2.9E | |
| 36932 | Leonard, Brenda | As a resident of Cottonwood Heights, I am against the gondola. | 32.2.9E | |
| 34537 | Leonard, Cheryl | I'm against the gondola. Developers are going to get rich from this idea while the taxpayers pay yet again, with no end in sight as it will have to be maintained. Why not follow Park City's lead and use electric buses. Cheryl Leonard | 32.2.9E; 32.2.6.3F | |
| 32877 | Leonard, Gerald | I agree with Mayor Wilson for all the reasons she listed | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 34947 | Leonard, Gloria | Please NO GONDOLA. Our canyon is beautiful. Please do not spoil it with a gondola. | 32.2.9E | |
| 34089 | Leonard, Lisa | Once again, the entitled get the lions share. A gondola takes from the less and gives nothing back to the masses. Serving those who have the most already. Common sense choice would benefit the whole. Put them all on busses. | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 34992 | Leonard, Rakellah | As a community member of Millcreek, we pay a premium to live near the canyons because they are beautiful, magnificent and a great escape. By building a gondola, not only will it attract larger crowds, be a complete eye sore and cost tax payers billions of dollars, it will also contribute financially only massive ski resorts. Is this really the investment we want to make in our beautiful state? I haven't spoken to one person who wants this and sees the benefits. Please consider what the people want. | 32.2.20C; 32.2.9E; 32.2.9N | A32.2.20C; A32.2.9N |

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| 33186 | Leonard, Steve | No gondola. The towers will be too tall. It will detract from the beauty of the canyon. The worst traffic is on weekends, not year round. The cost is too high and will be much more by the time it finally would be built. It won't be affordable for all families yet all families would be paying for it. It would only serve the resorts and not stop at trailheads. Don't widen the road. Use more busses and find a way to get skiers to car pool. Such as a good discount on parking or a lift ticket. This whole thing might not be an issue if they had done the interconnect ski resort plan from back in the '80s. | 32.2.9E; 32.2.9A | |
| 29573 | Leone, Mark | I am opposed to the Gondola planned for Little Cottonwood Canyon. The cost and environmental impact are more than we can afford. This is a boondoggle that benefits a few wealthy business and poorly serves hikers and other canyon users other than skiers. We should use free shuttles to democratize access, and we should use economic incentives to encourage ride sharing and reduce personal vehicle traffic. Above all, we should conserve the canyon in its current state. Moving hordes of people into the canyon for profit will degrade everyone's enjoyment and have major environmental impacts. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.4A; 32.2.9E | A32.1.2B |
| 33982 | Leonhardt, Jeremy | Bad idea. Sad to cause so much environmental damage to an area to only benefit two resorts. And in the winter only? Sad sad. | 32.1.2B; 32.2.9E | A32.1.2B |
| 32652 | Leonhardt, Renee | I am against the gondola. It will cost way to much. It will kill many of the migrationty [migratory] birds and kill alot of the wildlife in the canyon. I will cost to much to use it. No way should the tax papers [payers] have to pay for something like this. There are many alternatives. It would be an ugly eye sore on our beautiful canyon. I have lived in utah all my life and enjoyed little cotton just as it is. I am tired of the few people who come in here and ruin our state. I will definitely be watching to see who in the legislature lets this happen and be voting against them. | 32.2.9E; 32.13A | A32.13A |
| 27985 | Leonhardt, Renee | NO gondola. This is crazy. There has to be a better way. Everyone I have talked to is against it. We do not need this. Are you afraid of putting this up for a public vote. This is my money you are trying to spend with out permission. Put it up for a vote and do what the majority of Utah wants. | 32.2.9E; 32.2.9N | A32.2.9N |
| 37446 | Leopardi, Lisa | I do not want a gondala built to access Little Cottonwood Canyon. I am against the gondala being built. Many Thanx, Lisa Leoardi | 32.2.9E | |
| 28973 | Leprey, Lucas | Please listen to the people, no one in Utah wants this gondola running up our most prized canyon. We need to double down on buses and park and rides that won't affect the permanent landscape of our natural wonders. Let this year show that we can make busses work before we permanently impact the many ways we recreate in the canyon at all times of the year. If places like maybe national parks can make busses work so can we | 32.2.9E; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 28979 | Leprey, Lucas | Please listen to the people, no one in Utah wants this gondola running up our most prized canyon. We need to double down on buses and park and rides that won't affect the permanent landscape of our natural wonders. Let this year show that we can make busses work before we permanently impact the many ways we recreate in the canyon at all times of the year. If places like maybe national parks can make busses work so can we | 32.2.9E; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 30558 | Lequient, Magali | To whom it may concern, the proposed gondola would have tremendous negative impact on the environment of little cottonwood canyon, its wildlife and most of its users. It is an extremely expensive solution that would only benefit a few wealthy individuals and 2 ski resorts, it is absurd that one top of the deterioration of this beautiful canyon, it is tax payers who would have to pay for this. An improved transit system is a far superior solution, costing less, more flexible to accommodate many different users and would have the advantage to possibly alleviate traffic not only on LCC road but much farther back, on Wasatch Blvd and 215, unlike the gondola who would still require thousands of users to get to the gondola base. Or get an bus in addition, has that requirement been accounted for in the 500 millions price tag? Please revisit this decision and select a better solution that benefits more people and costs less. | 32.2.9A; 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 28605 | Lerner, Hugo | I disagree strongly with the expense and time that would be used for a gondola. I believe noncombustion based (electric, hydrogen,etc)busses is a better solution. | 32.2.9A; 32.2.6.3F | |
| 36314 | Lertsongkham, Tanner | No to the gondola. The gondola is going to be an eye sore but it's literally going to serve people from the mouth of the canyon to snowbird and Alta during the winter. The build is funded by taxpayer It doesn't operate during the summer And it doesn't offer any other stops You're going to have a gondola down the middle of the canyon. It's not going to do much to alleviate the traffic in the canyon and issues with the canyon. Plus people forget bridal veil used to have a gondola and it was destroyed by an avalanche and never got rebuild. Also it's believed that some former representatives have financial interest in the gondola even though the city and county have also said no | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.6.5F; 32.2.6.5E; 32.1.2B | A32.1.2F; A32.2.6.5E; A32.1.2B |
| 27592 | Lescard, Terry | Why would anyone proceed on a project of this magnitude when the backlash and vast majority of the public are screaming"NO"? It's been abundantly clear the people of Utah want nothing to do with this gandola project and instead this looks like a pet project of people who care little about the environmental and community impact and solely economic interest. What a sad and pathetic show or moral character and common sense. | 32.2.9E; 32.2.9N | A32.2.9N |
| 26442 | Lester, Julia | As tax-paying, canyon-recreating Utah citizens residing in salt lake, we do not need or want a gondola to benefit little cottonwood canyon ski resorts & former legislator niederhauser & his la caille-related real estate associates. We need an increased number of buses running every 15-20 minutes up &/or down little cottonwood canyon in connection with peak user -based statistics for | 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.2.2K |

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| | | each separate season. Let's reduce personal vehicle traffic in little cottonwood canyon by charging fees for single-occupant vehicles. And increase udot service routes' parking spots in parking lots feeding into little cottonwood canyon. | | |
| 26146 | Leuba, Clayton | As a rock climber, angler, hiker and skier I am in strong opposition to the planned LCC gondola. The gondola would benefit a wealthy few (ski resort owners) whose wishes should not outweigh the desire of the general public. Salt Lake City does NOT want the gondola. We want to preserve the canyons for future generations, not exploit them for the gain if the ski industry. Shame on UDOT. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 31308 | Leung, Felix | Although I've submitted comments about this before and am doing so again, I am pessimistic that these are making any difference. But once again, I feel that the gondola is the worst option for LCC. They primarily serve the resorts--and mostly Snowbird at that, since Alta requires loading on a second gondola. They do not help the myriad of other stakeholders--backcountry skiers, climbers, hikers, bikers--access the Canyon. In addition, during inclement weather, which is when the gondola will be most important, I think the gondola will have less uptime than anticipated, given how windy the canyon can be. (The Snowbird Tram and multiple lifts at Snowbird and Alta are frequently placed on wind-holds during the season.) I feel that the best option for LCC is to place a dedicated bus lane (which could be used for foot/bike traffic in the summer), placing avalanche shelters over the road, and placing a sliding-scale road toll for cars during the ski season. I feel that this would be much more practical, versatile, useful than a billion-dollar gondola boondoggle would be. | 32.2.9E; 32.1.2D; 32.2.6.5K; 32.2.9B; 32.2.4A | |
| 36371 | LeValley, Carolyn | Absolutely, do NOT want to see our tax paying dollars go to a gondola which will only solve the traffic problems for a relatively few days out of the year! | 32.2.9E; 32.1.2B | A32.1.2B |
| 27475 | Levanger, Chad | If this is going to be funded it should be by the resort companies and not the taxpayer. These resorts are so expensive these days they are not even worth going to, I will never use the gondola and I do NOT want my taxes to pay for it. Snowbird owns the property that will be sold for the gondola to sit on, this should not need too be purchased by the state they should donate it at minimum. Parking lot land for the gondola should be purchased by Alta. All funding for the gondola should be from the two companies that stand to make the most, but they wont because it is not a good investment for them and that should not be fronted by the tax payer! | 32.2.7A; 32.2.9E | |
| 31444 | lever, piper | <p>I am writing to voice my opinion on the UDOT preferred gondola canyon transportation alternative, in response to UDOT's EIS. I am particularly concerned about the wisdom and comprehension of the chosen alternative option and welcome the opportunity to comment.</p> <p>I believe the gondola is a terrible idea for a number of reasons: \$592M is an enormous amount of taxpayer money that will be funneled into benefitting a relatively small number of constituents and a few large resort businesses. This type of discriminatory spending raises the issue of questionable motivations by legislators and agency leaders. There are no plans to serve the ever-growing population of nature-lovers and recreationalists who choose not to patronize the two private ski areas. The large amount of public land in Little Cottonwood Canyon should be equally accessible to the public, and not only special interest groups. The final budgetary estimates do not take into account the cost of non-ski season operations. With the large infrastructure investment, how is it possible to ignore the other months of the year? I believe it is a blatant omission to not include an operations budget for year round activity and compromises the integrity of the presented budget estimates. The amount of time it would take to use the gondola as a viable transportation option for a ski day is ridiculous. It's hard enough to remember all of one's ski gear, wallet, and other necessities, but now you want to add planning the logistics of parking a car, loading a shuttle bus, entering the gondola base station, paying fees, scheduling the return trip, etc. The obvious scenic and environmental impact of a gondola and towers on Little Cottonwood Canyon is a destructive and unconscionable suggestion.</p> <p>I favor a combination of snow sheds and enhanced bus service as a preferred alternative. I believe there will be more data to be collected and considered from this step, and will be instrumental in planning a progression of the next transportation solution.</p> <p>I believe our legislators and public agency leaders owe their constituents the duty to carefully consider all possible solutions and vote or act in a transparent and conscientious manner.</p> <p>Thank you for the opportunity to weigh in. I look forward to seeing the result of further deliberations.</p> <p>Sincerely, Piper Lever</p> | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.7C; 32.2.9A; 32.2.9K; 32.2.9R | A32.2.7C; A32.2.9R; A32.1.2H; A32.2.6S |
| 35118 | LEVETAN, Daniel | I am in favor of a Gondola solution | 32.2.9D | |
| 34818 | Levin, Mark | <p>On the Gondola - General</p> <p>I am the Owner of a residence at Alta, and the gondola system will likely be very visible on the hill above my home and property, nevertheless, I strongly support the gondola alternative, but with some comments and suggested modifications to the current preferred alternative. Some other thoughts regarding the gondola are below:</p> <p>- Suggest that the gondola be free, such as the one linking Telluride and Mountain Village in Colorado. That will go a long way toward getting people to leave their cars down below.</p> | 32.2.9D; 32.2.4A; 32.2.6.5F; 32.2.2K; 32.2.7F 32.2.6.5F; 32.2.0C; 32.2.0F; 32.2.2D; 32.2.9K; 32.1.5B; 32.1.2B | A32.2.2K; A32.2.7F; A32.2.7C; A32.2.0C; A32.2.0F; A32.1.2B |

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| | | <p>- The gondola will avoid essentially all avalanche risk for its riders. Any vehicle driving in the canyon is at risk, even with mitigation measures. Often, the highest risk is late on a heavy snowfall day, when there is a lot of new snow loading and mitigation can't be initiated until the skiers are down the canyon, yet thousands are stuck in slow or nearly stopped traffic under loaded avalanche chutes.</p> <p>- The gondola should be operated well into the evening hours, especially on weekends.</p> <p>- Evacuation personnel for the gondola will become an important consideration</p> <p>Tolling and Vehicle Limits</p> <p>- I am against tolling, as it further stratifies the skiing experience to the wealthier classes, and the survival of the sport we love requires diversifying the skier group and encouraging more young people from all backgrounds to become skiers.</p> <p>- As we learned during Covid, de facto vehicle limits as a result of having a system of ski area morning parking reservations required on peak demand days are likely going to be much more directly effective than tolls, and more fair to all guests who prefer to drive up to ski, and the administrative cost is carried by the ski areas, not the taxpayers.</p> <p>- Any tolling, or other highway access limitation system, will need to include special consideration for residents, owners and others that have to regularly travel up SH-210 to live or work; manage or maintain rental properties; repair, maintenance and delivery service personnel; Alta and Snowbird area business employees, and others who are part of the functional needs of the community. A possible solution for those who regularly have to go up the canyon for these purposes might be an annually requalified permit system, using RFID chipped photo IDs that are not tied to a particular vehicle, as well as business-associated RFID chips. Another system would have to be worked out for occasional occupational traffic, such as repairmen and contractors, etc..</p> <p>Financial Viability of Alternatives</p> <p>Any investment of public funds by the taxpayers needs to have an economic study and net present value analysis against each of the other alternatives. This should include associated revenues and costs that are external to the project itself, but which are enabled by the project. Avoided costs are a savings to be credited as well. There needs to be offsetting tax, cost sharing, or other revenue streams to payback any public money expended so that any alternative implemented is either cash positive or neutral to the taxpayers.</p> <p>Adding Amenities and Facilities</p> <p>One of the fundamental problems with both of the LCC resorts is lack of sufficient bed base, and the lack of a walkable 'village' environment for overnight guests. This adds to the traffic problems up the canyon, both for day skiers and tourists. Some related suggestions follow.</p> <p>- Encouraging development of more, and better, evening activities at the resorts may help keep some of the local day skiers, or guests not staying in the canyon, out of the 4 PM-6PM 'red snake' by providing an alternative to getting right in line to go down at the end of the day.</p> <p>- Since there is not much developable land left in LCC, the concept for the transit base area at La Caille should be expanded much further to include opportunities for development and concessions for hotels, restaurants, shops, entertainment, etc. and have a direct tie to the light rail, so visitors can ride a train from the airport to their hotel by the gondola, eat, attend entertainment and shop, then get to the ski areas without needing a car. That probably would be a money maker to help offset the cost and might get a lot of cars off the roads.</p> <p>- Alta needs to develop many more hotel beds to reduce the number of tourist drivers on the snowy roads. Most of the existing facilities are aged and well beyond their prime as well. The recent Snow Pine project was a very attractive, high quality re-development, but should have been much larger.</p> <p>- Restrictive land use policies that limit the size or locations of development at Alta and Snowbird should be re-examined to make the most out of the land that is physically able to be developed or re-developed in future years.</p> <p>- Both resorts need to add significantly more parking before any on-highway parking is eliminated. Alta should build a multi level parking structure and more parking needs to be built at Snowbird as well.</p> <p>- Whether up the canyon, down below, or both, additional amenities and commercial potential will help carry the cost of the necessary transportation improvements that are needed in the long term.</p> <p>SH-210 Improvements and Highway Management</p> <p>- The highway needs to be widened to include a reversible center lane, in conjunction with the gondola.</p> <p>- The design criteria for redevelopment of SH-210 should ensure that all the curves with their apex on the canyon side of the road are superelevated to help keep vehicles from sliding off into the canyon. There also need to be berms, jersey barriers, cables, or guardrails at all points where there is a significant risk of vehicle drop-off into the canyon - where space for anchorage is limited, tiebacks buried under the roadway and helical piers or other engineered systems can help anchor the barriers without reliance on subjacent lateral support on the canyon side.</p> <p>- Probably including some turnouts with restrooms would be a very good idea. Sometimes the 'red snake' traffic going down the canyon can last several hours,</p> | | |

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| | | <p>forcing some hard choices on drivers and their passengers.</p> <ul style="list-style-type: none"> - The snowsheds are a great idea, and probably more are needed. The better lit they are inside, the less they will impact traffic speeds. - MUCH tougher enforcement of vehicle suitability going up the canyons in the winter needs to happen. That means 4x4s or AWD with real winter-rated tires, not just 'all season' tires. We have all had many days following some 2-WD car up the canyon barely able to keep moving - or not moving - with wheels spinning on ice or in slushy spring snow. Not allowing unsuitable vehicles in winter will help reduce overall traffic as well as incident related delays due to those vehicles. <p>Bus Transportation</p> <ul style="list-style-type: none"> - The current buses are not well suited to mountain travel and as a result, have incidents that can tie up the canyon for hours sometimes. If buses are to be relied on as a major element of the solution, then special buses that are more capable in the winter mountain conditions should be part of the plan. Think 4x4, locking diffs, retarder, more power, studded winter tires, autochain systems, etc. - Bus ridership by frequent day skiers (nearly all of whom are local season pass holders) can be encouraged by having lots of large seasonal rental lockers available at very reasonable cost, in pleasant changing rooms of ample capacity, very near the bus unloading points. Nobody wants to lug all their stuff up to the ski area in a bus each time they go up. - How realistic is an alternative plan heavily tied to bus transportation when they can't even get enough people to operate buses this year? <p>General - Long Range planning</p> <p>The LCC gondola is just one component of the realistic planning that is needed to accommodate the growth in the state, as it relates to winter recreation in the Wasatch mountains. Whether we like it or not, that growth can't be ignored, without ruining the quality of the winter recreation experiences that the resorts have to offer. This means that the ski areas need to expand their terrain and lifts as well.</p> <p>An Interconnect, or One Wasatch, or whatever its ultimately called, is a good idea and can be an important component of reducing LCC and BCC traffic, by linking the areas to a larger bed base on the east slope of the mountains. The logical main mountain hub is in the Brighton Loop area, which could serve as a connection point for gondolas in BCC, connecting to LCC and another to Park City.</p> | | |
| 31429 | Levin, Sebastien | <p>I think the move to improve access to LCC is a great idea. The concept of a gondola COULD make sense, but the version proposed does not work for the community as a whole.</p> <p>I will start with issues to address if you would like to proceed with a Gondola concept, but I also think there are other options that should be further explored.</p> <ul style="list-style-type: none"> - The proposal is very expensive and only benefits a small user group --> look to add more stops than just snowbird and alta that can be used year round and accomodate a larger user group (like at popular hiking, ski touring, climbing and mtb destinations) - The gondola has a low uphill capacity --> how can the gondola concept be updated to increase the number of guests moving up and down the canyon; the gondola needs to move at-least as many people as the current model (drive yourself and take buses) does, but ideally it actually creates an incentive by increasing the speed of access - The gondola construction and towers have negative impacts on the ecology of the canyon and the popular hiking/climbing spots --> do an analysis of the run-off/damage caused by the construction vs. current car use in the canyon; look to lessen the impact on popular trailheads and world class climbing destinations - access to/from the gondola --> it seems that having a parking lot that is not located right at the base of the tram is a bad idea; it creates a barrier to use --> look to adjust the design such that user can park at the gondola rather than a long walk or bus ride away <p>Other alternatives: I think that there was not enough attention put into other alternative options. This will require out of the box thinking and some combination of alternative ideas</p> <ul style="list-style-type: none"> - increased bus routes (both frequency and route options) - closing canyons to cars all together or during peak times (except home owners, employees, and hotel guests) <p>There also needs to be a greater focus on comparing options and looking at a cost/benefit analysis (both monetary, environmental, and ease of use)</p> | 32.2.9E; 32.2.6.5G; 32.2.6.5N; 32.2.9A; 32.2.2B; 32.12A; 32.2.2K | A32.12A; A32.2.2K |
| 29334 | Levine, Jacob | <p>I commented twice during earlier phases and feel as though based on the hundreds (no, not all 14,000) but hundreds of other comments I read that the "themes" cited by our comments do not reflect popular opinion, but rather what is wanted to be showed to push this gondola concept regardless of what the public actually wants. I am not in favor of the gondola, and I don't believe this process is doing more than providing a show. I also feel that the concerns I wrote in my previous comments were never considered.</p> <p>On the days when traffic is an issue because of heavy snow, transportation is a problem in the whole region, not just LCC. A "mobility hub" at the bottom of LCC will only worsen congestion on all routes near that hub that you will still have to get to somehow. A gondola only stopping at the resorts doesn't address how many of us use LCC. I'm in favor of enhanced busses and snow sheds to protect the road on avvy prone areas. For the projected expense (which appears understated) the scope of the solution should be widened to the region, not LCC. I love LCC, I've been to Europe where towns are connected by lifts, but we don't have the same dynamic here. I've also been to Japan and snow sheds work great there. Please do not build this gondola.</p> | 32.1.1A; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.7A | A32.1.1A; A32.2.9N |
| 28629 | Levine, Kenneth | <p>boon-Σdog-Σgle /ÅåboÖüonÅåd√§...°...δl/ INFORMAL-NORTH AMERICAN</p> | 32.29D | |

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| | | noun: boondoggle; plural noun: boondoggles 1. work or activity that is wasteful or pointless but gives the appearance of having value. "writing off the cold fusion phenomenon as a boondoggle best buried in literature" 2. a public project of questionable merit that typically involves political patronage and graft. "they each drew \$600,000 in the final months of the great boondoggle" | | |
| 35860 | Levinson, Olivia | This should not be coming from tax dollars especially to profit a private business. This is also going to environmentally alter the area of the cottonwoods and I completely disagree with it. | 32.2.7A; 32.1.2F; 32.2.9E | A32.1.2F |
| 37322 | Levinthal, Cynthia | I have commented at all stages of this process and each time, I have argued strongly against the gondola option. The gondola is not a transit solution. The gondola will be in only one of our two resort canyons. The gondola only serves Snowbird and Alta. The gondola is prohibitively expensive. The gondola is an absolutely irresponsible choice that the majority of Utahns do NOT want. I have completely lost trust in this process and UDOT. You have heard over and over that we do not want it, yet you continue to say it is the preferred option. I smell a rat. The corruption is clear. Other options were promised while the gondola is being considered and instead many busses that serve the canyons have been canceled. Please put aside cronyism and lining your pockets and do what is best for the canyons and the people of Utah. | 32.2.9E; 32.1.2D | |
| 34916 | Levitre, Jann | 100% support the gondola. | 32.2.9D | |
| 38658 | Levitt, Aaron | Hi, my name is Aaron Levitt [REDACTED]. I'm calling to comment and express a emphatic no against the gondola. Paid for by the taxpayers, it's expensive to ride. It only benefits two resorts, doesn't run year-round, and it's an aesthetic blight on the beautiful canyon along with the fact that it interferes with bird migration patterns, and cannot run in a blizzard. For all those reasons, citizens of Utah, I think, do not want this gondola. Thank you. | 32.2.9E; 32.1.2D; 32.2.6.5F | |
| 32973 | Levitt, Darren | I do not want a Gondola. It is too expensive, benefits too few, does not run year round, and is an environmental and aesthetic nightmare. NO | 32.2.9E | |
| 26255 | Levitt, Jack | Please consider the impact of the proposed gondola on one of our most precious resources. As a resident I feel this proposal directly sacrifices my interests in lieu of benefiting the ski resorts. Climate change projections indicate we won't have skiable snow in the wasatch forever. The gondola is a permanent solution to a temporary problem. | 32.2.2E; 32.2.9E | |
| 30864 | Levy, Dana | I strongly oppose the construction of a gondola in Little Cottonwood Canyon. | 32.2.9E | |
| 33308 | Lewin, Andrew | I'm a voter in salt lake county and frequently visit little cottonwood canyon during all seasons. In the winter I ski, but in the summer I climb and hike. Introducing a gondola is an expensive solution to only one of those activities. I would rather see UDOT solve the problem for all activities by increasing bus routes, tolling, or a cog train. | 32.1.2B; 32.1.2D; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9F; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 26671 | Lewin, Haley | I am very disappointed by the decision to support the gondola. The days that draw the most people to the canyons are often very windy and not ideal weather conditions to run such a long gondola. Instead, vehicle traffic could be reduced by increasing busses (and expanding hours) as well as requiring vehicles to have snow tires to enter the canyon. This would improve safety while reducing crowds and maintaining accessibility. | 32.2.2M; 32.2.6.5K; 32.2.9A; 32.2.9E | |
| 31459 | LEWIS, DAVID | I do not support the gondola solution for LCC. I frequent both BCC and LCC nearly every week of the year to hike, including snowshoeing in the winter. Seldom would a hike start at Alta or Snowbird. The gondola option does nothing for hikers, backcountry skiers, and others that need to arrive at locations other than Snowbird or Alta. The gondola option is an ALL OR NOTHING option that cannot be phased in, scaled up, or scaled down. That is a problem. There are many options with busses for scaling up, scaling down, and rightsizing. The impact on the environment can be better controlled with various bus options. We need to evaluate phased bus options and not assume that the bus option must have dedicated lanes all the way up the canyon. While I don't like either of the two proposed options, the gondola is a non-starter. The bus option can be easily modified to phase in costs and benefits of various options. | 32.2.9E; 32.2.9A | |
| 34155 | Lewis, David | This is very frustrating, that in light of the public pushback, UDOT intends to follow through with the Gondola. I have spent 5 years building the climbing access that was intended to protect the fragile environment only to have that access threatened. Many are against this and believe a better shuttle system from the main parking area is the best way forward. I agree! LCC is a special place and it's amazing to have something so wild so close to a large metropolitan area. Keep it that way and don't let greed cloud your judgment. The Salt Lake Climbers Alliance has spent huge amounts of money to insure that the land is taken care of and the watershed is protected. We don't need or want a gondola. Listen to what the public is saying. Thank you! David Lewis | 32.1.2B; 32.1.2F; 32.2.2B; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.1.2F; A32.2.9N |
| 27972 | Lewis, Earl | While the work of UDOT and other study participants is broad and quite thorough it is clear, by UDOT's own admission in responses to comments, that many factors that affect long term use of the sensitive corridor of Little Cottonwood Canyon have not been considered (e.g. environmental impacts outside of water, use by other user groups during and outside of the ski season). Therefore, it's fair to assume that the focus of this study and the project proposals is too narrow for long term planning purposes and the UDOT EIS should be but one of several studies undertaken to develop the best long term transportation, parking, facility and use plans for LCC. | 32.2.0A; 32.2.0B; 32.2.0C | A32.2.0A; A32.2.0C |
| 35620 | Lewis, Gregory | No Gondola! | 32.2.9E | |
| 35437 | Lewis, James | Do not build the gondola- it only benefits the ski resort and park city development | 32.2.9E | |

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| 29696 | Lewis, Jeffrey | The preferred alternative B gondola is a sound well researched option. This will be a very good path to the future. It needs to happen ASAP. | 32.2.9D | |
| 25849 | Lewis, Jon | I am opposed to any taxpayer money being spent to benefit for profit ski resorts. If Powdr Corp. wants a gondola, they can pay for it. End corporate welfare now. | 32.2.9E; 32.2.7A | |
| 27023 | Lewis, Kari | I am wholeheartedly against the gondola. It will be a monstrosity to the most beautiful and legendary canyon in America. It will be an eyesore. It will destroy mega classic boulders for rock climbers who come from all over the world. I have not heard a single local say they are for this gondola. This will be fully funded by tax payers who do NOT want the gondola and only enjoyed by tourists for a couple months who aren't even paying for it! 14,000 people commented last time, most of which I'm sure were against it, and you decide to go forward with it? Listen to us! We the people do not want this. | 32.2.7A; 32.2.9E; 32.4B | |
| 26046 | Lewis, Liam | The gondola uses public funds to make private companies richer all while not solving the problem at hand. Traffic will move from the canyons to the streets around the gondola parking lot. Imagine what \$550 million could do elsewhere. | 32.2.6.5E; 32.1.2B; 32.2.7A; 32.7B; 32.7C | A32.2.6.5E; A32.1.2B |
| 26794 | Lewis, Mack | I do not want an irreversible gondola going up In little cottonwood canyon. This is not the best way to use taxpayer money to only serve 2 private ski companies. There are better solutions and this should not be rushed. I believe starting with a toll to help alleviate single rider traffic and using these funds to help with future plans for traffic in the cottonwoods. | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9E | A32.1.2B |
| 26795 | Lewis, Mack | I do not want an irreversible gondola going up In little cottonwood canyon. This is not the best way to use taxpayer money to only serve 2 private ski companies. There are better solutions and this should not be rushed. I believe starting with a toll to help alleviate single rider traffic and using these funds to help with future plans for traffic in the cottonwoods. | 32.2.9E; 32.2.2Y | |
| 26796 | Lewis, Mack | I do not want an irreversible gondola going up In little cottonwood canyon. This is not the best way to use taxpayer money to only serve 2 private ski companies. There are better solutions and this should not be rushed. I believe starting with a toll to help alleviate single rider traffic and using these funds to help with future plans for traffic in the cottonwoods. | 32.2.9E; 32.2.2Y | |
| 38798 | Lewis, Magdalena | <p>Subject : Little Cottonwood Canyon y nuestra comunidad merecen respect!</p> <p>Dear Utah Department of Transportation,</p> <p>I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons.</p> <p>The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low-income communities. They will have less access to the gondola station and less access to Little Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low-income residents live.</p> <p>Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Magdalena Lewis </p> | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2I; 32.10A | A32.1.2B; A32.2.6.3C; A32.2.2I |

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| 29833 | Lewis, Oliver | Why are taxpayers funding transportation for private resorts? It makes no sense and is far too harmful to the canyon itself. | 32.1.2B; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 36130 | Lewis, Robert | 57 year Salt Lake County resident here. I am against the Proposed Gondola plan 100%. The traffic issue is simply Seasonal an I feel that the resorts should bear the cost and develop an alternative transportation plan. Thank you | 32.2.9E; 32.1.2B | A32.1.2B |
| 25883 | Lewis, Tina | NO NO NO!!!! To the gondola. Many more options to do first - that well work if given a chance. Shuttles like Zion National Park will work. Always try the simple solutions before costly options. I will never vote for any taxpayer funds to use in this project. No private ones either. The canyon belongs to all Utah residents!!! We make the decisions!! | 32.2.9E; 32.2.2B; 32.2.2PP; 32.2.9N | A32.2.9N |
| 29683 | Lewis, Tina | NO!! To Gondola!! Easier much more economical ways to improve the canyon traffic. It will destroy the beauty of the canyon. Utah tax payers Do Not want to pay for this type of project when we have more pressing issues. | 32.2.2PP; 32.2.9E | |
| 25918 | Lewis, Tina | NO, NO to gondola!! Have the ski resorts run a shuttle services to their resorts. Parking garage at the bottom of the canyon - shuttle services included with your ski lift fee for up and down the canyon. | 32.2.9E; 32.2.7A; 32.2.2B | |
| 32371 | Leydsman, Tyler | Please do not go through with this. Little cottonwood canyon is a beautiful scenery that many can enjoy to get out of the city it makes no sense to put this there and ruin little cottonwood | 32.2.9E | |
| 29474 | Li, Indy | To the UDOT and partners working on the Little Cottonwood Canyon EIS, I add my voice to those opposed to the Gondola option. From every report shared with the public it is abundantly clear this solution addresses mobility in the canyon for a select population of outdoor recreators and only for a portion of the year. I'm appalled that the State would consider wasting tax payer dollars to fund a project that benefits private corporations. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E | A32.1.2B |
| 34025 | Li, Walter | My concerns are: Total cost is too expensive. Yearly operating and maintenance cost after install is way too high. And would it be cost effective to run it all year around? Cost per passenger to ride the gondola will make skiers conclude it's still cheaper and more convenient for them to carpool. Each and every gondola tower's pulley wheels/shocks and hardware lubrication will undoubtedly drip/spray petroleum based liquids/gels to the ground below and straight into the Little Cottonwood watershed. If you've ever skied under chair/gondola/tram towers and had your nice ski jacket and pants spattered with the grease/oil from above, you won't do that again unless you absolutely have to. The UDEQ and environmentalists are already worried about a few cars each year going into the creek and the gasoline/grease and lube contaminating the stream water. So with just the sheer number of gondola towers running a whole ski season and the rest of the year could equal more than a few tanker cars full of petroleum/lubrication product. My greatest fear is the Gondola Construction entity of oversight board, developers, contractors, etc will be made up of the same original Trax/light rail selfish nimrods that had big cost overruns, and made decisions not based on getting everyone the best service. Like they vacated developing bus systems feeding into the light rail and only developing the phases that got them their target date bonuses (like the airport rail line phase.) | 32.2.4A; 32.12A; 32.2.7F | A32.12A; A32.2.7F; A32.2.7C |
| 29997 | Liapis, Matt | 5 lane alternative on Wasatch please for year-round traffic improvement. Don't remove road parking at resorts until gondola is complete. Snow sheds are a must. Gondola needs to run year-round on weekends or have bus service until gondola is complete. Single occupant vehicles restricted or tolled on peak or powder days will be welcome. | 32.2.9D; 32.2.6.5F; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 27697 | Libby, Aaron | I actually think the gondola is a great idea, and I'm in favor of it. My concern is around the initial cost and the ongoing use cost of the gondola. Are there projections of what the fee will be? I'm not interested in using it on a case by case basis because I think the cost would kill me. I have a family of 10 people. If it's possible to ride the gondola for free with a season pass it makes absolute perfect sense! I'm all in! As for the aesthetics of the canyon, or environmental impact... I'm not worried about it in the least bit. I think it would be a perfect solution to moving people up and down the canyon with regularity and ease. | 32.2.9D; 32.2.4A | |
| 34106 | Libeck, Lilliana | NO GONDOLA!!!! Keep Utah and our canyons with the environment and beauty at the center of our decisions, not profit and tourism. We all know it's the right thing to do, it's time to set an example for all future generations that we can do the right thing. More buses, more carpooling, maybe even enforce someone at the bottom of the canyon to monitor the amount of cars in the canyon. There are other solutions, you just have to care about it. Please, care more. This place is my home. | 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N | A32.2.2K; A32.2.9N |
| 32161 | Libre, Kenneth | Please consider making the bus FREE to motivate canyon users to change driving behavior. UDOT should consider running the Canyons bus services (BCC and LCC) since UTA has had a lackluster performance. Resurrect the Alta only bus. It is miserable if you are trying to get to work at Alta to go through Snowbird. The | 32.2.4A; 32.1.1A; 32.2.9A; 32.2.7A | A32.1.1A |

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| | | Ski Areas should help fund the bus service (especially Snowbird and Alta) Have the proceeds from tolling vehicles help pay for the bus. Encourage ski resorts to return some of their parking profits to supporting Free Bus Service. The LCC ski resorts are the prime benefactors of the proposed gondola. They should have far more skin in the game than they currently do. Resurrect or reconstruction the Little Cottonwood canyon rideshare app to support carpooling. Anything to lessen vehicular traffic in LCC. Ultimately the proposed gondola would forever scar LCC in an unrecoverable fashion. Please try everything else before descending down this oneway path. | | |
| 32860 | Lichfield, Kathryn | Use Buses. | 32.2.9A | |
| 36933 | Liddell, Christopher | To whom it may concern- I am submitting my comment in OPPOSITION to the proposed gondola in Little Cottonwood Canyon. I believe the costs outweigh the benefits. Additionally, the primary benefactors will be the ski resorts, Snowbird and Alta as opposed to visitors of the canyon. I don't believe taxpayers should be forced to fund the instalation of the gondola. Furthermore, as someone who frequents the canyon, I believe traffic is truly a problem a handful of times per year. The optics, costs, and environmental impacts are sufficient reasons to stop the project. Let alone the annual maintenance costs going forward. I urge you to reconsider. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 37017 | Liddle, Allison | Hi! The Gondola is not a solution. As a resident of salt lake and a frequent visitor of these canyons, there are year round capacity problems in these canyons. The gondolas impact, if it has any at all on the issue with cars, would be minimal but the cost is enormous. Please reject the gondola plan. It is not a solution to the root problem. | 32.2.9E | |
| 26159 | Lidgard, Dan | I believe the installation of avalanche sheds/avalanche galleries over the road in key spots will keep the current road open nearly 7x24 and solve most of the problem. These are simple, proven and affordable. | 32.27A | |
| 26625 | Lieb, Jenny | You need to stop the gondola. We do not want to pay for it with tax dollars | 32.2.7A; 32.2.9E | |
| 26960 | Liebelt, Ellen | Instead of expensive, unsightly cables and Gondola towers spoiling the views of the canyon, why not use shuttles like Zion's during the winter months. Stops could be arranged for trailheads or other points of interest besides the ski resorts. There would be no need for an extra bus lane as the shuttles would mostly be the only vehicles on the road. Special passes could be issued for those who work or live up the canyon. | 32.1.2B; 32.2.2B; 32.2.2PP | A32.1.2B |
| 31627 | Liebergesell, Maggie | So many common sense reasons NOT to put in a gondola. 1. The people of Salt Lake City and Salt Lake County can't afford more taxes with inflation the way it is. 2. This is our watershed. 3. This a very limited use for 2 ski resorts and only people who ski. 4. There are only about 20 days where traffic is a problem. Put in more buses and make people park and bus. Why did you cancel the two buses for the winter? idiotic move or just stacking the deck? Use hydrogen buses and base the fueling station on the 5 acres snowbird bought. Highways have always been cleared of snow in a timely manner. Suddenly it's a problem? NO. And who is profiting from all of this? Not the people of Utah. Completely opposed to the gondola. | 32.2.9E; 32.2.7A | |
| 30640 | Liebergesell, Tashi | I don't support this project. I believe that having another gondola would detract from the beauty of the landscape. | 32.2.9E | |
| 29031 | Lieberman, Aaron | 1000 people per hour is far too slow when Doppelmayr is debuting an 8000 person per hour gondola system. To make it actually worthwhile, the gondola has to be easier and faster than taking a car. Parking needs to be at the terminal, and the gondola should be able to move a days worth of skier up to the mountain in 2 hours. Additionally, the gondola should have stops at popular access points along the route to allow for off season use. | 32.2.6.5N; 32.2.6.5G | |
| 32831 | Lieberman, Michal | The idea that the city would use taxpayer money to construct infrastructure that only serves the interest of a private corporation is disgusting. If Alta and Snowbird want customers delivered via gondola, they are very capable of paying for it themselves. | 32.2.7A | |
| 28766 | Liechty, Christopher | I am excited about the gondola for a little Cottonwood Canyon. I feel UDOT has done a thorough job In evaluating all the options. I support the Utah decision for a gondola option B. | 32.2.9D | |
| 33735 | Liewer, Ashley | The gondola and any of there other solutions that change the physical canyon are not only not good for our environment, but will ruin the recreation opportunities for generations to come. The gondola and toll take away the equity to outdoor recreation and mean that the hardest working people in SLCo will not have the same access to the canyons. I oppose the gondola and the toll at its current \$25-\$30 cost. | 32.2.9E; 32.4B; 32.5A | |
| 33129 | Lifferth, Brian | Please do not install the gondola | 32.2.9E | |
| 32231 | Lightner, Louise | Bus service seems the best alternative. You can run more buses when it's busy and decrease easily in the summer. Put in tolls and encourage ridership by discounted lift fees to those that ride the bus. Implementing tolls is also an idea to increase bus service. So the traffic is slow....sell snacks on the bus make it more appealing. There are many ways to slice this. A Gondola, besides being an eye sore is not the best use of tax papers money. It will be a boondoggle!!!! At the expense of the tax payer of salt lake, for what? To get a tourist to the ski area faster?? How much money did someone throw under the table to UDOT and throw the tax payer off the Gondola? You need to think outside the gondola box. We're tired of having UDOT shove unwanted projects down the tax payers throat. Have the decency to at least let us know that you're not interested in Salt Lake but interested in special interests. Try EVERYTHING else. You haven't done that!! Before you saddle us with tremendous debt and an eye sore!!!! | 32.2.9E; 32.2.9A; 32.2.2Y; 32.2.7A | |

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| 28957 | Lightner, Louise | Tax payers should not be funding a gondola that obviously benefits two ski resorts!!!! And benefits those that have secretly purchased property for such a project!! Where is everyone going to park?? Increase the buses. Encourage bus ridership by making it convenient quick and often. Free ridership on certain days. There's a lot more that can be done. For 2-3 months of the year for such expenditure is madness!!! | 32.2.9E; 32.2.6.5J; 32.2.9A; 32.2.7A | |
| 30070 | Liimatta, Karin | I'm not happy with the proposed gondola idea. The community consensus was definitely not in favor of that idea yet it passed with the support of big money and influential people. Please consider keeping bikers safe by implementing separate lanes for vehicular travel and pedal pushers. The thoroughfare of Wasatch is a biking connection route between communities and safety should be paramount in the decision. A shared bus and bike line makes little sense if you are a biker and understand the risk. If you are not a biker, it's easy to plan for a less expensive expansion. Also, consider speed limits that reflect the road between neighborhoods and keep it to 35 to save lives. As I write these comments I can't help but wonder if they are considered or if plans have already been made and the open comment period is just a mandatory part of the process to make locals and individuals feel "heard". Here's an opportunity to make good on listening to the voices of the constituents living in the area. Thank you for choosing safety and community over speed and greed. | 32.2.9E; 32.2.9N; 32.2.6.2.2A | A32.2.9N; A32.2.6.2.2A |
| 37187 | Liles, Gregory | A gondola should not be built in Little Cottonwood Canyon. It will only be useful to skiers. I do not want to pay taxes on a project that only benefits a small group of people. If the gondola is built on public funds, I will retire in another state. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 26660 | Liljenquist, Scott | I fully support the gondola option, and applaud UDOT for making the correct choice. I further commend those who made this decision despite the cacophony or special interest groups attempting to derail this great and logical option. Please continue to push forward with the construction of the gondola, and continue to make common sense decisions rather than succumb to the special interest groups and the loud but minority group naysayers who do not represent the majority of canyon users who can't wait to use the gondola. | 32.2.9D | |
| 36406 | LILJENQUIST, YAVONNE | Removing buses and cars from the road are well worth the support poles and short term environmental impact of the proposed gondola. Having visited other areas where gondolas, or a funicular, are in place they are not an eyesore. In most of those spots the transportation becomes a draw of it's own during non-peak times. It's a good alternative to fossil fuels and traffic. | 32.2.9D | |
| 30949 | Lim, Albebson | The gondola plan will not help at all transportation wise. This will just destroy the mountain sides and cause more traffic at the canyon | 32.2.9E | |
| 30142 | Lim, Jonathan | Proceeding with the Gondola would be a classic example of where our society is heading: a corrupt political system that exists to benefit the wealthy few and that goes against the WILL OF THE PEOPLE. Wealthy corporations and land owners stand to benefit from the Gondola. It is the more expensive and more disruptive solution. What happens during the summer? You will have a giant gondola system just sitting there as an eye sore. A bus system is cheaper and is dynamic. In the summer the buses can flex to serve transit elsewhere in the Salt Lake Area. It's clear that our democracy is in decline. Building the Gondola in the face of such clear majority opposition will be yet another blow to our democracy. Sad. | 32.1.1A; 32.1.2B; 32.2.2PP; 32.2.6.5F; 32.2.9E; 32.2.9N | A32.1.1A; A32.1.2B; A32.2.9N |
| 27210 | Lin, Bin | I personal prefer to use existing infrastructure and least intrusive to the canyon. Using electric buses on the existing road, charging fees of using the canyon | 32.2.9A; 32.2.6.3F; 32.2.4A | |
| 28064 | Linch, Rebecca | I do not believe that taxpayers should be subsidizing access to ski resorts. The resorts need to manage their capacity constraints, not UDOT. | 32.2.7A; 32.2.9G | |
| 31204 | Lincoln, Troy | Please reconsider the gondola. It is not a plan that serves the canyon environment and likely only helps a very specific subset of canyon users. Sure it is a hard problem to solve and thus it requires more understanding and consideration. | 32.2.9E | |
| 26038 | Lind, Marc | I am against having the gandola built | 32.2.9E | |
| 29091 | Lindbeck, Chelsea | I am pleased that UDOT is recommending a phased approach because hopefully it will demonstrate that there are effective solutions other than the gondola. For instance, I believe we haven't given bussing a fair chance to succeed (i.e. increasing service throughout the valley, increasing frequency, switching to electric, etc). There are also a variety of financial tools we can try to incentivize bussing like tolling and carpooling discounts. Without any of these in place, does it surprise you that bussing is not as popular as we'd like? I think we'll find that if we really throw our weight behind some of these creative tools, we can find a solution that works for everyone, preserves the beauty and ecology of the canyon and cost a whole lot less money. I believe the gondola is an expensive tourist attraction that won't solve the major issues in the canyon (traffic on Wasatch, increasing cost to recreate, access to lower parts of the canyon, safety on bad weather days, etc). I'm also opposed to the taxpayers taking on the entire burden when the resorts are the only benefactors. I understand their value to the local economy, but this really only helps the resorts. I ask that you please fully invest in testing other options that are cheaper, easier and more effective before committing more than half a billion dollars to the gondola plan. | 32.2.9R; 32.2.2I; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2I |
| 37639 | Lindberg, Lance | As an avid user of Little Cottonwood Canyon I am very concerned and disappointed with the decision to move forward with the Gondola. I believe this decision serves the interest of a few with the reasons explained below. 1. The gondola only give access to Snowbird and Alta. There is far more to the canyon than these two resorts and it is concerning that this decision is only in the best interest of the resorts. 2. The resorts have the ability to impact canyon traffic be making | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.2.2K; 32.2.2E | A32.2.2K |

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| | | changes to parking on busy days with reserved parking. This has been clear over the past couple years. Alta made changes to their parking during the 2021-2022 season on busy days that lead to individuals spreading out their arrival times. If both resorts were willing to make similar changes this could greatly impact the flow of traffic on busy days. This is a very inexpensive decision that have great impact. 3. The decision to build a gondola is based on current circumstances. It is clear global warming is changing the skiing environment in the canyon. This proposal does not take into account that global warming may limit the ski season altogether leaving tax payers with and expensive and useless gondola. 4. UDOT is now proposing a toll for the canyon as well. This further creates an environment of access to the outdoors limited to those with wealth. Access to the outdoors as a public space should be available to all not just the wealthy. I recommend that UDOT work with the resorts to find a solution that is not a taxpayer give away to further financial gain for Alta and Snowbird. I recommend the resorts look to find solutions with parking reservations and other means to solve the traffic problems. There are other solutions with for less expense. | | |
| 34435 | Lindberg, Randall | I am not sure what the best solutions for the Canyon traffic is, but I definitely don't think the gondola is the right solution. Thanks | 32.2.9E | |
| 32476 | Linde, Brittany | When i saw that UDOT was going to be bulldozing through Little Cottonwood i was saddened and disappointed in Utah lawmakers. Did you know that the rock climbing in that canyon is unique and that there are no other places like it? and Utah makes a lot of money on tourism right? Did you know that climbers come from all over the world to climb there? Salt lake area is already awful looking and the amount of people and new construction has essentially ruined that landscape forever, please don't add to the mess that's already there. | 32.2.9E; 32.4B | |
| 34002 | Lindekugel, Eric | To whom it may concern: I am writing because I am concerned that the decision to install a gondola up Little Cottonwood Canyon (LCC) is a very expensive endeavor to mitigate traffic congestion in the canyon, and am convinced that it will not actually address the traffic problem. I believe this because as a frequent user of LCC, in both Summer and Winter, a gondola will be excruciatingly slow to move people up the canyon and will encourage people to drive in spite of the gondola. I also have a strong resistance to having my tax dollars fund a non-solution, when the real benefactors to this will be Alta and Snowbird. As an avid trail user I can say the gondola is a non-starter for me because this would not transport me to trail heads. I would like to see more research into tolling, carpools, and a more frequent and cheap bus service be considered as an alternative. These solutions have been proven to be very effective at mitigating traffic, see Mill Creek management as an example. At the very least these alternatives could be evaluated with a trial period, and at minimal expense as compared to building a gondola where there is essentially no turning back once started. It is for this reason that I believe building a gondola sooner rather than later is somewhat short sighted. I can see no downside to trying these other alternatives first. I would ask that you please not build the gondola until there is more data to support this decision. Thank you. | 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.5.5C; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.6A; 32.7C; 32.2.9R | A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 37656 | Linder, Carol | No to the gondola plan. It destroys the environment in parts of the canyon for its construction & maintenance. It serves only two ski resorts for a few weeks in the winter. It is of no use to hikers. It destroys the canyon views & scenery. Much better to arrange ample parking & frequent shuttles to the resorts for the few weeks transportation to the resorts is needed. Tax dollars should not be used for this project which benefits only a small number of Utah residents. | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |
| 35962 | Lindhardt, Kanda | Waste of money, and no need. | 32.2.9E; 32.2.7A | |
| 35585 | Lindner, Emily | Dear UDOT, I urge UDOT to reconsider the gondola B option as the preferred alternative for LCC. The preparation of the EIS document is thorough and extensive and I appreciate the time you are taking to evaluate different options to determine what best serves the needs of the Utah community and environment in Little Cottonwood Canyon. Here is a little about me and why I am invested in this conversation - I am a 27 year old Utah taxpayer; I play and enjoy the Wasatch canyons for climbing, skiing, hiking, and biking; I work with underserved, low-income, minority groups in SLC to have better access and education to resources in their community; and I studied environmental sciences. I recognize you are sifting through thousands of public comments, and my hope is that you hear our concerns about the gondola project moving forward. This project costs a LOT of money and affects Utah taxpayers. The gondola is infrastructure that permanently changes LCC landscape and ecosystem services. The gondola is designed to serve only ski resort users and tourists, and ignores other local recreational users. The gondola will also create a larger socio-economic gap in the Salt Lake Valley. These are issues we cannot ignore. These are issues that will not be solved by the construction of a gondola. These are issues that will continue to bring frustration to those who's voices are left unheard to those with money and power. Climate change and clean air in Utah will not be solved with the construction of a gondola in a canyon that can see the brown cloud from above. What is UDOT doing to reduce the amount of private cars emitting greenhouse gases in the valley? How are taxpayers being invited to be part of that change that doesn't negatively impact their wallet or access to goods and services? What other solutions exist to incentivize the community to change the way we think and act when it comes to transportation? It makes me deeply sad to think about LCC changing. I moved to Utah about 3 years ago from Montana and I remember when I drove up Little Cottonwood Canyon for the first time to go on a hike. I was in awe! I couldn't stop thinking about how beautiful, unique, big, and pristine the canyon was. I continued to stare and wonder about what these mountains offered. The mountains have always been a place of refuge for me. A place where you can hear the animals moving through the brush, the water rushing over rock, snow painting the peaks and melting into wildflowers. I know each person may have their reasons for being in the mountains, but for me it's to get away from the noise of the city and people. A gondola would change that. I gondola would be a constant reminder that civilization | 32.2.9E; 32.1.2D | |

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| | | <p>cannot be escaped in Utah. A gondola would always be in the view, it would take away natural beauty EVERY day of the year.</p> <p>I urge you, UDOT, to reconsider your plan. You have power in decision. You have power in what the outcome is. You have power to positively impact this community. You have power to make a difference. There's alternatives that have not been implemented that could work before permanent change occurs in the beloved Little Cottonwood Canyon. Do your community a favor, and listen to the concerns of those who will be negatively impacted by your current EIS proposal to implement construction of a gondola. Thank you for reading our comments.</p> <p>Sincerely, Emily</p> | | |
| 28159 | Lindquist, Kathryn | I'm disturbed -- more outraged -- that UDOT would choose a transportation method up Little Cottonwood Canyon that would 1) damage the aesthetic and visual appeal of the canyon and 2) be so outrageously expensive for taxpayers when those who would benefit are the ski resort owners. Surely there is a less intrusive and expensive alternative. | 32.2.9E | |
| 36567 | Lindsay, Benjamin | Please don't build this gondola. This will only benefit the wealthy while also destroying even more of Utah's beauty. The only people who really want this are investors, but Utahans, including myself, do not want this. | 32.2.9E | |
| 26814 | Lindsay, David | <p>Hi, thank you giving this proposal serious consideration. I know it is expensive and challenges many of our present norms, but it must be done. Traffic, air pollution and ground pollution from tens of thousands of cars each year simply have to be addressed.</p> <p>I wish you the best in your deliberations. People will adjust. Businesses will adjust, and just watch, nature will adjust. I wish you the best.</p> | 32.2.9D | |
| 35542 | Lindsay, David | I do not want the gondola. Too expensive, unnecessary, and environmentally irresponsible. No. No. No. Please listen to the people who live in and around Little Cottonwood Canyon about this - we do not want the gondola. Granola - yes. Gondola - no. | 32.2.9E | |
| 30706 | Lindsay, David | Gondola B seems to be the most reasonable. Thank you for all the work you all are doing! Good luck. | 32.2.9E | |
| 27439 | Lindsey, Craig | With the apparent transparency offered by the UDOT EIS contrasted by hyperbole spread by those against, I generally support the direction chosen as the least environmentally impactful. I support the option least impactful to the environment, despite whose view might be impacted. | 32.2.9D | |
| 32069 | Lindstrom, Anna | Little Cottonwood Canyon doesn't need a "tourist attraction" that will cost wayyyy over the 500 million that have been stated in the EIS. don't ruin the art of LCC. no gondola. This is just fundamentally stupid to address a MAX of 15 days of weather. | 32.2.9E; 32.1.2B | A32.1.2B |
| 26859 | Lindstrom, Isaac | No gondola. It's not the right choice for utah it's not the right choice for the taxpayers money!!! No bail out for Alta and snowbird | 32.2.9E | |
| 31433 | Lindstrom, Isaac | A gondola is a complete waste of money. The canyon is too valuable to destory. | 32.2.9E | |
| 25698 | Lindstrom, Isaac | No gondola. Just a terrible idea. Protect the CANYON!!! Do not destroy it. | 32.2.9E | |
| 33343 | Lindstrom, Matt | LCC doesn't need a gondola. We need common sense solutions like increased buses, tolling, and winter long traction laws. With Inflation the gondola won't cost 550 million. This is a waste of time and money for the Utah people. The watershed is too important to impact it with a gondola. No gondola. Not now, not ever! | 32.1.2B; 32.2.2M; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 31919 | Lines, Andrew | <p>The decision by UDOT to adopt the Gondola B option is a mistake.</p> <p>Enhanced Bussing Busses are a tried and true method of transportation, and I see no reason to abandon them in favor of a system that would cost \$500 million when enhanced bussing would cost \$140 million less. UDOT should try expanding parking, expanding the bus fleet, and if needed examining the possibilities of expanding Wasatch Boulevard BEFORE attempting a large, years long project like a Gondola.</p> <p>The current plan wishes to implement an Enhanced Bussing plan alongside the Gondola, which is a terrible idea. UDOT will be too focused on the Gondola to make the Enhanced Bussing option run well, and it will inevitably turn out to be wasteful and inefficient. UDOT will then cite this inefficiency (caused by UDOT's lack of focus) as a reason for the Gondola.</p> <p>Ski Resorts I understand that tourism is a large part of Utah's economy, especially during ski season. But using public funds to build a ferry directly to corporations does not sound like a good idea. It would be like public transportation going exclusively from the bus stop to McDonalds or Taco Bell and back. Tax revenue from the Ski Resorts will help mitigate the cost in the long run, but this could take decades, not including the year on year maintenance cost of the Gondola.</p> <p>The Gondola only helps Ski Resorts, as if you are going down the Canyon for any other reason, the road will remain small and most likely congested during the winter months. The Gondola will permanently ferry tourists to and from the Ski Resorts, which sounds like something the Ski Resorts would implement, not something a State Agency would advocate and provide funding for.</p> <p>Expansion</p> | 32.2.9E; 32.2.9A; 32.2.9R; 32.2.7A; 32.1.2D; 32.2.9Q | A32.2.9R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>In my opinion, expansion seems like the easiest option here. Expand the roadway, expand parking, expand bussing options. If Wasatch Boulevard and North Cottonwood Road are expanded, ALL traffic moving through there, including residents, hikers, campers, and climbers would benefit, not just the Ski Resorts and Skiers.</p> <p>Expansion of parking and expansion of bussing options would also help fix congestion, as there would be less vehicles on the road in addition to a larger road. This would be much simpler than attempting to build a large Gondola System, and much of the construction could be done during the Summer, when traffic would be comparably light.</p> <p>Overall, the Gondola seems like a poorly designed decision chosen to benefit Ski Resorts, and a very inefficient project that will continue to take taxpayer money away from other projects which would benefit citizens much more, such as road repairs and maintenance to cope with a quick moving, ever growing city.</p> | | |
| 29988 | Linford, Mark | I really think Wasatch should include a PROTECTED bike and walking lane. You can turn that road into something so much more! I love the gondola. Please connect to Trax. | 32.2.6.2.2A; 32.2.9E; 32.2.2I | A32.2.6.2.2A; A32.2.2I |
| 29026 | Lingle, Amanda | To spend tax payer dollars that only benefits higher income brackets is an irresponsible use of funds let alone the environmental damage this gondola will cause. This solution comes at the detriment of the community for using funds that could go elsewhere. The traffic in little cottonwood is going to become a problem but let's come up with a solution that does not take such a chunk out of taxpayers pockets many of whom this does not benefit and find a solution that is also more environmentally friendly. Build parking garages at the base, get more buses, make larger tolls for those who choose to drive up. There are better solutions. | 32.2.9A;32.2.9E | |
| 36966 | lingstuy, robert | <ul style="list-style-type: none"> - tolling should be steep for all private vehicles. - shuttle/limo/carpool to get around private vehicle should be at 6 ppl in a vehicle; fee still required by shuttle service at reduced cost - bus should stop at trailhead, perhaps a bus less frequent or label buses 'resort direct' that isn't a direct to resort option. - Toll ALL personal vehicles in the canyon | 32.2.4A | |
| 33867 | lingwall, eric | I am for a gondola as I am a native Utahn. The amount of traffic on the canyon really has made me less motivated to go up the canyon. I tend to drive more finding the less crowded canyons. Driving more which ups my ratio of getting into an accident, using more gas, more cars in the canyons means less parking, more idiots that can't drive in the first place are now threatening wildlife and cyclists. The less vehicles in our canyons the better. Don't let the east side bully your decisions. | 32.2.9D | |
| 36864 | Lingwall, Leisa | We should not be funding this ridiculous gondola that will have huge negative impacts o. Our canyons and only benefit the VERY few . | 32.2.9E | |
| 35141 | Linscomb, Stephen | With global warming with in five years there will be no snow. You will have spent billions of dollars on the gondalo that will only be good for site seeing. I am against spending that much of tax payer money on this project. This will be like the prison you say five million but you know the cost will be in the billions. | 32.2.9E | |
| 37408 | Linscott, Luke | I am opposed to the LCC gondola. This project will result in greater time to destination, more transitions, and less access to public land. The construction of the gondola will cause permanent damage to existing climbing (bouldering) and other recreational opportunities in the canyon. Overall, it will increase cost of use of the canyon for all users. Let the existing parking and the existing road be the rate-limiter for canyon use. | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 37645 | Linton, Cory | I support the gondola. It will be much, much less impact on the environment - pollution, surface area impact, noise, etc. it will also become a year round attraction, to ride up the gondola. | 32.2.9D | |
| 27437 | Lipson, Arthur | I am a resident of Cottonwood Heights and for many years purchased an AltaBird pass. I strongly object to the tram. It will be an ugly scar on a beautiful canyon. It only benefits two ski area. I favor tolling to discourage vehicle traffic and to pay for free busses. Charge for parking. This is a political ripoff. Sham on you. | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 32956 | Lipzinski, Corliss | <p>Please consider options that will benefit all users of the canyon. It doesn't seem responsible to jump right into spending so much money on this project without working on less expensive alternatives that could work for all the public's interests. There are other solutions, for example the reservation system that Alta Ski Resort started last year, that are adaptable, cheaper, and don't leave a lasting impact on the canyon.</p> <p>Most taxpayers do not ski, but use the canyon to hike and bike in the 3 other seasons. The gondola does nothing to alleviate the parking problems at the hiking trailheads.</p> <p>Spend the money where it will benefit a majority of Utahns, not a select few.</p> <p>Thank you.</p> | 32.2.9E; 32.1.2D | |
| 35025 | Lisko, Matthew | This idea is dumb. Think of the line that will be just to get to the top. In theory it sounds whimsical and at best its a marketing ploy to make people think its a convenient way to make it to the top. When you have people waiting two hours just to load this lift, they will stop using it and look for less gimmicky ways to the top. If the roadway not being able to accommodate the traffic is the issue that will still be the issue once this lift is built. What about the drunk unruly people who will mix with family's and destroy a family out two and from. Also what about the fact that if you get a large enough group of pot heads to load all at one time, they will all bake the cabin out on the ride. Put people to work either build a monorail that will eventually loop lcc and bcc. make it one way to start with double tracks at stops and back county stops allowing express options to pass to the top. Then let the mountains build out to these other stops with lifts that will increase overall skiable terrain and access. when they ski out of the hill, they have the option to get on new lifts of take the monorail to a new lift area without traversing. This is how i see the public is served best. allowing them a route up the canyon protected from wind, bypassing avalanches and in the long-term creating a sustainable future for the future while allowing the mountains to grow and expand lift serviced terrain. although it would take some time to become a reality it would be a much quicker and reliable alternative to what you are proposing. If Disney land could build a monorail 30 years ago, I'm baffled by how this couldn't become a real | 32.2.9E; 32.2.6.5K; 32.2.2I | A32.2.2I |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | mode of transportation. Eventually you could have parking on both ends in slc and north along the highways. once this is in motion continue to plan to make it a loop to both canyons. Work with every ski hill to develop stops that would create new base areas with lift access to more terrain. Also, God forbid in the event of an accident you can more quickly and effectively transport those injured or those needed to respond much fast and with less chance of being hung up from weather or accidents on the roadway. | | |
| 36558 | Lisonbee, Jared | I am concerned that the proposed gondola really only supports the two ski resorts at the top of the canyon. Those of us who use the canyon for hiking and climbing (flyover activities, apparently) will not really benefit from the gondola but will be required to pay for it through taxes. Please keep looking for a more equitable solution that will ease canyon congestion while serving all canyon users and not just the resorts (which many of us cannot afford to use anyway). | 32.1.2D | |
| 30219 | Lisonbee, Rhea | Well here we go again! The rich and powerful will run with Jack booted glee over the desires and needs of the Utah taxpayers! I can think of so many like the Inland Port, Syncrete fiasco on I 15, State Prison relocation, The Salt Lake Pumps and so on! This will be just another grifter boondoggle and won't be the last along with water pipelines etc.! What an awful shame for our gorgeous canyons. Don't be surprised if you get some major nasty pushback from some extremely angry people. When will we learn? Probably never! | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 33815 | Liston, Julie | My name is Julie. I oppose the LLC Gondola project as it does not service the whole canyon, its only focus is ski resorts and disrupts much loved climbing areas. I am a Utah native, life long user of Little Cottonwood and Utah voter Say that you are an Utah voter. I appreciate your time and consideration of alternative ways to ease the canyon traffic problem. I support other solutions such as tolling, increased bus service, or adding a third lane that is traffic directional. Thank you UDOT for getting to the bottom of this and accurately representing the community of Little Cottonwood Canyon users. | 32.1.2D; 32.2.2D; 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B | A32.2.9N |
| 35450 | Liston, Melanie | My family is adamantly opposed to a gondola being placed in Little Cottonwood Canyon! | 32.2.9E | |
| 31870 | Liston, Sam | I feel as though a simple one lane widening of the road, that was either used for a dedicated bus lane, or as a flex lane that had an uphill direction in the morning, and downhill direction in the evening, very much like the flex lanes on 5400S between 1900W and Bangerter Hwy. It seems the two main congestion issue are an accident or slide off that impedes traffic and the many merges that occur, in the evening, until one is past Snowbird entry one. An additional lane up in the morning and down in the evening would help immensely. | 32.2.9B; 32.2.2D | |
| 27747 | Liston, Sam | I haven't found answers to two fundamental questions that I have not found the answer for: How much will it cost to ride the gondola; and how do I get to White Pine trailhead. | 32.2.4A; 32.2.6.5G | |
| 31902 | Litka, Paul | I am opposed to the gondola option on a number of grounds: 1) The expenditure of \$550 M or more of taxpayer money for the benefit of private businesses, tourists and only a small minority of Utah residents is inequitable. 2) The aesthetics of the parking lot and gondola towers, at least from my perspective, are terrible. (I can see the canyon from my home in South Jordan.) 3) As far as I can tell there is widespread opposition to this project from local residents and local political leadership. There are what seem to me to be valid concerns about shifting the traffic problems from the canyon to Cottonwood Heights and Sandy. I would urge you to go back to the drawing board on this idea. For immediate solutions please consider tolls, required carpooling and free bus service plus simply closing the canyon to uphill traffic once a certain threshold is reached. If further steps are needed to reach traffic reduction goals in the future please consider extending TRAX or putting in a monorail or mag-lev system. I believe there is an existing railroad bed which could be used for part of the way up the canyon. | 32.1.2D; 32.2.7A; 32.1.2F; 32.2.2Y; 32.2.9A; 32.2.2K | A32.1.2F; A32.2.2K |
| 31466 | Little, Anna | First of all, I would like to say that I appreciate the time and research that has gone into determining the best solution to this traffic problem. However, we cannot ignore how overwhelmingly this gondola is opposed. And, while it may be a solution during ski season, it will destroy the environment for other canyon users throughout the rest of the year. It will destroy the beautiful, stunning, natural wonder that takes my breath away any time I travel up or down the canyon - regardless of whether or not I am sitting in traffic. The people have spoken. The overwhelming answer to this issue is NO GONDOLA!!!! | 32.2.9E; 32.2.9N | A32.2.9N |
| 25491 | Little, Laura | I am a frequent user of LCC as a backcountry skier and hiker. I am deeply disappointed to the point of tears with this decision. The gondola exists to enrich TWO PRIVATE entities (Alta and Snowbird) for a limited time of the year and is detrimental to all other users of LCC. It is shameful and embarrassing to permanently destroy the natural beauty of this canyon to simply enrich the operations of two ski operators. While I am encouraged to see enhanced busing and remedy prior to securing funding for the gondola, PLEASE DO NOT GO FORWARD WITH THE GONDOLA. It is a permanent, devastating move that visually symbolizes profits over people. It would be a stain on Utahs natural beauty and Utahns do not want the gondola. We have used every possible means to civilly and constructively engage to say this, and it is beyond disheartening to see that the will of the people is being pushed aside to go ahead with this approach. That you have not published the comments "pro" vs. "against" gondola is telling, because it would reveal the truth on this. Please reconsider as there is still time. Respectfully, Laura Little Park City, UT | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 33780 | Little, Ryan | I believe the gondola is not the solution. It is using the tax payers dollars to only benefit a select few, and only for a short period of the year. Why would someone from Saint George want to pay for the Gondola? If anything, snowbird and Alta should pay for it. As an alternative, tolling for carpooling (like solitude parking) should be considered. Why should UDOT pay for something that won't benefit everyone? | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |

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| 29358 | Littlefield, Aaron | Gondola is the worst of the proposed solutions to traffic in Big Cottonwood Canyon. Best solution is enhanced bus service and parking management. | 32.1.2B; 32.2.2PP; 32.2.2K; 32.2.2QQ; 32.2.9A | A32.1.2B; A32.2.2K |
| 37224 | Litwin, Taylor | <p>As of August 31, 2022, UDOT has announced its intentions to pursue Gondola B as the preferred transportation alternative for Little Cottonwood Canyon. With an extensive background in invasive species management and ecological restoration, I would like to bring attention to the immediate threat of invasive species in Little Cottonwood Canyon should the gondola alternative be pursued.</p> <p>Invasive weeds have been described as "a raging biological wildfire - out of control, spreading rapidly, and causing enormous economic losses." I have witnessed firsthand the impacts of invasive weeds in Little Cottonwood Canyon, as dense fields of thistle and myrtle spurge creep into populations of native wildflowers, ultimately leading to their decline. This summer alone, I have facilitated the removal of over ten thousand pounds of invasive weeds by hand- a fraction of what exists in the canyons but enough to contain encroaching populations for the time being. Invasive species have contributed to the decline of 42% of U.S. endangered and threatened species, and for 18% of U.S. endangered or threatened species, invasives are the main cause of their decline (USFS).</p> <p>Not only do invasive weeds lead to the decline of native biodiversity, but they also threaten watershed health, erosion rates, conductivity of wildfire, and overall forest health and resilience as we continue to face the effects of climate change. Invasive weeds thrive in disturbed soil. With any new infrastructure or construction comes the inevitable colonization of invasive weeds- as I have witnessed alongside every road, pit toilet, parking lot, and even trailhead sign across Little Cottonwood Canyon. With 22 proposed towers and 3 loading stations accompanying the proposed gondola comes 25 new epicenters for invasive weeds. This must be considered before breaking ground on an irreversibly damaging project. The impacts of such disturbance may not be immediate, but will become exponentially worse year after year.</p> <p>With already limited manpower and resources for such a widespread issue, the increased spread of invasive weeds from the installation of this gondola will be incredibly costly and likely irreparable.</p> <p>Eradicating invasive weeds at this scale will eventually only be possible with the use of herbicide- which will quickly contaminate the critical watershed of Little Cottonwood Canyon which provides drinking water to Salt Lake City residents. A study of these impacts must be conducted for the long-term sustainability and ecological health of Little Cottonwood Canyon.</p> | 32.13C; 32.19G; 32.12K | A32.12K |
| 34873 | Liu, Grace | Hello, I'm Grace Liu, and I oppose the LCC gondola project. I'm a Utah voter and user of LCC as a cyclist and hiker, and I don't support a gondola that will primarily serve ski resorts. The project would need to adjust its priorities and change its messaging for me to support it. Instead, I would support other solutions such as tolling in the canyon, improved bus service, etc. Thank you to UDOT for soliciting voter input and hopefully taking it into account. | 32.2.9A | |
| 30469 | Liu, Zhiheng | No gondola please! The view of LCC is priceless. Don't destroy it. Using tax money to benefit a few private ski resorts, is unacceptable. | 32.2.9E | |
| 34402 | Liuzzi, Kathleen | No to the gondola!!! The proposal will allow it to be built at the taxpayers' expense yet the only ones who will benefit are the ski resorts. The plan does nothing to address traffic congestion or limiting the number of vehicles. It does nothing to preserve the Wasatch Mountains, the fragile watershed, and wildlife. We do not need a gondola!! Figure out a way to control traffic in the Canyon instead. | 32.2.9E | |
| 37168 | Livezey, Laurel | I don't really understand the facts enough to know what I think is best. It sounds like you are going to go ahead with the Gondola and make us all pay for it whether we want it or not. And as everyone says if that is what is chosen. No one that i know or have heard voice and opinion like the idea of our tax dollars for paying for it. It is to help the ski resorts which take in way more money then they should already. Many people can't even afford to ski anymore. So why are they not paying for this stuff?? I belong to the nextdoor neighborhood internet site. What I have seen that is the opinion. People don't think that we should have to pay for whatever it is that is chosen. I don't ski and I don't go up there very much at all . Why should my taxes pay for something that I most likely will never use, because I don't ski and neither does my son. I have even heard they want to implement some kind of a toll for people to just drive up there in the winter?? Wow, that doesn't seem very fair either. That is all I am going to say. | 32.2.9E; 32.1.2D; 32.2.7a, | |
| 31962 | Livingston, Sandra | <p>The expense of a gondola ticket, coupled with the price of a lift ticket, will prevent many local skiers from accessing their own mountains while subsidizing two resorts with public funds.</p> <p>The gondola is not in the best interest of most Utahns; it is a project that benefits an elite few at our expense.</p> | 32.2.9E | |
| 31147 | Livnat, Laura | No Gondola, full stop. This is another taxpayer boondoggle and giveaway to Snowbird, Alta and La Caille. If resorts want this, they should pay for it. Locals paying for transportation primarily used by out of towners is a hard no. The resorts have priced the average local right out of skiing. In 10 years, the amount of snow in Utah will make this a dead line. It will take more than 50 years to pay for it, so why are we even considering this farce? The infrastructure will also be very damaging to the canyon. UDOT is not listening to the public, perhaps it's time for a board that serves the public. | 32.2.9E; 32.2.7A; 32.2.2E | |
| 33128 | Livnat, Laura | No to the gondola. If the ski resorts want a gondola, let them pay for it but I would still oppose the damage a gondola would bring to our watershed. The resorts have priced me as a local out of being able to ski, and I don't want to pay for a gondola that will be obsolete in 10 years. The interim plan is good, make it permanent. | 32.2.9E; 32.2.7A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

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| 31402 | Liz Dunham, Sam | <p>THE SEASON IS NEAR AND CHANGE IS IN THE AIR! Crystal Mountain has tackled a new transportation plan with thought, strategy and consideration, rather than sticking their heads in the snowbank and pretending traffic wasn't an issue. They listened to a lot of impassioned guest feedback, carefully evaluated their options and forecasted for another big winter of visitation after seeing how the population, and community and the outdoors are all booming right now. They looked to other ski resorts that have tackled similar transportation challenges and what solutions best preserved the character of their hills.</p> <p>CRYSTAL MOUNTAINS SOLUTIONS started in 2019.</p> <p>THE BIG SHIFT</p> <p>So, for this winter, we're changing how it's all going to work in our parking lots.</p> <p>First, the big news is that we've shifted our lots to paid parking for non-passholders on Fridays, Saturdays and Sundays. Parking will be included with the purchase of a season's pass, but they will be required to register their plates before arrival so we can gauge capacity. Carpooling will be radically encouraged and free for four or more with designated spaces and priority shuttles. Paid parking revenue will directly fund free bus transportation from Enumclaw on peak weekends, as we embrace more efficient and more environmentally conscious ways of accessing our mountain.</p> <p>THE DETAILS All Passholders</p> <p>Parking is included with the purchase of a season's pass. Passholders must enter their license plate numbers online in our system prior to arrival and will be verified in our lots through the license plate recognition software. On-site parking is included with the purchase of an Ikon Pass as well as Crystal Local Pass, Hall Pass and Anytime passholders. Wild Card holders will park free on Fridays. A Lot is still reserved for A-plus parking pass holders.</p> <p>Four-Plus Carpools</p> <p>Parking will be free for 4+ person carpools that are verified on arrival. Aside from being part of the solution and earning good powder karma, carpoolers will gain access to designated spaces and priority shuttle service-both of which will save valuable time getting up on the hill. We encourage household members or vaccinated groups of four or more to carpool as much as possible this winter.</p> <p>Weekend Day Visitors</p> <p>Paid parking will be required for daily visitors at the area on Fridays, Saturdays and Sundays, whether with or without pre-purchased day tickets. Backcountry skiers and snowboarders, snowshoers and all other snow play visitors will also need to pay for parking after arrival via the app, by scanning a QR code or at one of our on-site, solar powered kiosks. Write down your plate number before hitting the kiosk.</p> <p>Weekday Parking and Other Key Details</p> <p>Parking will remain free for all visitors from Monday to Thursday. We actively encourage guests to take advantage of flexible schedules to ski or ride on weekdays when the mountain is quiet and empty. A Lot is still reserved for A-Plus parking passholders. All paid parking revenue will be utilized to fund free shuttle bus service from Enumclaw on peak weekends. Stay tuned for more info on schedules.</p> <p>THE MOTIVATION</p> <p>Maintaining the character and experience of our mountain is extremely important to us, but so is allowing our community to grow so others can feel the same charge. With sustainability as a core value at Crystal, we believe this transportation plan is a positive step to address character, access and sustainability by improving traffic flow, reducing total car trips and lessening environmental impacts.</p> <p>In an effort toward transparency and tracking, we're making our goals for this plan public. And, we're counting on our Crystal community to help get us there and, of course, remind us if we get off track.</p> <p>We seek to improve guest experiences of arrival and parking as well as providing reliable, cost-free shuttle service as a viable alternative We aim to reduce the number of cars on the road and in parking lots by 10% We're working to reduce carbon emissions (as a result of vehicle pollution) by 10%</p> | 32.2.2K; 32.2.4A | A32.2.2K |

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| | | We're encouraging carpooling with members of your house or other vaccinated guests We're aiming to expedite the arrival process from parking lot to base area, so you can be skiing or riding in less time We're committed to providing more efficient, expedited shuttle service between our lots and base area with more shuttles and faster routes, increasing capacity by 20% from last season | | |
| 32751 | liz McCoy, Elizabeth | To whom it may concern, I oppose the development of a gondola in Little Cottonwood Canyon. I have lived and skied up the canyons in Utah since 1991. The issue re: canyon traffic is the lack of parking at the mouth of the canyon. If there is a plan to build extensive parking for a gondola - why cannot there not be a plan to build extensive parking for carpooling or expanded bus service first. It is less expensive, allows us to use an already existing infrastructure, and has little to no impact to the environment in the canyon. When I travel up Little Cottonwood canyon, I go places other than Alta and Snowbird in the summer and the winter. It is discriminatory to think that all the traffic is solely for skiers and/or resorts skiers. That mindset is playing to the shrinking few people who can afford resort skiing. Therefore, the Gondola will restrict my access to the recreational areas I visit. The Gondola will also provide unnecessary profit to individual people thru their real estate inholdings and/or ownership of certain companies. How about serving the people who need it most rather than the already rich folks who hold legislative and real estate power? The Gondola is an extremely poor choice for tourists and residents of Utah as well as for every aspect of the environment. Please support other alternatives and remove the option of a Gondola from the conversation. Thank you, Liz McCoy | 32.2.9A; 32.2.9R; 31.1.2C; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S |
| 38570 | Llewelyn, Reed | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 36633 | Lloyd, David | I am against the gondola. Try less impactful mitigation strategies first. The gondola uses taxpayer funds and only benefits ski resorts and resort skiers. | 32.2.9E; 32.1.2D | |
| 35695 | Lloyd, Doug | It will be too costly and super congested at peak times no on gondola | 32.2.9E | |
| 32418 | Lloyd, Erin | Please don't add a gondola in Little Cottonwood Canyon. It will only benefit the resorts and will not add value for anyone else. I feel like other options were better to deal with the canyon traffic. | 32.2.9E | |
| 29499 | Lloyd, Georgann | Please don't go forward with gondola. Enough visitors come to Utah without that being touted as an attraction. As a lifelong Utahn and Salt Lake County resident I have loved the pristine look of the canyon. I feel that the gondola would ruin that and is not necessary. | 32.1.2B; 32.2.9E | A32.1.2B |
| 36894 | Lloyd, Jacob | As a resident of Sandy and a frequent visitor to LCC I would like to state my opposition to the gondola. If the canyon is being overused, implement ways to reduce use. A lottery, license plate, occasional toll, or permitting system would restrict access on days where visitation to the area is deemed excessive. I would accept limits on my own ability to visit the canyon if an attitude of preservation could prevail. The gondola solution is not preservation. Its worst attribute is not the often mentioned misuse of taxes or the private entities that stand to benefit. Its worst attribute is further desecration of the natural area. If we must have more people in the canyon, increase busses. If there aren't enough drivers, use the gondola millions to increase pay for drivers. Common sense response to supply and demand can solve these problems without adding permanent infrastructure. No to the gondola. | 32.2.9E; 32.2.2K; 32.2.4A | A32.2.2K |
| 25841 | Lloyd, Jamie | Do whatever you think will benefit the rich and affluent, as it is them that a gondola will benefit. ZERO taxpayer money should be used for this project. Widen the road if necessary, we all can use the roads but don't lock the poor out of little Cottonwood canyon, unless of course, that is what you've intended. | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N; 32.2.4A | A32.1.2B; A32.2.9N |
| 30997 | lloyd, jim | My preferred choice is B 'The Gondola' this is the only current choice that will be used by the public and will remove cars from the roadway. | 32.2.9D | |
| 34843 | Lloyd, John | There are a number of questions that have not been answered by the proposal for the Gondola. There does not seem to be any discussion about what the cost will be to ride the Gondola. If you are going to entice the general population to use the Gondola then the Round trip cost for the Gondola needs to be low such as the cost of riding one of the UTA buses up the canyon. A resident of Utah should be able to receive the lowest cost available because they have helped fund the Gondola through taxes. Out of State users could pay the higher cost such as what the Hotel industry charges. Will the Gondola be operational all year round? I would estimate that it would be more costly to shut down the Gondola for 6 months of the year during the summer. Increased maintenance costs would occur if you were to shut it down in the Spring and then restart the Gondola in the Fall every year. The local population will not use the Gondola if the cost to use it is much greater than it would be to drive their own vehicles. At today's gasoline prices that would be in the order of \$10 to \$15.00 per round trip. Their needs to be a no cost option for those that need to service equipment up Little Cottonwood Canyon. I maintain a non profit communications system that is located up this canyon and I would hope that additional fees will not be added on to this system from new tolls or fees to travel up and down this canyon. Hopefully this can remain in effect through out the year. Any new toll or fee will only increase these costs to the public. There needs to be a procedure put in place before hand to waive these future tolls or fees to make sure that they are implemented. Have you investigated the addition of one or more additional drop off and entry stations on the route up the canyon? It would be beneficial to add these stations to let additional users of the canyon be able to get on and off at multiple locations. The Gondola should be extended all the way up to Alta. This addition will serve the Alta Ski Area. Why was this addition not contemplated in the first draft? You need to look at the costs of adding a new length of Gondola from Big Cottonwood Canyon to Little Cottonwood Canyon along Wasatch Boulevard. It seems that their may be more room for a Parking Garage at the entry of Big Cottonwood Canyon. You could scale back the huge parking garage near La Caille by making a | 32.2.4A; 32.2.6.5F; 32.2.6.5R; 32.2.2I; 32.2.2R | A32.2.2I |

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| | | larger one at the entry of Big Cottonwood Canyon and then adding a new section of a Gondola between these Canyons. This will reduce traffic and congestion on Wasatch Boulevard by those who use the Gondola. | | |
| 34848 | Lloyd, John | There are a number of questions that have not been answered by the proposal for the Gondola. There does not seem to be any discussion about what the cost will be to ride the Gondola. If you are going to entice the general population to use the Gondola then the Round trip cost for the Gondola needs to be low such as the cost of riding one of the UTA buses up the canyon. A resident of Utah should be able to receive the lowest cost available because they have helped fund the Gondola through taxes. Out of State users could pay the higher cost such as what the Hotel industry charges. Will the Gondola be operational all year round? I would estimate that it would be more costly to shut down the Gondola for 6 months of the year during the summer. Increased maintenance costs would occur if you were to shut it down in the Spring and then restart the Gondola in the Fall every year. The local population will not use the Gondola if the cost to use it is much greater than it would be to drive their own vehicles. At today's gasoline prices that would be in the order of \$10 to \$15.00 per round trip. Their needs to be a no cost option for those that need to service equipment up Little Cottonwood Canyon. I maintain a non profit communications system that is located up this canyon and I would hope that additional fees will not be added on to this system from new tolls or fees to travel up and down this canyon. Hopefully this can remain in effect through out the year. Any new toll or fee will only increase these costs to the public. There needs to be a procedure put in place before hand to waive these future tolls or fees to make sure that they are implemented. Have you investigated the addition of one or more additional drop off and entry stations on the route up the canyon? It would be beneficial to add these stations to let additional users of the canyon be able to get on and off at multiple locations. The Gondola should be extended all the way up to Alta. This addition will serve the Alta Ski Area. Why was this addition not contemplated in the first draft? You need to look at the costs of adding a new length of Gondola from Big Cottonwood Canyon to Little Cottonwood Canyon along Wasatch Boulevard. It seems that their may be more room for a Parking Garage at the entry of Big Cottonwood Canyon. You could scale back the huge parking garage near La Caille by making a larger one at the entry of Big Cottonwood Canyon and then adding a new section of a Gondola between these Canyons. This will reduce traffic and congestion on Wasatch Boulevard by those who use the Gondola. | 32.2.4A; 32.2.6.5F | |
| 36155 | Lloyd, Steven | I have lived in Utah my entire life. Little cottonwood has been my spot to recreate and meditate. The granite walls carved by glaciers are like no others around. It truly is unique. Please don't put a gondola in and ruin the aesthetics of the canyon. There are other solutions. Please don't let this be one an attraction for snowbird, ski Utah, visit salt lake and the tourism board to use as an attraction to get people to come here. The canyon is already at capacity. We don't need a tourist attraction. For my children, please leave it and figure out a solution on the ground. | 32.2.9E; 32.1.2F; 32.1.2B | A32.1.2F; A32.1.2B |
| 34363 | Lloyd, Warren | I have studied the alternatives and feel strongly that for the health of the Canyon and the valley that it supports we should work for a viable rail solution up the canyon. The gondola is only a partial solution for skier traffic during the ski season, and which is more visually invasive. A train is an expandable option that could ultimately connect Big Cottonwood and Park City. | 32.2.9F; 32.1.1A | A32.1.1A |
| 27665 | Lo, Liv | I personally don't think that this is the greatest idea just because there are a lot of things we are going to lose in the process and I don't think that it will help us accomplish what we want to accomplish while trying to do this | 32.2.9E | |
| 38571 | Lobato, Richard | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 30399 | Locante, Craig | Please do not build the gondola up LCC. It is financially irresponsible and will negatively impact one of SLC's most beautiful natural resources. | 32.2.9E | |
| 32067 | Lockhart, Janae | This is a poor idea. Not only is it a huge impact to the outdoor community, you still won't solve the issue. That much money for one canyon to benefit the resorts? And what is your solution to big cottonwood? That is just adds bad if not worse. | 32.2.9E | |
| 28864 | Lockhart, Sarah | I am VERY much AGAINST this Gondola. I do not believe it benefits anyone but the ski resorts and I do not support it. | 32.2.9E | |
| 33400 | Lockhart, Scott | All my life local. Climber and skier. I will never ride that thing. I think it's a terrible idea and not going to solve anything. | 32.2.9E | |
| 27621 | Lockman, Doug | I think the gondola idea is fantastic. It will help showcase Utah as a modern city if we get the Olympics again. I'll ride it just for fun! | 32.2.9D | |
| 38894 | Lockwood, Jaren | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |

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| | | We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. Sincerely, Jaren Lockwood [REDACTED] | | |
| 28107 | Lockwood, Kevin | No Gondola. Terrible decision. Start Over. | 32.2.9E; 32.2.9G | |
| 25269 | Lockwood, Kevin | [REDACTED] | 32.2.9D | |
| 28108 | Lockwood, Laura | I do not want the gondola and it is not the correct solution to this problem. In speaking to those in my community I know no one who has wanted this. I am not clear on how you came to your results on choosing this as your option. We DO NOT want the gondola. This would ruin cherished climbing areas, hiking, and in the end would not solve the issue. Please do not do this and listen to the people. | 32.2.9E | |
| 33354 | Locrasto, Christopher | As a frequent visitor to SLC I am in opposition of the proposed gondola. I enjoy the bouldering and views of LCC and cherish the natural resource. A gondola would forever change the landscape. I support finding other solutions to solve the problems of LCC | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 34778 | Lodding, Cynthia | Well, after reading through the website I definitely feel like I have more questions than answers. I do not feel that you have offered the public enough specifics to support this decision. The proposal itself is astronomical in cost, and there are no suggestions as to how it will be funded short or long term. If the phasing part of the implementation involves increased busing and parking, why is this not optimized as the solution? The gondola, to run only for the ski season, is an eye sore to a beautiful place that locals and tourists alike enjoy year round. I do not think that tax payers should bear any of this burden if this solely delivers passengers to private ski areas. In wintertime. To ski. A 35 person gondola is more consistent with a tram. Are there seats? Will there be air filtration and circulation like there is on a bus? Again, very little detail. It is so hard to imagine that there is public support for this option when across the board in conversations with people in my social circle, work circle, and people I take care of in a walk-in clinic think the idea is ridiculous. Anyway, I do not feel that there are enough specifics provided to the community, and I do not think that there is enough transparency with how this will be funded. I think that a "solution" of this architectural and financial magnitude should not be limited to only the ski season, and only to private ski resorts. Overall, I absolutely am against this option. I do not think this represents the needs and best interests of this community. | 32.2.6.5C; 32.2.9R; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S |
| 31623 | Lodmell, Ashley | It seems oddly ironic that a few weeks after the preferred alternative is announced to be a gondola, UTA cuts transit routes to ski areas for the 2022-2023 winter. How much money much money has UDOT wasted on finding a complicated solution to serve ski resorts instead of making the ski resorts do something to fix the problem? Solitude started charging for parking at a tiered level which has increased number of people in cars. Solitude also changed their hours to open at 8am last season to help space out traffic with Brighton. These are multimillion dollar resorts that should be able to figure out how to solve their own transportation issues themselves and support UTA to do what it does best. Buses and single occupancy restrictions can fix the traffic and be more equitable. Bus routes should extend throughout the Salt Lake Valley to reduce the need for big parking lots at the base of the canyon. A gondola will not solve the problem, especially if Big Cottonwood is not considered. Don't let Little Cottonwood canyon look like Moab with a rusty unused gondola ruining the landscape. | 32.2.9E; 32.2.2Y; 32.2.9A; 32.2.2K | A32.2.2K |
| 32747 | Loeffler, Cheryl | Please don't put a gondola in our beautiful canyon! Not only will it permanently mar the natural beauty of the canyon, but it is unbelievably expensive, serves only private financial interests. If this idea had come to a vote it, instead of having been undemocratically decreed by an unelected committee, the people would have returned a resounding no. There are better cheaper plans out there. Please go with one of those instead. | 32.2.9E; 32.2.9E; 32.2.2PP | |
| 33505 | Loertscher, Devin | Please keep Little Cottonwood Canyon beautiful for future generations. I believe there is another alternative to alleviating the congestion and issues in these beautiful canyons other than a gondola. Thank you, DJ Loertscher | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 33203 | Lofgran, Taunya | I like the idea of a gondola. I think it would be a great way to reduce traffic and have less of an impact on the canyon. I've lived in other countries where they utilize gondolas and it seems to be a great long term solution. | 32.2.9D | |
| 35453 | Lofgreen, Craig | I am strongly opposed to the gondola proposal. | 32.2.9E | |
| 27938 | Lofgren, David | With the ski season shrinking because of climate change. Why do we not put our efforts and cash into things that help the PEOPLE like better mass transit in town, or better air quality. Enough [REDACTED]. | 32.2.2E; 32.2.2E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29842 | Lofgren, Marc | I am in favor of the gondola. I believe it to be the best option for the future. In fact I think we should build one that runs the length of Salt Lake Valley above State Street. | 32.2.9D | |
| 33809 | Lofgren, Mary | Please don't spoil LCC with a gondola that will not benefit the majority of users. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 28012 | Lofland, Jess | It is disheartening that the results from the EIS showed approval for a Gondola as the preferred transportation choice. It's clear by this decision that investors have a heavier hand in the decision-making process than the residents and recreators who live, breathe, and thrive throughout Little Cottonwood Canyon (LCC). I implore that UDOT reconsiders its decision to move forward with the Gondola proposal in LCC. In 100 years from now, there won't be decent enough snow for skiing in the canyons. But there can be lush protected forests, wetlands, and mountainscapes for people and wildlife to enjoy. The fragile watershed that sustains this city and most of the people in Utah, is too delicate of an asset to throw away for a current lack of funding for an alternative transportation option. Please, reconsider. | 32.2.9E; 32.2.2E | |
| 25285 | Logan, Casey | No to the gondola! Please, just better public transportation in the area. And consider a cap in lift tickets sold daily at the resorts. | 32.2.9E | |
| 32781 | Logan, Gary | I'm 70 years old and have skied this canyon since I was 12. I don't rock-climb any more but LTC is a beautiful and serene experience up on the granite - I don't know of a better place and can only imagine how a gondola system would impact that experience. Please don't build the gondola - there are better alternatives. Regards, Gary Logan | 32.2.9E | |
| 34405 | Logan, John | The gondola and busses do not address the problem. People want to drive not ride. The best solution would be parking garages at Snowbird and Alta, built with revenue bonds and paid for by parking fees. There really is only a road driving problem a few times a winter and buses have the same problem. Give people what they want not the far-fetched current plans. | 32.2.2QQ | |
| 29363 | Logan, John | The gondola makes sense and should be built. | 32.2.9D | |
| 37552 | Logsdon, Pam | I love our canyons and I am in opposition to the gondola proposal for Little Cottonwood Canyon. Before investing millions of dollars for a project that many of the citizens of Utah would not or could not use and would only benefit those who visit the canyon for skiing and recreation, further research and cost effective solutions need to be made. . For example: a parking reservation system, incentives for carpools and reservations for the resorts. The decision to build a gondola will affect many generations to come, both environmentally and economically. We all need to work together, local residents, environmental groups, ski resorts, developers and elected officials. Please listen to our voices. Thank you, Pam Logsdon | 32.2.9E; 32.1.2D; 32.2.2K | A32.2.2K |
| 30743 | Lohman, Brian | I write to condemn the proposed gondola as the alternative means of transportation for SR 210. The gondola option as outlined will serve no other purpose than to move customers to two private business. This public subsidy has no place in the tax payers budget. There is absolutely no reason whatsoever that residents should support the irreversible damage to the watershed, the landscape, and the other recreation opportunities in Little Cottonwood Canyon. The loss of these resources will be suffered by the public while the gain will be privatized and held exclusively by Alta and Snowbird. This is totally unacceptable. The correct alternative is to follow the model of our national parks and ban ALL private vehicles and allow ONLY busses that will take visitors to any location they desire. This is the only equitable solution as it treats both wealthy and disadvantaged canyon users the same. As with the gondola, allowing rich people to buy their way out of the congestion (you know they won't be on the gondola) is unacceptable. Finally, spending a massive amount of money to funnel dollars into two private businesses makes even less sense in the face of climate change. The proposed gondola would be a haunting reminder of this folly when there is no more snow to be skied and it is left standing. | 32.2.9E; 32.1.2B; 32.2.2B; 32.2.2E | A32.1.2B |
| 25457 | Loken, Emily | The gondola is the most ridiculous idea. How is got this far, is unimaginable. Why is this better than creating a bigger parking lot, and increasing public transportation. This much simpler option would be better for the community and the environment. | 32.2.2PP; 32.2.9E; 32.2.9N | A32.2.9N |
| 33944 | loken, thomas | I am against the gondola option. Main reason; gondola will just be stopping at two ski resorts. I believe mass transit (buses) stopping at multiple sites and during the entire calendar year is a better option. | 32.1.2B; 32.1.2D; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.2B |
| 31116 | Lokeni, Arianna | I do not support the gondola b option proposed. This is only benefiting the already overly crowded ski resorts and not the people who actually live in utah. I do not want my taxes used to further destroy the wastach. Our beautiful terrain needs to be preserved. I am in favor of electric busses and parking structures at the base or neighboring cities. This would supply more jobs and reduce traffic through the canyon. | 32.2.9A | |
| 26642 | Lolla, Mark | This gondola will only support tourists and skiing. Little Cottonwood Canyon is so much more than 4 months a year at Alta. Please do not destroy a world class climbing area for a few months of tourism. | 32.1.2B; 32.2.9E; 32.4B | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31006 | Lombardo, Joe | I, and many, many other people, believe that drastically increasing buses to the ski resorts is the best solution. In combination with pay/reservation parking at the resorts, or closing resort parking entirely (at least on the weekends) - similar to the way Zion National Park is managed - would drastically reduce canyon traffic without interrupting the ecosystem/climbing/beauty of the canyon. The current problem with the ski buses (as I see it) is that there are not enough buses (they get extremely crowded), so the wait for the bus is often long and the crowd is unpleasant, which deters some people from riding. Increasing the number of buses and forcing use of the buses (as at Zion), would solve the traffic issue as well as the issue of resistance to riding the bus. Adding better ski/board storage wouldn't hurt. It would also be nice to have more diverse routes/pick-up locations for the ski buses in the valley before heading up the canyon. Please don't build a gondola. | 32.2.9A; 32.2.2K; 32.2.2B; 32.2.2I | A32.2.2K; A32.2.2I |
| 34542 | Lombardo, Nancy | I am completely opposed to the gondola. It will serve only the ski areas, and will be a garish eyesore in Little Cottonwood Canyon. I am in favor of clean powered buses which would stop at the trailheads, and serve a wider scope of canyon recreation. I am also in favor of charging fees for cars based on number of occupants, with higher fees for fewer people. The gondola will ruin the canyon, making it into a disney-like spectacle. Please do not build a gondola. | 32.2.9E; 32.2.6.3C; 32.1.2C | A32.2.6.3C |
| 34323 | Lonardo, Lynn | If it's not free and available to ALL people, ALL of the time, then it is a NO to the gondola! If we are ALL paying for it, then it shouldn't be for a few rich folks who want to go skiing. Put me down for a BIG FAT NO to the GONDOLA! | 32.2.9E | |
| 35650 | London, Aaron | UDOT needs to go back to the drawing board. The preferred solution serves less than 3% of the population who pay for it while attempting to impose a standard of transportation entirely inapplicable to a box canyon in avalanche prone mountainous terrain. As a non-resort user of LCC year round the gondola fails entirely to meet my transportation and access needs. What good does an A grade level of transportation do me when UDOT will restrict parking in the canyon so that I cannot park when I attempt to arrive at my destination? What good does doubling the transportation infrastructure in LCC do me when the end result will be unmanaged overcrowding and increased development pressure in LCC to the point that the experience of LCC is so destroyed that there's no point in going there anymore? What good does sinking half a billion dollars of taxpayer money into 8 miles of transportation infrastructure for a few months of the year do me as a Utah resident who reasonably expects transportation improvements across the entire state and in fact right next door in Big Cottonwood Canyon where the very same problems are faced today and remain unaddressed by UDOT? What will BCC cost, another 500M on top of LCC? The EIS fails to convince me that unlike every time a lane is added to I-15 it just fills up immediately. There is nothing in the EIS that demonstrates that the 30% reduction in traffic on SR210 will be achieved. There is no mention of induced demand, which is ridiculously unacceptable from any contemporary transportation analysis. Because there very same problems plague BCC today, there is no discussion in the EIS that the LCC preferred alternative will need to be immediately extended to BCC, which represents a segmented expansion and is not consistent with NEPA. Simply put, if UDOT won't build a gondola on I-15 to deal with stand-still rush hour traffic then it shouldn't build one in LCC. Use the same tools at your disposal now for managing rush hour traffic on I-15 in both LCC and BCC. Last season UDOT, in its very own podcast discussing the new HAWK at Cardiff, stated that despite complaints from travelers the HAWK improved downhill traffic flow for the season. UDOT should meter uphill traffic with lights at the bottom of both canyons with one lane for UTA buses and microtransit vans and the other for cars. The LCC resorts switching to reserved parking has already proven we can achieve the 30% traffic reduction today through easy, low-cost, common-sense solutions that require participation from all canyon users but also benefit all canyon users. Work with the BCC resorts to implement parking reservation systems. Work with the resorts and UTA to bring about a solution now, today, this season that benefits all canyon users for a fraction of the cost without forcing Utah tax payers to pay for an A grade of transportation for just resort skiers. Finally the EIS uses a deeply flawed climate analysis. As Utah's climate changes to resemble that of Arizona of the next decade plus, the number of days that SR210 will be fully closed due to avalanches does not increase. Do Arizonan's need a gondola to access skiing in the few remaining places where skiing is viable in Arizona? No, of course not. During the proposed operational lifetime of the preferred alternative for LCC, resort skiing will be deeply impacted and very likely no longer commercially viable. The last thing we need now is to spend 500M plus on a gondola for winter use only when our winters in the future will be radically different from what we experience today. | 32.1.2D; 32.2.9E | |
| 36330 | Long, Abbie | It seems the owners of the ski resorts have pulled the wool over the eyes of everyone. It has clear they have more and more people visiting their resorts all while continuing to raise prices. The increase in demand has fallen in the public when all it takes is for the resorts to put back some of the money they're making hand over foot and update their parking areas and build a garage type parking structure. They should also offer rebates and not a dollar here or there but a large rebate to anyone that uses their bus pass a certain amount of dates once the season is over. Say no to the gondola! | 32.2.9E; 32.2.2K | A32.2.2K |
| 28088 | Long, Diane | I am opposed to putting a giant gondola in this beautiful canyon. I am appalled that the UTA has ignored the public outcry, and pushed this plan ahead. | 32.2.9E | |
| 32997 | Long, Doris | I favor phase 1 of proposed plan. No to phase 2 . A gondola is an eye sore. Taxpayers from the entire state should not have to pay for a benefit to so few- only ski resorts owners, skiers and a few others. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 26709 | Long, Doris | No to a gondola. We are not the Swiss Alps. As a tax-payer I oppose this as a blight on our beautiful canyon. Lets give a solution based on buses a try. Use electric buses if possible | 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 37361 | Long, Jaclyn | Please push pause on the gondola. Implement tolls, improve bus systems. A big project like a gondola seems like a hasty decision on a long time coming problem. Let the resorts take more ownership of their problem of parking, run their own shuttles etc; as they end up with the most profit. Winters are changing; shortening and raising in elevation. If the gondola does not have year round purpose then it seems a complete over construction to solve a couple month problem. | 32.2.9R; 32.2.2K; 32.2.7A; 32.2.2E; 32.1.2B | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K; A32.1.2B |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31021 | Long, Laney | I say No to the gondola! Cost too much, damages environments, only serves the ski resorts. Please DON'T DO IT!! | 32.2.9E | |
| 32444 | Long, Laura | I have several problems with the Utah Department of Transportation's (UDOT) gondola "solution" to the traffic in Little Cottonwood Canyon: 40 poles, each 15 feet in diameter, serviced by new roads big enough for huge trucks, will cut through the wilderness of Little Cottonwood Canyon. The exact price has not been revealed by UDOT but it will be expensive to ride the gondola. (Between \$50- \$110 per trip) It only services two sites. It won't run in the summer. It's paid for by taxpayers but only benefits Snowbird, Alta, La Callie, The Tree Farm, and Chris McCandless and Wayne Niederhauser. It's taken from transportation money meant for the entire state of Utah. There's new evidence (from Hawkwatch International) that the gondola would kill and injure birds during night migrations through the canyon. | 32.2.4A; 32.1.2B; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 27875 | Long, Mlisa | A gondola is a terrible idea that should only be considered after other less intrusive options have been tried and given a chance to work. In addition, the fact that tax money would be used on something that will basically prosper private industry is welfare at its worst | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 30967 | Long, Randy | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.9A | |
| 27591 | Long, Trevor | Glad to see greed and corruption win out for the few of you that are getting rich off this and [REDACTED] everyone that actually lives here. Thanks! | 32.2.9E | |
| 27591 | Long, Trevor | Glad to see greed and corruption win out for the few of you that are getting rich off this and [REDACTED] everyone that actually lives here. Thanks! | 32.29D | |
| 34398 | Longchamp, Gabrielle | As a recreational climber, skier, hiker, runner, biker and professional ski patroller and bike patroller local to the area I do not support the construction of the gondola . | 32.2.9E | |
| 35771 | Longhurst, Paul | I am opposed to the construction of a gondola for several reasons: - The gondola will only provide transportation to the ski resorts, providing exclusive benefit to those resorts. There are other destinations in the canyon that will not be served by this proposal. - Major traffic disruptions and impact to the "La Caille" area. "Old Wasatch" does not have enough capacity to serve the traffic influx a new base station would create, thereby causing massive roadwork and other infrastructure changes at taxpayer expense. - The gondola will be highly disruptive to the natural beauty of the canyon. - Expanded bus service and parking reservations at the ski resorts are two excellent ways to address congestion on the roads without requiring additional infrastructure investment. | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.2K; 32.2.9A; 32.2.6.5E | A32.1.2F; A32.2.2K; A32.2.6.5E |
| 29906 | Longshore, Alan | Limit personal owned vehicles and reserve the roadway for commercial UTA and rideshare vehicles transporting passengers to and from the resorts in little cottonwood canyon. Rideshare/taxi/UTA all do the same thing. We don't park in the given resorts but we do drop off patrons that do use the resorts. We should take priority when it comes to road use. Gondolas would have all personal owned vehicles parking at the bottom of the hill and free up the road for all of us that actually make a living. | 32.2.2K; 32.2.6.2.1C | A32.2.2K; A32.2.6.2.1C |
| 37283 | Longson, Mitch | This serves nobody but the ski resorts. It does not get skiers to resorts faster, it will minimally impact traffic on snow days, and it will be a brutal hit to taxpayers, all for nothing but an irreparable hit to the canyon's beauty. Please PLEASE explain how this benefits anyone but the ski resorts and possibly wealthy out of state skiers. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 28312 | Loomis, Adam | Dear UDOT, Thank for opening another comment period. I am happy to see that the first part of the plan focuses on enhanced bus service. I believe that this is part of the most responsible plan for traffic in Little Cottonwood Canyon. I also stand firmly against the proposed gondola. Like so many others, I utilize the canyon for a variety of recreation: hiking, backcountry skiing, climbing and more. Resort skiing is a very small part of my time in the canyon, and I rarely need to get to the top of it. I do not think that a plan that only goes to the resorts is the best solution. Bus service with stops along the way at key recreation sites is my preferred option. Thank you, -Adam | 32.2.9E; 32.29R; 32.2.6.3C; 32.2.9A; 32.1.2D; 32.2.6.3F | A32.29R; A32.1.2H; A32.2.6S; A32.2.6.3C |
| 37913 | Loosle, Eric | The gondola is NOT the solution! The rest of the phased approach is good. Use some of the \$550 million to increase the pay of bus drivers for the cottonwoods to make the job more appealing. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28293 | Loosli, Kelly | As a life long user of the Canyon I am shocked that we will ruin the look and view all to serve a couple of ski resorts. What about all the other people who use and love the canyon. I am sorry but for those 3 to 4 months I am perfectly fine to wait in traffic to get up the mountain if that means the rest of the year we keep the canyon open and free from the visible obstacle of the gondola. From hikers, to climbers, to photographers and the casual day user the pristine nature of the canyon should be preserved. Winter bus use seems like a far better option with similar capacity and way less impact on the canyon itself. | 32.2.9A; 32.1.2D; 32.1.2B; 32.4B | A32.1.2B |
| 33458 | Loots, Natalie | Opposed to the gondola! Little Cottonwood Canyon is a national treasure and everything should be done to preserve the natural beauty of the canyon. The gondola is a money grab that will only benefit a select few via the sale of land and cost of construction. There are so many other viable options including increased buses (how about snowbird pays for buses??) tolls, etc. A second comment period is silly because the people have already spoken and the consensus is no one wants the gondola! | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 27767 | Lopez, Janet | I am opposed to the Gondola Alternative B to the traffic problems in Little Cottonwood Canyon. This solution has only two load/unload areas that will primarily service only the two ski resorts at those locations. This is an extremely expensive tax payer expense to serve only the two winter ski resorts that primarily serve only a privileged few who can still afford to ski. I prefer the option that provides traffic relief that will serve the entire canyon area with load/unload areas along the canyon road for summer and winter sports and recreation. Please listen to the residents who will pay the cost of this construction and not just a few elected officials and their donors. Thank you for your consideration! | 32.2.9E; 32.2.6.3C; 32.2.6.5G | A32.2.6.3C |
| 35422 | Lopez, Roberta | No Gondola! | 32.2.9E | |
| 30791 | Lora, Victor | I support the gondola, it is more pleasing and enviromentally better. | 32.2.9D | |
| 28058 | Lord, Judy | Please reconsider the construction of a gondola up Little Cottonwood Canyo. It would be only a partial fix and a permanent eyesore. | 32.2.9E | |
| 31470 | Lore, Kyle | <p>First I need to state I am absolutely against constructing a gondola. Unlike most commenters I have extensive knowledge on the construction and operation of ski lifts, gondolas, and trams. I am a chef by trade, but went to school at CMC for ski area operations and have both operated and worked on construction of lifts including cable splices with Rj Knight of Missouri. Your declarations on the gondola being impervious to adverse weather conditions and avalanche proof are a complete fallacy. Any lift operator knows that high winds can shut down a lift and the safety laws enacted following the Vail gondola accident require physical inspection of tower sheave gangs when high winds cause the movement to trip a cable sensor. Clearing ice and inspection are accomplished by climbing the tower. So.. who is going to crawl up the tower, that sits in one of the over 60 avalanche outruns in the middle of a wind loading high danger event?? If the highway is closed due to avalanche danger, the service road to the tower base is irrelevant. The gondola will be shut down. What happens to the people that went up the lift in the morning, and by afternoon the high winds prevent them from downloading?? Where is your evacuation plan?? How do plan on transporting 30 plus people safely from a remote tower pad location in the event of shutdown and evacuation. Sure they are on the ground, in the dark, across the creek, in an avalanche run, and the road is closed... great plan! In school we studied in great detail the avalanche data collected from Little Cottonwood and Big Cottonwood Canyons and the experts weighed in as early as the 1970's that the best solution is a cog rail up one canyon and down the other, with multiple stops, show sheds over the rail in outruns.</p> <p>It is obvious to everyone that this decision has been made for the taxpayer by somebody that has money in the development of the base station and construction. Lastly I would like to point out from the renderings and video rendition it appears to be multi track cable single haul cable design. That design will be even more prone to cable fatigue during high wind events. Forcing operation in high winds will increase the likelihood of a gondola car swinging as its clip is coming into either a support or depression sheave gang. This causes constant vibration of the lee side track cable. All of that will mean endless frequent cable maintenance. You will end up scanning every millimeter of all three cables multiple times a month. All of this adds up to potential injury and loss of life, and everytime the lift industry has ignored inherent design flaws, people die. Yan lifts are the best example. Do you really want to become famous for that?? Build a train, not a lift, it's literally the worst public works idea I've ever seen, and you are lying to the public about the potential dangers. I guarantee we will be the first in line to file the class action suit as soon as your false claims of a weatherproof transportation system come to light. As to the subject of your EIS, I do not see anywhere how you intend to mitigate the dripping lubricant from periodic cable maintenance where the gondola crosses the creek, pretty sure that stuff is toxic to protected Bonneville Cutthroat Trout and their spawning reeds in the creekbed. Certainly is in Colorado where there is a tram board to oversee lifts.</p> <p>Thanks, Kyle Lore</p> | 32.2.9E; 32.2.6.5K; 32.2.6.5H; 32.2.9F | |
| 25456 | Loredo, Gabe | Stop wasting our tax dollars and lining your political pockets | 32.29D | |
| 33056 | Lorens, Katherine | I hate the entire concept of the gondola. It's a money grab by elitist ski resorts and does not serve the canyon as a whole. A bus system is much more feasible and could serve more people. If you increase incentive for the bus usage and increase parking at the base you wouldn't need to expand the road and could have stops at popular trailheads as well | 32.2.9B | |
| 34200 | Lorenzen, David | I do not consent to the confiscation of my property to fund this project. | 32.29D | |
| 36487 | Lorenzo, Jamie | The people in Utah are struggling enough to pay for the increasing rents and inflation. The gondola is only going to add to this burden and stress of the people. Please implement more electric buses. No one wants the gondola. It would only go to 2 resorts and the people of Utah don't want to pay for it. It is unfair. | 32.2.9E; 32.2.6.3F; 32.1.2D; 32.2.7A | |
| 29500 | Lorenzo, Jamie | The gondola is not only awful for the environment, it is unfair to make the taxpayer of Utah pay. No one wants the gondola. Bring more electric buses and provide incentives for people to ride the bus. NO GONDOLA. | 32.2.9A; 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33350 | Lorenzo, Rafael | The addition of a gandola does not serve the natural preservation of the area and its environment. It only serves the need for use of the resorts. I vote for the improvement of the bud system and the preservation of little cottonwood the way it is now. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9A; 32.2.9G; 32.2.9N | A32.1.2B; A32.2.9N |
| 25312 | Loria, Jeff | Do not build this eyesore. If traffic is a problem, limit the sale of lift ticket or pass utilization. Don't ruin the canyon so that more profits can be mined. Don't build the gondola. | 32.2.9E | |
| 26675 | Lortsher, Emery | Hi there, I am writing to formally notify UDOT of my opposition to the proposed gondola in Little Cottonwood Canyon. This does not seem like a viable solution to the traffic issues in the canyon. Please consider expanded bus routes and other options. Thanks Emery | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |
| 29554 | Losser, Fay | To all it may concern, I have lived in the greater Salt Lake are for 60 years and currently live a mile from the mouth of Little Cottonwood. I grew up skiing in both Big and Little Cottonwood Canyons and we regularly enjoy picnicking and hiking during the warmer months. I remember a year when the snow at Brighton was well over the second story window of one of the houses in the village - all season long! That is a sight that has become almost nonexistent with advancing climate change. The thought of spending tax payer dollars to build a gondola to get people to a sport that may be obsolete in my lifetime seems ridiculous. I believe we should treat our canyons like national parks and require a reservation system. I think it is also fair to charge non-residents a fee to use the canyons. Residents should have preferred access during weekdays. Getting people up the canyon can easily be handled by buses using clean energy. If someone really wants to drive their own car they should have to pay a fee higher than the bus fair - and they should have to pay parking. Sadly - skiing has become an elite sporting event. I feel using tax payer dollars to build a gondola benefits the elite and takes resources from the poor and marginalized in our society. Please do the right thing and DO NOT BUILD A GONDOLA!! Concerned for the future of our canyons and our community, Fay Losser [REDACTED] | 32.1.2B; 32.2.2E; 32.2.2K; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.5A | A32.1.2B; A32.2.2K; A32.2.9N |
| 29553 | Losser, Fay | Is this the best place to provide public comment regarding the proposed Gondola? | 32.29D | |
| 28063 | Lothridge, Michael | I frequently use Little Cottonwood canyon and do not ski or snowboard at the resorts. Please don't do this. Thanks! | 32.2.9E | |
| 26043 | Lott, Alicia | I am against the gondola. You don't need to change or add the gondola just to get more tax dollars. Leave it alone. The canyon is beautiful and you'll be destroying it | 32.2.9E; 32.2.9G | |
| 34001 | Lott, Janet | Please don't build the gondola. I would rather pay fees to access the canyons rather than see a monstrosity which doesn't belong in nature. | 32.2.2Y; 32.2.9E | |
| 31715 | Lou Hamill, Mary | The proposed gondola for LCC is not in best interests of the vast majority of Utahns, benefiting a few individuals. Since it will only service 2 privately owned resorts, it is beyond the pale that the citizens of Utah will have to pay for this travesty. The gondola will not solve the traffic issues but will only move the congestion to the roads accessing the gondola parking structures. My friends live adjacent to La Caille and have stated, repeatedly, that the traffic to LCC is only problematic 5-10 days per winter season. Why are we planning to spend > \$500 million dollars to address this time limited issue? The gondola will be an eyesore, harmful to birds and does not belong in a fairly undeveloped canyon. If UDOT choses to spend this money on LCC, why should UDOT not build a gondola for BCC or Park City? Is it not discriminatory that the State of Utah is spending so much of the tax payers money on 2 ski resorts when there are many others in the state who are contributing to the Utah economy? If Snowbird and Alta want a gondola to improve access to their businesses and contribute to the bottom line, why shouldn't they pay for it? This seems to be a political decision designed to benefit a few at the expense of the many. Stop the gondola or at the very least put the proposal to spend >\$500 million of Utah tax payers money on the ballot and let the citizens of Utah decide. | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.6.5E;32.2.9N | A32.2.6.5E; A32.2.9N |
| 37807 | Louie, Kenneth | No gondola, for all the reasons previously stated | 32.2.9E | |
| 28609 | Louie, Mark | No one is going to take the 45 minute gondola when it takes 15 minutes to drive. | 32.7C; 32.1.2B | A32.1.2B |

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| 26068 | Loumeau, Jack | Try improving bud systems instead of gondola | 32.2.9A | |
| 27416 | Lovato, Lexy | Given that the issue of traffic congestion is only prevalent maybe 30 days a year during peak ski season, this is an outrageously expensive solution. The ski industry is dwindling fast and this will only risk contaminating our water in the canyon as well as the natural scenery that is little Cottonwood Canyon forever. With this budget we could enact real change with our states horrible air pollution problem, saving traffic for a few weeks a year, won't do that. Please deny this proposition. | 32.1.2B; 32.2.2E; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 34973 | Love, Dan | This is a ridiculous option that benefits private industry paid for with Taxpayer dollars. If a Gondola is wanted it should be privately funded by the entities who will financially benefit, both at the base and the resorts. Maybe the solution is our canyons don't need increased access and capacity. | 32.2.7A; 32.20C | A32.20C |
| 37832 | Love, Denise | Try alternative transportation options first. Toll booth with high fee for single drivers. Smaller shuttles and regular buses more frequent schedules. Assess impact before moving to an extreme option, gondola. | 32.29R; 32.2.9A; 32.2.4A | A32.29R; A32.1.2H; A32.2.6S |
| 36677 | Love, Jay | To the UDOT, Please do not build a gondola from the base of Little Cottonwood Canyon to the ski resorts. The problem, as I understand it, of too many skiers going to/from the ski resorts for a few hours on a handful of days each year, coinciding with slippery roads and high avalanche activity, and causing lots of traffic. This problem (which have experienced firsthand) affects exactly those people who choose to participate in that activity and very few others. Burdening taxpayers with the cost of constructing a Gondola is altogether not justified. The ski resorts need to accept responsibility for the problem and limit visitation, just as some other well-known ski resorts do (for example, Vail resorts is capping visitation all season this year). In addition to the undue cost to the non-skiing taxpayer, a gondola would be a visual disturbance to what is currently a beautiful canyon, home to many pursuits that do not involve the ski resorts. This visual disturbance would decrease visitation of locals and visitors and diminish the pleasurable experience of living so near a natural area, a reason which so many of us live in the area. In addition, the proposed gondola serves only the resorts, not all of the other popular spots throughout the canyon. Who gains from this "solution"? The resorts do. The people of this region do not. In summary, please don't build a gondola. Sincerely, Jay Love Salt Lake City, UT | 32.2.9E; 32.1.2B; 32.1.2D | A32.1.2B |
| 35642 | Lovegrove, Andrew | I hope that this is a data and economically driven decision. Yes there are many critical parameters like access and pollution and wear and tear on canyon. I have skied and recreated in LLC and BCC for 35+ years. The Utah valley has grown exponentially, and the canyons remain the same. The canyon and mouth of the canyon will be ruined if a parking lot is built. Home properties will be severely damaged. If the gondola is the best answer then I wonder what will happen when the gondola stops for tech/mech issues and the people (kids especially) have to pee...good luck with that! If the canyon is so worth protecting then I ask why the LDS church was able to extract massive tons of precious granite to build their conf center...?!? Answers: make people pay to go up canyon. Make it fair to all and not the ones who have all \$\$\$\$. Use buses like Zion. No one is talking about Big Cottonwood Canyon congestion, which is equally as bad. | 32.2.6.5E; 32.2.6.5K | A32.2.6.5E |
| 33182 | Loveless, Sydney | Please do not approve a gondola that will help mitigate traffic for ski resorts only, which is only for 4 months out of the year while destroying views and trail heads that are used 8 months out of the year. | 32.2.9E; 32.1.2B | A32.1.2B |
| 26647 | Lovell, Gary | I am completely against this new infrastructure in the canyon. | 32.2.9E | |
| 35326 | Lovell, Megan | I don't think a Gondola is the ultimate or best solution for the problem and the process of building will make traffic worse before better. I think there are better ways to handle it. Like bus services, having the cars that do go up pay a toll, ride share incentives and keeping resorts responsible through limited ticket sales. Plus the gondola would not stop for people to get to trail heads. It is only to cater to the resorts. It's not practical. | 32.2.9A; 32.2.9E | |
| 33205 | Loveridge, Danica | No to Gondola | 32.2.9E | |
| 35759 | Loverin, Amy | Please do not move forward with the gondola. It will alter the experience of the canyons in a negative way. Access to climbing areas will be compromised along with years of constructions. The gondola perpetuates inequities, environmental marginalization, and injustice. Tax payers should not be funding a limiting mode of transportation. There are better solutions such as parking structures with e-busses which provide for more flexibility and less environmental impact while increasing accessibility for all. Listen to the people please! | 32.2.9E; 32.1.2F; 32.2.7A; 32.2.2I; 32.2.6.3F | A32.1.2F; A32.2.2I |
| 31422 | Lovett, Eli | I'm commenting about the tolling of Big Cottonwood. I am a full time resident of Brighton and learned that UDOT has no way to identify who is a resident so all residents and delivery companies will have to pay the tolling fee. This seems highly unusual. If it is automated we can have a pass with a scanner. If there is a person we could certainly have a pass to show that we are full time residents. I don't understand why this is so difficult. If you tell residents that have to show | 32.2.4A | |

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| | | proof of residents in order to get a pass to get through the toll I'm sure they will comply. If not, charge them. But saying there is no way, is ridiculous, there are far more complicated tolling systems in the world, surely we can figure out how to create a pass. This is really frustrating. | | |
| 32677 | Lovett, Sarah | A gondola in the canyon takes away from our natural habitat and the beautiful wasatch mountains... only considering the winter industries is a lack of awareness to the grand scheme of things. Our environment is changing. Put the money toward saving the great salt lake, so we have the snow for future generations that will happily pay a toll to save our mountains! | 32.2.9E; 32.1.2B | A32.1.2B |
| 36059 | Low, Jon | I am a Sandy resident and DO NOT support the LCC Gondola Project. My family and I use the trails and climbing areas on a regular basis and I feel that the gondola would have a negative impact on the natural beauty, ecology, and climbing areas in little cottonwood canyon. Please consider other options to reduce ski resort traffic, such as increased bussing, or at least allot more time to explore different options. Thank you for allowing the community to have a voice in this decision. -Jon | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37274 | Lowe, Alec | This is seriously so dumb that this is even being considered. I bet 99% of people that use that canyon won't even use the gondola | 32.2.9E | |
| 32517 | Lowe, Benjamin | As a resident and tax payer of Cottonwood Heights, I do not support the gondola project proposed as a solution for the traffic problems in Little Cottonwood Canyon. Not only do I see it as an ineffective solution to traffic congestion, I also see it as a terrible misuse of tax payer dollars. It is an absurd investment that truly only benefits two privately held ski resorts. Beyond that initial misuse of public funds, the land needed to create this nonsensical behemoth of a tourist trap is federal property, meaning that it is owned by the citizens such as myself and there again, is being taken, not to benefit the masses, but to feed just two commercial properties in the canyon. Finally, if this gondola is built, it will permanently alter the landscape and will be a blight on the natural vistas that Little Cottonwood Canyon has to offer, not just for residents, but for everyone individual recreating in the canyon that wished to get away from the urban landscape and into nature. | 32.2.9E | |
| 33159 | Lowe, Dave | Preserving little cottonwood is an absolute must! Future generations should be able to use and see it as it is today. Climbing, bouldering, and fishing shouldn't suffer just because two resorts are putting profits above everything else. The fact that tax payers are paying for this and UTA is reducing buses at the same time is absolute BS! | 32.1.2F; 32.2.9G | A32.1.2F |
| 32621 | Lowe, Stacey | I find the Gondola proposal an egregious use of taxpayer funds and irresponsible ecologically in our beautiful canyon. Other options such as reservations for parking, bussing, and carpool requirements that are used in other places have not been adequately explored. This canyon road and transportation services must place equal or greater weight on the impact to our citizens and impact on our mountain than to the businesses operating there. I don't ski but I want it accessible for those that do without the permanent damage to the mountain a gondola would create. As a hiker and married to a rock climber, it's our mountain too. Don't mar her beauty and charge us for it to line the pockets of a few. | 32.2.9E; 32.2.2K; 32.2.9A; 32.1.5C | A32.2.2K; A32.1.5C |
| 38359 | Lowrance, Mark | As an avid hiker/mountaineer/Utahn of 30+years, I'm very confused as to why the Gondola option in Little Cottonwood Canyon was selected as the best choice and holds so much appeal to some. I understand there's certainly a congestion problem on a handful of days each year during peak ski season. I believe this problem should not be addressed by spending what will most likely be close to \$1,000,000,000 of taxpayer money. (drinking from firehose...?) Even more important to me and a whole lot of others is conserving the beauty of the canyon by not destroying our serene views with large towers, wires and base stations spread throughout, while also destroying several world class boulders and climbing areas that are a massive part of the climbing/bouldering community. This just makes no sense to me, especially as we haven't even tried shuttles/tolls/improved bus service/reservations. This will negatively impacts thousands of people for 330 days per year, while potentially having a positive impact on skiers for maybe 30days per year. Please consider a phased approach and more common-sense solutions to managing traffic in Little Cottonwood Canyon. Thank you for all your efforts, we really appreciate the time you spend on our behalf. -- MARK LOWRANCE [REDACTED] | 32.2.9E; 32.1.2B; 32.1.2D; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 31942 | Lowrance/Wittke, Wendy | To Whom it May Concern, Please stop the Little Cottonwood Gondola project from proceeding forward. I feel the use of the tax payers dollars is not being used wisely, going towards this project, that only benefits a small percentage of the population. Sincerely, Wendy Wittke | 32.2.9E; 32.1.2D | |
| 26174 | Loyd, Anika | this is disgusting. utah is known for its beauty and you want to destroy that beauty with upgrades? we take pride in our mountains and you want to build something that covers up that beauty that we kept so well intact? it is so incredibly selfish. no one wants this. stop this | 32.29D | |

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| 26720 | Lozano, Alexis | Please no gondola. We don't need more invasive infrastructure in our canyons! 11 days out of the year are untenable, a billion dollar gondola is not the answer! | 32.1.2B; 32.2.9E | A32.1.2B |
| 35408 | Ipduzan, Ipduzan | Part 2 of Proposal to build a gondola to transport anyone is destructive, inefficient, expensive and incompatible with planning for changes in climate and utilizing water resources for our future. This plan serves only a few who will profit from this. The majority of taxpayers do not want this! | 32.2.9E; 32.1.2D | |
| 26458 | Lubavs, Karlis | I don't mind the addition of a gondola for those that want to use it. However, I do not support any restrictions to travel or tolling for any canyon. I frequently use the canyons to ride my motorcycle, and occasionally go on a hike or visit a store at one of the resorts. Losing the motorcycle ride is a big problem for me, and I would not visit any store or restaurant at a resort if I have to pay to drive up, or if I'm forced to use a gondola. | 32.2.4A; 32.2.6.5D | |
| 35536 | Lucas, Elizabeth | I would strongly prefer to avoid a gondola, which will permanently change the canyon and likely not provide a permanent solution. I live [REDACTED] and would rather have to pay a toll to drive up, have a ticketing system, in addition to an option like electric buses to relieve congestion, for those not wanting to wait for a "spot" to drive up or wanting to pay a toll. I would be happy for the electric buses to be covered by the cost of the toll, and if that was insufficient for it to be subsidized by taxes. | 32.2.9E; 32.1.2F; 32.2.2Y; 32.2.6.3F | A32.1.2F |
| 35880 | Lucas, Ellen | After reviewing the EIS Fact Sheets, I find the Enhanced Bus Service the most palatable. I am opposed to any gondola and/or any large development at the mouth of or in the canyon. We have insufficient water and electrical resources to support any increased development. And, the most sadly disturbing element of all the plans, in my opinion, is that the widening of Wasatch Blvd has evidently been designated as integral to any of the plans without negotiation. This action plus all the sound walls will permanently ruin this lovely, scenic road and turn it into an echoing tunnel like all the other newer UDOT roads. It is essential that Wasatch Blvd is left the way it is right now. | 32.2.9E; 32.2.9A; 32.2.9L | |
| 30535 | Lucas, Noah | The gondola would [REDACTED] up the climbs and the trails and the nature in general. Also way to expensive and no one wants it anyways. | 32.2.9E | |
| 33424 | Lucas, Sarah | Hello, I think the creation of a gondola seems like a drastic step when there are other far less costly alternatives which have not been piloted yet. I think increased bus service (or bus service only during winter months) should be investigated first before this permanent installation begins. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 37682 | Lucero, Randy | I'm in favor of the gondola protect. The traffic up the canyon has become unmanageable and unsustainable. The people recreating choose not to use the bus given the schedule and how crowded it is. This is off-subject, but the cause of this are the epic and icon passes that have increased the traffic beyond what it can hold. I used to live at the mouth of the canyon 25 years ago, and it took me 14 minutes to go from my driveway to entry Four at Snowbird. Today on a good day, that would take an hour. The past few years, I have chosen to go elsewhere skiing. However, if the gondola is approved and constructed, then I will once again, frequent Alta and Snowbird. | 32.2.9D | |
| 37716 | LUCERO, ROSEMARY | I see no problem putting a gondola in the Canyon. The Canyon will still be beautiful. There's many mountainous areas in the whole world that have gondolas. The scenery is still beautiful there. I think it's the most sensible solution to a major problem with traffic for the ski areas. Those people who want to go hiking can still drive up the canyon with less traffic now. | 32.2.9D | |
| 27672 | Luckau, Charles | I am in favor of the Gondola, it would be more efficient, by it running every two minutes. It would have less cars on the road, but the parking lot would take up a bit of nature | 32.2.9D | |
| 38164 | Ludema, Michelle | I urge UDOT to try alternative solutions, like tolling and funding more busses to alleviate winter traffic, and to say NO to a gondola in Little Cottonwood Canyon. A gondola would ruin the natural experience of being in the canyon for those of us that hike, climb, snowshoe, and otherwise do not ski at Alta or Snowbird. I go to this beautiful canyon to escape the city, and love being able to look up into the golden aspens above me without the presence of machines or tourists hovering above. It would also be a public handout to the ski resorts, with an unfair burden on tax payers that will rarely, if ever, use the amenity. I appreciate the time and effort UDOT has put into listening and gathering input and hope you will heavily consider not just traffic needs, but a solution that will best protect this beautiful public land we all share. Thanks for your consideration, Michelle Ludema | 32.2.9E; 32.2.4A; 32.2.9A; 32.1.2D; 32.2.7A | |
| 38573 | Ludemann, Brett | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 35131 | Ludlow, Brent | I'm opposed to the gondola, too much money for what it offers. When storms hit-and-run wind is bad the tram at snowbird stops and so will this. It will have to be subsidized by all of our taxes just for a few people and the 2 ski resorts that will benefit from it. The canyons are overloaded now and can't handle any more capacity. Resorts in Canada have electric busses that are specially made for mountains and during peak times that is the only transportation up the mountain and the busses have priority to get up the mountain. | 32.2.9E; 32.2.6.5K; 32.2.0C; 32.2.6.3F | A32.2.0C |
| 34969 | Ludlow, Kim | We already aren't doing anything to help the environment in Utah and the impact this will have is the opposite of what needs to be happening! It will not alleviate traffic in general but will ruin one of the most beautiful canyons in Utah, destroying acres upon acres of trees and wildlife habitats. Money could be put to such better use. Think outside the box! | 32.1.2B; 32.2.9E | A32.1.2B |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35934 | Ludlum, John | Dear Sir or Madam: I am opposed to the Gondola as the solution to the traffic congestion problems for Little Cottonwood Canyon because: - the gondola is grossly underestimated for cost at 500 million and will be much closer to 1B when completed according to outside experts; - Lower cost alternatives are available in the form of bus transit which can be done with non-polluting electric vehicles; - the political process for the gondola has been utterly corrupt with Snowbird and Wayne Niederhauser trading in land parcels needed for the project long before formal approval is disclosed to the public, and the project has every appearance of being fixed to ensure that taxpayer money is spent for the benefit of 2 very profitable private companies and their paid legislators; and - the gondola is not even proposed to make stops at popular summer use sites, stops which don't need to be used in the winter, but showing that the benefit of this project is not for traffic reduction but for Snowbird and Alta's profits. It is amazing how little expectation there is that even the overwhelming citizen opposition, supported by local politicians like Salt Lake County, will have any effect when a project like this to funnel taxpayer dollars to private interests is being crammed down by the state legislature. Sincerely yours, John Ludlum | 32.2.9E; 32.2.7A; 32.1.2D | |
| 27977 | Lufkin, Bee | Please do not construct the gondola and expect our children and grandchildren to pay for it for years - initial costs and maintenance are high. There is less and less snow each year - and having ordinary taxpayers support privately-owned ski resorts that cater to the wealthier among us doesn't make any sense. Let's look at buses or user fees like in Millcreek Canyon - or, God forbid, limiting the amount of private vehicle traffic up the canyon on the few days each year with lots of fresh snow. | 32.2.9E; 32.2.2E; 32.2.2K | A32.2.2K |
| 31720 | Luftglass, Bryan | Do not plan for the gondola. Maximize the benefits of buses by striping the existing road to create a bus-only lane (up mornings, down afternoons) wherever the current road is wide enough and merge the buses into traffic where it isn't. This will allow buses to leapfrog traffic. Also, increase pay and benefits for drivers, and buy more lower- and non-polluting buses. Thank you. | 32.2.9E; 32.2.9B; 32.2.6.3F | |
| 32182 | Lujan, Heidi | NO GONDOLA All the projects have such a large sum of taxpayer money for most of the options only to service 2 ski resorts and and maybe one business (LaCaille). I am against the Gondola. I would be okay with the cog rail if it stopped at some of the popular hiking and camping spots in addition to the ski resorts. While I like the idea of increased buses, UTA can't even pay for the current ones, maybe use some of this money they are trying to raise to increase pay for all UTA drivers so we are able to retain them and be fully staffed. I am good with Tolling, especially that it begins most of the way up the canyon closer to the ski resorts. I am opposed to tax payer dollars only benefitting private ski resorts, if they want these projects, they need to contribute some money. The whole population does not ski/ snowboard, so the whole tax base shouldn't have to foot the bill. | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.9F; 32.2.2Y | |
| 28244 | Lukas, Josh | The gondola is a truly horrible idea. Please do not waste half a billion dollars and dynamite beloved outdoor opportunities for something that almost certainly will not work. | 32.2.9E | |
| 34029 | Lukasek, Jason | The gondola quite frankly only benefits revenue production for the ski resorts - there is no redeeming public benefit to having it there. If the resort corporations want to perform the necessary environmental studies AND pay for it, then perhaps it could be justified. I think it's criminal to have public taxes sponsor a project that is very clearly benefitting private enterprise. I am strongly against the way this project is being rushed through for approval and the method of how it's being paid for. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 25683 | Luke, Emma | I do NOT support the implementation of a gondola in the canyon. This is not accessible for all, damages the environment, and doesn't benefit the greater good, those of us commoners. Instead, it only benefits private companies, the only supporters of the gondola. Please listen to the people, it is obvious that this is not what we want. | 32.2.9E; 32.1.2D; 32.2.9N; 32.6A | A32.2.9N |
| 25469 | Luke, Katherine | The gandola is not the solution. Just ride the gandola in Breckinridge when everyone is trying to leave when the sun goes down. They are timing and capacity limited. With buses or a cog train you can increase vehicle frequency and capacity to move people more efficiently. Please reconsider these options. We need a practical solution, not a glamorous showy one. I love utah because it is the perfect friendly and practical for normal people. To make solutions work they need to be the easiest option. Thank you. | 32.2.2PP; 32.2.6.5A; 32.2.6.5C; 32.2.9E; 32.2.9A; 32.2.9E; 32.2.9F | |
| 29645 | Luke, Roxanne | I am assuming we have considered the long run impact on near residents and the environment. Other resort towns have done this, how did it work out? I don't know how well a gondola would work give extreme weather. Would it be shut down often? How does that time loss effect the resorts and public? Does that equal current average time? How long will this take to build? Climate change projections could be dire in possibly 40 years. I feel these are all legitimate concerns and really just off the top of my head. This has become a political headache. Is the "anti-gondola crowd" mostly impacted residents? Or, is it a mix of people? It would be nice to know these things. So you can not be blinded by special interest when making an educated opinion. | 32.2.6.5K; 32.2.9N; 32.2.9W; 32.2.2E | A32.2.9N |
| 37649 | Lummis, Jarrod | Hello! My name is Jarrod Lummis and I live in the Mill Creek neighborhood of Salt Lake City. The reason I am commenting is because I strongly disagree with the development of a Gondola in LCC. As a climber, runner, hiker, snowboarder, hunter, fisherman and overall general conservationist this issue is important to me | 32.2.9E; 32.1.2F | A32.1.2F |

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| | | because I care deeply about the land not only where we recreate, but the land that also provides sustainability to our valley as part of our precious watershed. With the influx of residents and the ever growing demand for water, further development in our canyons of this magnitude would have a significant impact on our watershed. I applaud the efforts of UDOT in ensuring that the community's voice be heard ensuring appropriate and accurate representation. Thank you for your time and I look forward to a time when increased electric buses and public awareness of the detriment of single occupancy vehicle use significantly reduces the congestion in our canyons! Thanks, Jarrod | | |
| 31127 | Lummis, Jarrod | What effect will this construction have on our watershed? | 32.1.2A; 32.12B | |
| 31476 | Lunceford, Laura | First we got ourselves a billion dollar boondoggle of a prison (built on clay) that was undersized before it was even finished because it went so far over budget. Then we got the infamous Inland Port which has so far cost taxpayers millions with zero to show for their hard-earned dollars. And now, we decide it's time to dole out some additional corporate welfare by spending what is laughingly estimated to be a \$500M gondola (remember, that's what the estimate for the prison started out at) that will not solve congestion in the canyons, will pave over a gigantic piece of land (purchased by a couple of prophetic legislators just prior to the gondola proposal) and will forever ruin our canyons. Future generations are bound to look at that mess and once again wonder why anyone ever thought a gondola was a great idea. Has anyone considered that within less time than it will take to pay back a billion dollars or more, there might be little reason to build this monstrosity since it's unlikely we'll have enough snow to make it necessary to get to a 'ski' resort within the next decade or less. Meanwhile, traffic on Wasatch Blvd. and all the roads in Sandy and other cities leading to the canyons will be massively worse. We already have an example of how congestion could be managed and it's right here in our own state. Zions (and other national parks) have implemented a reservation system for staggered entry, electric bus transport to allow more people into the canyon with less stress and pollution and a more enjoyable experience all around. Some of these same things have been suggested for the canyons, but it seems corporations talk louder than taxpayers, because even though there are better solutions, the fix is apparently in with UDOT because they think that gondola idea is fabulous. Please, Just stop this nonsense now. It's obvious that the vast majority of the population that live in and around the canyons are vehemently opposed to this boondoggle. In fact, it seems like the only people in favor of this ugly thing are the resorts who won't be paying for it, but will be receiving all of the benefits. If ski resorts think this is such a grand idea, perhaps they should pay for it. Finally, does it ever bother anyone in this state that every single one of these enormously expensive projects somehow benefits a very select group of (already wealthy) legislators and their corporate patrons? Just. Say. No. | 32.2.9E; 32.2.2E; 32.2.2B; 32.2.2K | A32.2.2K |
| 32835 | Lund, Cynthia | I agree with Mayor Jenny Wilson's take on this issue. It's better for us to invest in common sense solutions that benefit more people for less money and leave the landscape beautiful and un-marred. | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 35429 | Lund, Michael | I would like to voice my opposition to a gondola being constructed in Little Cottonwood Canyon. While I support the goal of reducing traffic in the canyon I do not believe the gondola is the correct solution. It will cost an enormous amount of taxpayer money and primarily benefit the resorts. I would rather look at some type of fee structure similar to Millcreek along with increased bussing options. Thank you for your time. | 32.2.9E; 32.2.9A; 32.2.2Y | |
| 35589 | Lund, Sherron | IMO-This is a high cost per ride option that will not help with congestion in the canyon. The average person or local will not pay \$35 a ride when a bus is so much cheaper. This is 100% for the tourist aspect and benefits only the ski resorts. Listen to locals, not money and special interest. NO GONDOLA | 32.2.9E; 32.1.2D | |
| 32180 | Lund, Thomas | I am a lifetime citizen of Salt Lake City and am against this unprecedented \$500M tax p subsidy that benefits just two companies. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 29485 | Lund, Virgil | I do not think that the gondola is the best option for the canyon. What about the poor people who do not ski or snowboard, why are their taxes being used to pay for something they are never going to use? Why doesn't alta or snowbird help cover the cost, they are the ones who will be benefiting the most from the gondola, so they should cover some of the cost. | 32.2.2PP; 32.2.7A; 32.2.9E; 32.5A | |
| 33117 | Lundberg, Karen | Thank you for this opportunity to comment on the proposed changes for both Wasatch Blvd and Little Cottonwood Canyon. I have resided in the mouth of Little Cottonwood for 35 years. During these years I have skied, hiked and biked in the area. All these years I have dreamed of walking paths and protected bike paths. I have visited other communities with dedicated bike lanes and enjoyed the protection from the roadway. I would use my bike more often to run errands if there was a dedicated bike lane. The increased use of bikes is both healthy for the community and adds value to the area. Please consider the funding of the gondola carefully. We do not fully understand the total cost and I believe there are better uses of tax dollars, i.e., The Great Salt Lake and infrastructure especially water and bridges. I do support a phased approach to try other solutions better jumping ahead to something that is so expensive and with a visual impact. Having lived in the mouth of canyon so long, I have witnessed a significant decrease in snow pack these past years. Scientists tell us that global warming is just beginning to affect us. It seems foolish to invest so much money in a possibly dying enterprise with fewer big powder ski days. Also I believe Utah families will not ride the gondola due to the cost and inconvenience. Our family used our parked car to store our sandwiches, warm up and | 32.2.9B; 32.1.2B; 32.29R; 32.2.2E; 32.2.3A | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |

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| | | take a brief break. The gondola seems to be of interests to out of town people and not Utah families. Once again, thank for the opportunity to express my concerns. | | |
| 26604 | Lundberg, Matthew | I don't like a solution that is going to deface the canyons and ultimately lead to the lose of public lands. It's wrong that majority of the people do not want it but yet this tourist attraction for the resorts will be subsidized by our tax dollars. | 32.2.7A; 32.2.9E | |
| 32967 | Lundberg, Max | I am strongly opposed to UDOT's plan to build a gondola transport system in Little Cottonwood Canyon. I support looking at ways to improve the efficiency of surface transportation in the canyon, but do not agree with the use of tax dollars to build a transport system that is almost entirely for the benefit of two ski resort areas. We have many more pressing needs for public money. If the ski resorts want this transportation system, they should fund it, not ask the public to do this for them. | 32.2.9E; 32.2.7A; 32.1.2B | A32.1.2B |
| 33699 | Lundeen, Bill | NO GONDOLA! No Gondola! NO! No! No!!! | 32.2.9E | |
| 38031 | Lundell, Tanner | Please do not support the gondola. It would totally change daily dynamics in little cottonwood and would only increase total visitor traffic especially during ski season. If people would leave there house before 8am on a Saturday powder day maybe they wouldn't sit in traffic. Or if they think about leaving before 4pm. Please no gondola from a Draper local. | 32.2.9E; 32.1.2B | A32.1.2B |
| 37405 | Lundgren, Carbon | Too much money. Taxpayers should not support businesses. | 32.2.7A | |
| 32519 | Lundgren, Marla | I am NOT in favor of this gondola. There are other more economical options available. I strongly oppose this and feel it would be such an eye sore to our beautiful canyon. | 32.2.9E | |
| 37254 | Lundquist, Chris | I'm in favor of the gondola. To pay for it just sell the soccer stadium. | 32.2.9D | |
| 25380 | Lundquist, Kasandra | I am a season pass holder at Snowbird, taxpayer, and SLC resident. I do not support the proposed Gondola. As a skier at snowbird, I will not be utilizing the gondola because it is not going to be convenient, there are not enough lockers and lodge space at Snowbird or Alta to make this comfortable for me and it will take longer for me to get to the hill via the gondola. There are other less impactful and less costly solutions but you are driven by greed and this is purely about money. I hope this is tied up in court for years! Shame on you UDOT! We do not want the Gondola! | 32.2.9E; 32.2.3A; 32.2.2PP; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 25516 | Lundquist, Kay | This is a very disappointing decision considering the majority of the people it will impact do not support it. Since buses will have to be used in the interim, start with an enhanced bus system and implement a fee system for cars that favors carpooling. Also use a permit system for the busiest ski days. Before you ruin the canyon by tearing it up, try an option that saves our canyon and supports the desires of the majority. | 32.2.9A; 32.2.9R; 32.2.2K; 32.2.2Y; 32.2.4A | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K |
| 25480 | Lundquist, Stephen | Both plans (gondola and road expansion) are horrendously expensive for taxpayers and primarily benefit two private companies and the developers. Both would significantly alter the views of this world class canyon. They don't offer immediate relief (as it would take years to construct) and their long term benefits are highly questionable. I've lived by little cottonwood canyon for over 30 years. How many Utahns do you know who would pay for an expensive ticket to take a public transit option (that still takes a long time to get to the resort) when there is still the option to drive?? I don't know many at all. This will not be a popular option. People will still drive as they will assume that the roads are more clear and that"other people will take the gondola". They won't take the public transit option unless it's the only option. Expanding lanes historically only alleviates traffic temporarily. They fill up with time. There is a a much more affordable alternative (that is mostly in place) that is much better for the environment and offers both immediate and long-term benefits: Offer significantly more parking at park and rides, expand bus routes with stops at trailheads, and STRONGLY incentivize people to use public transit by instituting a sliding-scale toll. Powder days and weekends in winter should cost at least \$75-\$100 per vehicle. Or don't allow private vehicles during ski season (aside from those with specific passes for residents, etc). Buses puke then be exempt. This would cost significantly less and would actually incentivize public transit. The gondola does not do that. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 26492 | Lundquist, Taylor | The mountains belong to everyone. We cannot continue to separate the 1%, this will create more separation involving only the rich to enjoy the life saving mountains to play on. Not to mention you are going to destroy nature by putting in this gondola. | 32.1.2B; 32.2.9E | A32.1.2B |
| 34755 | Lundstrom, Gina | NO to gondola. Bigger No to eliminating buses. Stop the \$ power play & use common sense. Weather, wind, pandemics, all will stop gondola. More buses, more enforcement and strict rental car policies requiring 4x4. Transit center where hideous gravel pit is- Apres ski. If anything, trains, covered for avi protection like europe. Or more buses- only residents some employees have driving access | 32.2.9E; 32.2.9A; 32.2.9F | |
| 32070 | Lundy, Chester | Build the gondola system. It should have been done thirty years ago. | 32.2.9D | |
| 28827 | Lunt, Jeffrey | I love it. It is great to see alternatives to personal vehicles. Everyone I talk to about it who is opposed is also opposed to the widening and is also opposed to really any other solution other than "conservation." I get it, conservation is important, but also is access to these resources for those who want it. | 32.2.9D | |

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| 38956 | Lunt, Spencer | <p>Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):</p> <ol style="list-style-type: none"> 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. <p>Sincerely, Spencer Lunt </p> | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 30379 | Luo, Kuan | I am against the gondola, and prefer to have better public transportation options that are proven in Zion, etc to solve the problem. | 32.2.9A; 32.2.2B | |
| 34877 | Luther, Carolyn | The gondola is a horrible idea. It will destroy the beauty of Little cottonwood canyon. The issue that needs to be solved is less cars up the canyon. When I have visited other ski areas, there are remote parking lots and people take buses to the resorts. This needs to be prioritized as the way for people to access the areas. It would be better to build parking structures to accommodate cars in the Old Mill area or for people staying in downtown hotels to have better bus routes to meet with the ski buses. | 32.2.9E; 32.2.4A; 32.1.2B | A32.1.2B |
| 33461 | Luther, Jason | STOP THE GONDOLA! No one but the resorts wants this destructive eye sore. But you want the tax papers to pay for it? Your explanations on IG have even shown just how poorly thought out this is and how buses would be a more flexible and less permanent option. Save the natural beauty of LCC! Listen to the people! | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 27138 | Luther, Kiersten | this is a bad idea. a lot of people will lose climbing privileges and also lose homes on wasatch. This does not need to happen because either way people will still be taking cars up so it doesn't help the ecosystem. what this will end up doing is destroying the environment and things people love. | 32.2.4A; 32.4A; 32.4B | |
| 30583 | Lutz, Cody | My main concern about the gondola is the absence of other stops. It seems to me that enhanced bus or cog rail that follows the historical alignment along the creek and integrates into the existing transit system would better serve the needs of all users and destinations year round, not just resort visitors. | 32.2.6.5G; 32.2.2CCC | |
| 35836 | Lutz, Emily | I don't not believe a gondola is the best solution to traffic problems in the canyons. First of all this only helps Little Cottonwood traffic not Big Cottonwood. Tax payers should not be paying for something that only benefits 2 resorts and not all users of the canyons. Offering reduced or free parking rates for having more people per car has encouraged me to carpool more efficiently. I would also take the bus if more parking were available on busy days and there were a convenient place to store shoes etc, because no one wants to wear ski boots/helmets on a bus. Current bus connections from the city take 3x as long as driving myself to the mouth of the canyon. It would be great to see express ski bus connections from park and ride locations. Examples: Wasatch Blvd and 39th s, I-15 & 90th s, so not all parking has to be at the base of the canyon. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.2Y; 32.2.2I | A32.2.2I |
| 25486 | Lutz, Justin | I do not understand how this is more efficient than banning single passenger vehicles during high volume hours. I regularly observe the number of single passenger vehicles in the canyons during the weekend and find that on an average winter day, there are 40-70% single passenger vehicles in the canyon. It is egregious not to consider banning them during peak hours (6am-10am for example) on weekends. This would clear up a lot of the congestion issue. | 32.2.2B | |
| 29700 | Luu, Thanh | I would like tolling instead of the other options | 32.2.4A; 32.2.9E | |
| 33466 | Ly Vanrenen, Maria | <p>Oct 14, 2022</p> <p>My name is Maria Ly Vanrenen and as a resident of Salt Lake City's east bench, I am your constituent. I'm writing to you about UDOT's proposed transportation alternatives in Little Cottonwood Canyon and the risk they pose to non-resort users, such as climbers. UDOT has identified two preferred transportation alternatives to mitigate winter-time traffic issues: a gondola or widening the road for additional bus-only lanes. I am advocating for a less impactful alternative: expanded bus service that is fiscally responsible and would serve all canyon users year-round, coupled with other traffic mitigation measures such as tolling AND urging Snowbird to adopt a parking reservation system that Alta has had success doing last ski season.</p> <p>UDOT's transportation proposals are only a partial solution, serving only resort users in the canyon. Little Cottonwood Canyon is popular with many user groups, including hikers, runners, mountain bikers, and climbers. UDOT's proposals are short-sighted and do not stop at trailheads or other parking areas, ignoring these</p> | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2PP; 32.2.4A; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.4B; 32.6D | A32.1.2B; A32.2.2K |

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| | | <p>groups.</p> <p>Both of UDOT's proposals come with initial construction cost estimates of over \$500 million. There are more fiscally responsible options. Not only would an expanded bus service be less impactful to the landscape, it would use existing infrastructure and would cost less to implement.</p> <p>UDOT's proposals are aimed only at mitigating wintertime traffic in Little Cottonwood Canyon, even though the canyon is popular in all seasons. A year-round expanded bus service would address traffic problems throughout the year.</p> <p>UDOT's transportation proposals serve only those traveling to resorts, leaving all other canyon users behind. In addition, the proposals threaten world-class climbing resources. The road widening alternative would eliminate a large number of boulders that are used for climbing and the gondola alternative would ruin the climbing experience for everyone. Rock climbing has occurred in Little Cottonwood Canyon since the 1960s and its development has played a major role in the global climbing community. It is unacceptable to remove a single recreation group's access at the benefit of private industry on public land. Less impactful options exist and should be implemented before making permanent changes to the canyon.</p> <p>Sincerely, Maria Ly Vanrenen and Family</p> | | |
| 38574 | Lykins, Jon | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 38575 | Lykins, Jon | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 27566 | Lyle, Nick | I don't think increasing the amount of people into the canyon is going to solve its carrying capacity issues. | 32.1.2B | A32.1.2B |
| 25586 | Lyman, Cameron | I don't understand how this is the more popular opinion when I haven't met a single person who is actually in favor of this move. Please listen to the people. Especially the locals who actually use the canyon. I am very very against the gondola. Parking is still going to be an issue. The gondola will only service the ski resorts, not the canyon itself. We should have busses that stop at the backcountry options. This option is a huge no from me still. No gondola! | 32.2.9E; 32.2.6.3C; 32.2.9N; 32.1.2D | A32.2.6.3C; A32.2.9N |
| 25267 | Lyman, David | I prefer the gondola solution and hope it gets chosen. | 32.2.9D | |
| 35172 | Lyman, David | I am in favor of the gondola option. | 32.2.9D | |
| 28594 | Lyman, Eric | I am in favor of the gondola! I believe it will be a longer term solution. I have been using LCC for 57 years. | 32.2.9D | |
| 26992 | Lyman, Jared | I think that a gondola is the best idea for transport up cottonwood canyon. Because of the mountainous terrain it would be very difficult to add new roads or to create another type of transport that would be as available as the gondola. One of the concerns with the gondola is that it has safety issues. However, it would be more safe then travelling on the roads because during the winter the roads can get icy and slippery and with the increase in people travelling along them there could be more traffic around bends of the mountain that you may not be able to see until you are right up on them. By then it would be too late because it would be difficult to stop and you could slide off the road or crash into the cars in front of you causing an increase in likely hood of you getting injured or worse. Because more people are taking the gondola and not driving up themselves they will be able to save on parking space up at the top of the mountain where it is harder to do construction if they wanted to add in another parking lot and instead we only have to build one at the beginning of the gondola. The gondola would also be a fun way to go up there where no one has to worry about driving on the roads and being as cautious and you get a nice view as you are headed up and have been proven to be safe. It will be saving time in the future where times are projected to be in the 1.5 hour range for driving and 55 minutes by the gondola saving people gas money and time that they could be spending having fun. Considering all of this the gondola is the best option for trying to get the increased amount of people up the mountain safely and with the best experience. | 32.2.9D | |
| 31749 | Lyman, Jason | The proposed Gondola solution will absolutely DESTROY the beauty and serenity of the canyon this is allegedly for the benefit of. It is not all about just getting to the top! The Canyon is enjoyed throughout and a gigantic man made monstrosity of machinery will do nothing more than destroy the scenic beauty of the canyon! Of the proposed solutions the gondola is shortsighted and enforces the stance that only money is the influence here and there is no actual investment in preserving nature and the existing beauty of the canyon. | 32.2.9E | |
| 28437 | Lyman, Taylor | I've been in this canyon my entire life. The amount of traffic in the winter is unreasonable. The gondola is a good solution. Im in favor of the gondola. I hope UDOT is thinking of the future and allowing for add ons if necessary. It would make sense to connect the gondola to big cottonwood canyon as well. | 32.2.9D; 32.1.5B | |
| 30871 | Lyman, Xander | The Gondola will jeopardize the scenery in the canyon while still not solving the problem of how crowded it is. It still takes over thirty minutes to get up the canyon on the gondola which is no faster than taking a car on most days. Overall I think there should be other options considering the negative impacts the gondola will have | 32.2.9E | |
| 27137 | Lyman, Xander | The gondola is a terrible idea, not only would it ruin the landscape it wouldn't save enough time going up and down the canyon to be beneficial. I suggest simply implementing a system limiting the amount of cars allowed up the canyon to limit traffic and issues from the crowds. | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.9E | A32.1.2B; A32.2.2K |

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| 35050 | Lyman, Xarek | Have a bus station at the bottom of the canyon, just anything except the gondola. | 32.2.9E | |
| 31751 | LymN, David | I favor the gondola. | 32.2.9D | |
| 29342 | Lynch, Donovan | I cannot believe that UDOT is supporting any alternative that includes a gondola. A gondola in LLC will severely disturb the ascetics of the canyon, it will relocate congestion from the canyon to the surrounding neighborhoods, and it will only benefit the profits of the ski resort. Jamming more people up the canyon will eventually destroy it. Let the road be a filter on how many people can be in the canyon at any time by removing the gondola as an alternative and instead support enhanced bus service. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.6A | A32.1.2B |
| 28884 | Lynch, Grady | I am concerned that this solution will not be convenient for riders and accordingly will not have the desired impact on alleviating traffic. How long will it take to park, bus to the gondola station, wait for the gondola, and then ride it up to the destination. Moreover, will there be huge lines to ride back down? It seems like electric busses are a better option. | 32.2.9A | |
| 25751 | Lynch, Madi | I am very against the gondola addition to Little Cottonwood canyon. There are other methods of human transport that are better for the environment and much less destructive. Please reconsider | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 30948 | Lyne, Conor | <p>The Gondola proposal not only goes against the majority of public opinion but is a blatant violation of common sense, private vs. public interests, and our great Utah lands.</p> <p>You do not have to look far to see examples of how public transportation can improve the traffic and ecological situations of ski areas around the world. Europe is a prime example of this, where the use of busses takes precedence over cars, or large tolling measures are put in place to encourage carpooling or the use of public transport.</p> <p>UDOT should focus on: a) limiting private access to the canyon to individuals that are 1) living in LCC, 2) staying in approved accomodation in LCC, and 3) employees working in LCC. B) All other recreational visitors should be forced, yes, forced, to utilize the UTA bus system to travel up and down the canyon.</p> <p>To provide for B), additional parking stories can be built on the existing commuter lot near the I-215/6000S interchange, and an increase in bus operations to and from the LCC.</p> <p>Any option involving the gondola is using taxpayer dollars to provide additional revenue for Alta and Snowbird resorts, while doing nothing to eliminate traffic issues.</p> <p>Will the public good of Utah win out, or will you let private developers, solely interested in profits, negatively impact our beautiful canyon?</p> | 32.2.9E; 32.2.2B; 32.7C | |
| 29245 | Lyng, Hunter | <p>A gondola is not a solution to the problem.</p> <p>Build more parking at the mouth of LCC and running more buses up canyon is a solution that will provide year round parking options and demand.</p> <p>Up canyon Snowbird and Alta can charge market price for parking by the day and by the season. If you don't have parking reservations you can't drive up.</p> <p>Spending half of a billion dollars on a whim driven by bad intel is not the only option</p> | 32.2.9A; 32.2.6.3C; 32.2.2K | A32.2.6.3C; A32.2.2K |
| 34539 | Lynn Bennion, Gay | <p>I represent both Big and Little Cottonwood Canyon in the Utah House of Representatives. As I have conducted a listening tour through our district this summer and met with thousands of my neighbors at their doors, I can confidently state that I represent our district in the following comments.</p> <p>With my constituents, I am opposed to Gondola B. I have heard that the EIS was never intended to be a popularity poll, but the views of the people who live in and around the canyons should be given high consideration.</p> <p>The FEIS doesn't address goals of the Central Wasatch Commission Pillars statement, it doesn't spend tax dollars in ways that benefit all Utahns, and it doesn't protect the iconic beauty of Little Cottonwood Canyon.</p> <p>As a district, we support the Pillars Statement issued by the Central Wasatch Commission in 2021. "The opinion considers visitor use capacity, watershed protection, traffic demand management and parking strategies, a year-round transit service, and integration into the broader regional transportation network, as well as the overall and long-term goal of protection of critical areas in the Central Wasatch Mountains through federal legislation, the Central Wasatch National Conservation and Recreation Area Act (CWNCRA)."</p> <p>The FEIS fails to adequately address traffic demand management and parking strategies, year-round transit service and integration into the broader regional transportation network, as well as the overall and long-term goal of protection of critical areas in the Central Wasatch Mountains.</p> <p>The FEIS fails to take account of improvements to traffic flow with parking reservation system at Alta Ski Resort. The 2,500 parking structure at the base station would exacerbate traffic flow along S.R. 210 rather than reduce the traffic, which could be achieved through transit hubs, which are now under study by Central Wasatch Commission.</p> <p>It fails to provide a depiction of the impacts to the viewshed in Alta itself. The supporting structures would require illumination at night, according to FAA, forever changing another unique characteristic of the pristine nature of the canyon. It would disturb 0.63 acres of an archaeological site and has no clarification for the</p> | 32.2.9E; 32.2.9N; 32.20B; 32.2.6.3C; 32.2.2I; 32.29F; 32.2.2K; 32.2.6.5E; 32.17A; 32.20C; 32.1.4D; 32.16B; 32.16E; 32.2.2M; 31.1.2C; 32.1.2E; 32.1.2F | A32.2.9N; A32.2.6.3C; A32.2.2I; A32.2.2K; A32.2.6.5E; A32.20C; A32.1.2F |

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| | | <p>site of a new bus stop. There is no plan to provide facilities needed to absorb the thousands of people disembarking from the gondola, ignoring obvious further development to accommodate this change in flow of users. It is not scalable or flexible, which is a high priority given the lower accumulations of snow the area is experiencing, and would permanently scar and negatively impact the beautiful area it is intended to service.</p> <p>The people of Utah will not adequately benefit from the more than \$500 million (in 2020 dollars) which will specifically benefit two ski resorts and the tiny percentage of Utahns who ski there. The problem it addresses involves 20-40 high usage snow days in the winter, but the visual impact would be felt by all users of the canyons year-round.</p> <p>The FEIS also doesn't adequately address the superfund site which will be impacted and will potentially require costly mitigation where the parking structure would be sited.</p> <p>I join Margaret Bourke of Alta in her request for immediate steps to:</p> <ol style="list-style-type: none"> 1. Enact for LCC winter-long vehicle traction mandates for all-wheel or four-wheel drive vehicles with appropriate winter tires. 2. Position snow plows up canyon to remove snow rapidly when it falls; 3. Provide flexible, scalable transit year-round into LCC. <p>Little Cottonwood Canyon is a unique, alpine wilderness. Any EIS should make protection of its current attributes the highest priority.</p> <p>Gay Lynn Bennion Utah House of Representatives, District 46</p> | | |
| 29021 | Lynn Phelts, Brooke | Please use alternate options. The small voices matter too. Climbing and having the mountains stay matter. | 32.2.2PP | |
| 33673 | Lynne Olson, Frances | I am opposed to the Little Cottonwood Gondola Alternative. I believe that a gondola will negatively impact the nature of the canyon, and cost too much while providing too little benefit to the general public. | 32.1.2B; 32.2.9E | A32.1.2B |
| 31218 | Lynner, Larry | Do NOT continue down this path to destroy the beauty of this canyon!!!!!! Ridiculous! No Gondola !!! | 32.2.9E | |
| 31969 | Lyon, Bianca | I am against the Gondola and would support any other alternatives that are less permanent to address traffic concerns up LCC. | 32.2.9E | |
| 27256 | Lyon, Nathan | <p>The decision to support the gondola is pennywise but pound foolish. While the gondola may be fiscally more advantageous over time, this option only services two areas of the canyon, turning a blind-eye to a large segment of the population who want to use different portions of the canyon. What about us? Do we not matter? Under the gondola plan, the amount of people who will be restricted and impeded in their ability access the outdoors in unacceptably high.</p> <p>The cost to ride the gondola will also be prohibitive for far too many, creating yet another barrier to entry except for the wealthy. How can these outcomes be consistent with Utah's policies to promote tourism and access to the outdoors?</p> <p>This is a one-sided solution. It's offensive that taxpayers will subsidize a plan that only benefits the private entity ski resorts. And aesthetically, it's going to ruin the canyon.</p> <p>The public deserves better when it is a publicly funded project. Please listen to the public on how we want our public lands to be used.</p> | 32.2.9E; 32.2.4A | |
| 25836 | Lyon, Nathan | <p>The decision to support the gondola is pennywise but pound foolish. While the gondola may be fiscally more advantageous over time, this option only services two areas of the canyon, turning a blind-eye to a large segment of the population who want to use different portions of the canyon. What about us? Do we not matter? Under the gondola plan, the amount of people who will be restricted and impeded in their ability access the outdoors in unacceptably high.</p> <p>The cost to ride the gondola will also be prohibitive for far too many, creating yet another barrier to entry except for the wealthy. How can these outcomes be consistent with Utah's policies to promote tourism and access to the outdoors?</p> <p>This is a one-sided solution. It's offensive that taxpayers will subsidize a plan that only benefits the private entity ski resorts. And aesthetically, it's going to ruin the canyon.</p> <p>The public deserves better when it is a publicly funded project.</p> | 32.2.9E; 32.1.2B; 32.2.4A; 32.1.2D; 32.4B; 32.5A; 32.2.7A; 32.2.2PP | A32.1.2B |
| 37626 | Lyons, Cassady | A gondala will RUIN our precious mountains. STOP HARMING NATURAL RESOURCES. | 32.2.9E | |
| 35483 | Lyons, Denis | The gondola would be good for canyon users and the state economy. | 32.2.9D | |
| 36552 | Lyons, Dustin | Please do not approve a gondola. It will be more destructive than productive. There have to be other alternatives that will maintain the integrity of the canyon. | 32.2.9E | |
| 30989 | Lyons, Jay | As a long time skier at Alta, I am against the gondola option for Little Cottonwood Canyon. I believe it will ruin the views in the canyon and should not be paid for with taxpayer money. A better alternative is expanded bus service and wider roadways w/ snow sheds in key avalanche areas. Thank you. | 32.2.9B | |
| 38356 | Lyons, Mike | It seems the most conservative approach is to just start with a parking lot for more bus service and ride sharing. Make an app for ride sharing. A gondola could be added later if needed. A gondola seems to be seems to be a pretty drastic and inpactful way to start! | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 26404 | Lythgoe, Darrin | I am opposed to any gondola in Little Cottonwood Canyon. It would be too expensive to build, too expensive to use, too destructive to the environment and the view, and it would serve only resort users. I would like to see a bus or shuttle bus system that would also stop at popular hiking trailheads. | 32.1.2B; 32.1.2D; 32.2.9A; 32.2.9E | A32.1.2B |
| 25345 | Lytle, Derrick | No gondola!! There's no need and it's gross. | 32.1.2B; 32.2.9E | A32.1.2B |
| 38047 | Lytle, Elicia | In order to inprove air quality and safety in the Canyon a gondola is the best longterm solution | 32.2.9D | |

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| 38576 | Lytle, Leslie | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 26149 | M Hess, Dan | Would love to see a tram system installed just like in Europe!! | 32.2.9D; 32.2.6.4 | |
| 33863 | M Lang, Patrick | This thievery. Plain and simple. There is no need for this gondola. Enriching yourself by stealing out of other's pockets is a crime against humanity. I hope this fails and I hope all who are involved in this fraud are ran out of Utah. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 34770 | M Love, April | I suspect that our public comments have been solicited just so that UDOT can say that they did ask for comments, but go ahead with their plans regardless of how the public input goes. 1. The gondola project will limit transport to those without disabilities, since the issue of accessibility has not been addressed. The assumption is that able-bodied skiers will be the only people using the gondola. 2. The cost of the ticket to travel up the canyon by the gondola is not mentioned. I'm guessing that the one-way ticket will be somewhere around \$45-\$50. 3. The beauty of Little Cottonwood Canyon will be permanently defaced. 4. Destruction of the watershed, on which the Salt Lake Valley relies. 5. Traffic delays and crowds foreseeable at the gondola base will cause many prospective users to drive instead. 6. Better and much cheaper alternatives exist that UDOT has not considered. One would be to implement alternate day access depending on whether a vehicle's license plate number is even or odd. Another would be mandatory carpooling enabled by an app (similar to Uber's) to match drivers and riders who would meet at a designated place near the bottom of the canyon. It's understandable, although not in the public's interest, that the ski resorts would object to such arrangements for fear they would reduce the number of skier days. 7. Despite alternatives to the "gondola solution,," these more feasible, more reasonably priced alternatives are being ignored. My thought is "follow the money,," The scent of graft and lining the pockets of those involved in the "planning," ramming the gondola option down the throats of Utah taxpayers. 8. Whether it's the cost of construction, potential threat to the watershed, special interests backing the project, equity issues, carrying capacity of the canyon or some combination of all five, canyon users ranging from their early teens to late 70s voiced their opposition to the gondola and support for the resolution. | 32.2.4A; 32.17A; 32.12A; 32.2.6.5E; 32.2.2K; 32.5 | A32.12A; A32.2.6.5E; A32.2.2K |
| 36762 | M Love, April | One alternative, feasible alternative method of transport that would be less impactful on Little Cottonwood Canyon would be a streetcar system, similar to the "S" line in Sugarhouse. There need be only one rail line up/down the canyon, instead of widening the road for more car traffic. | 32.29D | |
| 36325 | M, Brian | A gondola is a great option. People who wish to use it can pay a fee and get a great view of the area. Others who are not going to the ski resorts can drive without the need to pay a toll. A toll placed on people to enjoy the canyons is just wrong. It creates a have, and a have not for the lower class. | 32.2.9D | |
| 32478 | M, Claire | I do not support a gondola in any one of our canyons. Research shows again and again that it is not a good idea. Overdevelopment is a danger to our delicate ecosystem, and this whole endeavor is a mistake. | 32.2.9E; 32.20C | A32.20C |
| 38085 | M, D | You will not build this gondola. | 32.2.9E | |
| 25415 | M, Max | Don't do this. This is not what residents want. The ecological ramifications of this project will last for generations. This is the wrong decision for Utah. | 32.2.9E | |
| 27554 | M, S | Please take more time to explore other solutions and give more consideration to proposed solutions. The gondola can lead to irreversible damage. | 32.2.9E | |
| 26366 | M, S | Why not spend the ungodly amount of 1/2 a billion to rebuild the great Salt Lake? No lake no snow worthless gondola? Greed.... | 32.1.2B; 32.2.2E; 32.2.7A | A32.1.2B |
| 29681 | M, Sean | Spending hundreds of millions of dollars on a gondola up Little Cottonwood is a terrible idea. It will be an eyesore in the canyon and only benefits the resorts. The number of days that traffic is actually a significant problem is so limited (basically only some winter weekends) that it makes zero sense. An easier and cheaper solution would be to install avalanche bunkers over the road, like they commonly do in Europe. Then if necessary, close the Canyon to cars on weekends and just run busses up and down. The gondola is the worst idea. If you are going to spend that much money, put in a train and close the canyon to cars permanently. | 32.1.2B; 32.2.2I; 32.2.2L; 32.2.2PP; 32.6A; 32.7A | A32.1.2B; A32.2.2I |
| 31220 | Ma, Yiqin | I absolutely oppose the plan of building a gondola in the Little Cottonwood Canyon, which is a total waste of money and only favors the ski resorts, not the vast majority of valley residents. | 32.2.9E | |
| 31221 | Ma, Yiqin | I absolutely oppose the plan of building a Gondola! | 32.2.9E | |
| 30591 | Ma, Zayd | The gondola is not the right choice for the vast majority of utahans and tourists. The gondola is nothing more than a \$500M taxpayer gift to only two ski resorts. An enhanced busing system with avalanche cover and no road widening is the right choice. Busses give flexibility to provide service to other canyons and attractions (e.g. Olympics), they provide access to intermediate stops, and are quicker to implement in a phased fiscally responsible way. If forcing ridership is a concern, UDOT can charge \$100 a car or something exorbitant just to enter the canyon. Lastly, willfully ignoring the clear public stance in favor of busing reeks of political corruption. | 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 35064 | Maack, John | I am opposed to a gondola in Little Cottonwood Canyon. This canyon is one of the wonders of the world in its unique pristine state that it is. Please leave it that way. Vert few residents are in favor of this and the majority not. It's time time to listen to the residence and not big corporations. This is our canyon not the ski | 32.2.9E; 32.29R; 32.1.2C | A32.29R; A32.1.2H; A32.2.6S |

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| | | resorts. This would be a massively expensive project that only benefits two ski resorts for 3 months of the year. This will not solve transportation issues in the canyon will Permanently damage the extraordinary beauty of the canyon. It's obvious with no plan for mid mountain stop that this is only to benefit the ski resorts and not to solve transportation concerns. In the final EIS, there are preferred alternative has proposed a phased implementation plan with components of enhanced Bus Service. I do support some of this plan. I support an increased bus service without any road expansion. year round. And to implement tolling for private vehicle. And limit private vehicle usage. I do not agree that EIS conclusion, that visitors will not use the bus in the summer. If vehicle use in LCC and the other Central Wasatch transportation corridors is restricted, visitors will be required to take the bus. This project would be a win for the ski resorts and a loss for Utah residence. I close with this quote: If the land could speak the land would weep for all the pain it has witnessed us cause ourselves. The land would tell us there is a better way to be if you would just listen to me. I'm a part of you not apart from you so let's do this thing together. The land would say I am the common ground that can allow you to communicate across your seeming differences. So use me in that way, I offer myself up respectfully. Quoted by Baratunde Rafiq Thurston Thank you for the considerations to my comments, John Maack | | |
| 26835 | Maahs, Caroline | As a local completely and wholeheartedly vote against this and knowing that UDOT ignored the majority is abominable. | 32.2.9E; 32.2.9N | A32.2.9N |
| 28963 | Maas, Eliza | I think a better way to control traffic in the canyons is to simply limit the number of cars through a reservation system. If the canyon can't handle the current number of visitors it seems like, from an environmental standpoint, we need to honor that rather than trying to figure out new ways to accommodate the flow. Our environment is in crisis, it is critical to the future of Salt Lake City that we take drastic action to curb climate change...massive development in the mountains seems to be the opposite direction of environmental protection and care. Not to mention the massive public cost of a gondola that will only cater to those wealthy enough to ski at the some of the most expensive resorts in Utah. This proposal is both environmentally egregious and classiest. I cannot and will not support it. | 32.2.2K; 32.2.9E | A32.2.2K |
| 34000 | Mabey, Jennifer | The gondola is not the best option. | 32.2.2PP; 32.2.9E | |
| 38075 | Mabey, Linda | I think the gondola would mar the beauty of the canyon. I would support restrictions on driving or tolls | 32.2.9E; 32.2.2K; 32.2.4A | A32.2.2K |
| 26843 | Macarille, Thayne | I am a resident of Sandy and go to little cottonwood weekly. Do not ruin the canyon with the gondola. Very sad to see the option that does not support the community only one large business. Most of the users of the canyon will not use the gondola because it will not give access to the terrain they going to | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 38563 | MacArthur, Madison | Hi, my name is Madison MacArthur and I'm calling to leave a public comment about the proposed Gondola in Little Cottonwood Canyon. I am very much against this project, and I was hoping that I could get somebody to speak to me and get my feedback. I just don't see how this is equitable to the majority of citizens in Salt Lake City and the surrounding area. I also just feel like this is going to be a huge eye sore and ruin the natural beauty of our canyons, and I'm very much in favor of a bus system or just something that's a little bit more of a common sense solution than some giant infrastructure building. If you could give me a call back, I'd be happy to follow up or ask any more questions. My phone number is [REDACTED] and I live on [REDACTED]. Again, my name is Madison MacArthur. All right, cool. Thank you so much. Bye. | 32.2.9E; 32.1.2D | |
| 31378 | MacCarthy, Sarah | It seems that the negative environmental impacts outweigh the positives for this project. Please vote to halt this project from moving forward. | 32.2.9G; 32.2.2PP | |
| 33333 | Macdonald, Daniel | I am a citizen and user of little cottonwood canyon. I do not want the canyon ruined by the installation of a gondola | 32.2.9E | |
| 30410 | MacDonald, Randall | I agree with the Proposed Phased Implementation of Gondola Alternative B. | 32.2.9D | |
| 26213 | Macdonald, Toddwmac | I think it is a great idea and I applaud the agency for the courage to make this decision. Having lived in Switzerland, I saw 1st hand how aerial transport worked with the landscape and highlighted the majesty that is the Swiss Alps. We have similar challenges and beauty here and I think a gondola is a perfect way to address both. To the wieners and complainers, well, I believe they were the same ones that complained when we started putting roundabouts here in the Jeremy area and when sound wall went up along 80. The wildlife bridge was at Parleys was a "complete waste of time and money". Lots and lots of "the sky is falling" back then, but a much better place today. Thanks again for your courage and foresight and please don't let the loud voices of the minority mob overshadow what is best for the majority of us. That canyon deserves a gondola. | 32.2.9D | |
| 33371 | MacDuffie, Lacey | I live in the Ogden/Salt Lake area, and I can tell you that the community does not want a gondola in cottonwood canyons. You would be destroying animal habitats and trails, and further endangering our air quality and environmental health of the region. If you want to get more people to the ski resorts, you need more and better buses. When I've taken the ski bus in the past it was so incredibly packed and there were lines of people at further stops down the road who would be waiting hours to get picked up. The gondola is a waste of money. Money that can be put to better use in our community. If we keep destroying the environment, we'll continue to have poor snowfall, and by the time the gondola would be built, we wouldn't need it. A fleet of electric buses is a simple alternative. | 32.1.2B; 32.2.2E; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.10A; 32.13A | A32.1.2B; A32.13A |
| 27000 | Mace, Andie | I am against the initiative to build the gondola. I believe that electric buses are a better and less disruptive solution all around | 32.2.6.3F; 32.2.9E | |
| 28926 | Mace, Krystyn | Dear Director Braceras, I hope you are doing well. Attached you will find a letter from the Salt Lake City Council regarding the proposed gondola from Wasatch Boulevard to Alta. A hard | 32.2.9E; 32.2.9A; 32.12A | A32.12A |

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| | | <p>copy has also been mailed to your office.</p> <p>Thank you for taking the time to review the letter.</p> <p>Best Regards,</p> <p>Krystyn Mace, Salt Lake City Council Staff <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | | |
| 30573 | Macfarlane, James | NO GONDOLA! Yes to busses, or tolling. Don't ruin the pristine LCC! | 32.2.9A | |
| 31713 | Macfarlane, Robert | <p>I believe the EIS for Little Cottonwood Canyon is incomplete in ways that bias it towards the gondola alternative.</p> <p>The study fails to adjust for climate change and the reduction of snowfall in coming decades and how that will lessen avalanche risk and closures in the future. The study fails to determine a carrying capacity for LCC. LCC and BCC are far smaller than Zion NP and yet have higher visitation annually while Zion acknowledges the negative environmental impacts of the hordes of people. The increased visitation impacts the environment and that is not in the EIS.</p> <p>Further the EIS was insufficient in scope. It didn't take Big Cottonwood Canyon, impacts from 9400 South, Parleys or the Wasatch Back into account--the surrounding canyons and roads need to be looked at in their entirety. The Watershed impacts were not sufficiently studied or considered.</p> <p>Alternatives were not presented or explored sufficiently, what about increasing bus service in coming years while awaiting funding. Also electric buses will be best available tech and they were not analyzed and they will have superior emissions and lifecycle costs.</p> <p>Current traffic patterns were not systematically or rigorously analyzed.</p> <p>Cost estimates of the gondola were not rigorously analyzed and have not be adjusted upwardly for inflation nor loaded with typical contingency increases that plague all mega projects.</p> | 32.2.2E; 32.20B; 32.2.6.3F | |
| 27202 | Machol, Kennard | appalled at the decision to put in the gondola to serve only the resorts (and their wealthy clients) rather than road and bus improvement that would serve all canyon users. And having snowbird sneakily purchase the land for the base of the gondola stinks | 32.2.9B; 32.2.6.3C | A32.2.6.3C |
| 27819 | Machol, Robert | I am absolutely against building a gondola up Little Cottonwood Canyon. Not only would destroy many areas that I and others enjoy to hike and climb, the proposed gondola would not allow access to said areas. The gondola project would only provide for those who's ultimate destination is the ski resorts. As a back country skier, hiker, climber and mountain bike, this would not provide the access i need to the canyon. This would be like only providing transportation in New York City from Midtown to LaGuardia airport. While that would help out many, it would not help out all those who need transportation around the city. I would like to put out that I am speaking on behalf of many people in my community who access Little Cottonwood, But who do not ski at the resorts. These are the people would be paying taxes to provide the money for a project that we would not use or meet our needs. What do backcountry users need is some system that allows for multiple drop off AND pick up areas all along the canyon corridor. Currently, there are buses that I can ask the bus driver to drop me off at various destinations, but there are no pick up areas in other destinations. I am often forced to drive to these areas because there is no other way to access these areas. I would also like to point out how little and big Cottonwood are call existing. What happens at one canyon will affect the other canyon. Already, the mandatory parking pass up a little Cottonwood Canyon has negatively impacted big Cottonwood Canyon with much more traffic than there has been in the past. Not only that, but we need to address summertime traffic as well as winter time traffic, as this is also a large issue that is only getting worse with the growth of our city. | 32.2.9E; 32.1.2B; 32.2.6.3C | A32.1.2B; A32.2.6.3C |
| 36182 | MacInnes, James | We do NOT need an expensive(taxpayer paid) gondola now or anytime in the future. It is environmentally destructive, unsightly, and benefits only a few of the population. Of course, Snowbird wants it; it's to their benefit at virtually no out-of-pocket expense to them. Once again, a few folks are trying to cram it down our throats. There are other solutions such as alternate license plate days, ride-sharing, fees for parking, more busses etc. Let's do the right thing and listen to the people for once. | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.7A; 32.2.2K; 32.2.9A | A32.1.2F; A32.2.2K |
| 34282 | Macintyre, Tyler | I would strongly oppose the gondola in the canyon. I don't believe that it will reduce traffic in a way proportional to the capital investment not the destruction of the environment in the canyon, permanently marring a place that should be left for recreation for the next generation. I strongly oppose the gondola. | 32.2.9E | |
| 37185 | Mack, Sage | <ol style="list-style-type: none"> 1. UDOT's own criteria emphasize that the preferred alternative must benefit all users of the canyon. The gondola only benefits patrons of Alta and Snowbird and, not incidentally, the owners of these resorts who would be, in effect, receiving an enormous public subsidy. 2. The gondola towers would permanently deface the natural beauty of the canyon, diminishing the experience of all future visitors, including those who derive no benefit from the gondola. 3. The traffic delays and crowds foreseeable at the gondola base will cause many prospective users to drive instead. | 32.2.9E; 32.1.2D; 32.2.2K; 32.2.2E | A32.2.2K |

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| | | <p>4. Better and much cheaper alternatives exist that UDOT has not considered. One would be to implement alternate day access depending on whether a vehicle's license plate number is even or odd. Another would be mandatory carpooling enabled by an app (similar to Uber's) to match drivers and riders who would meet at a designated place near the bottom of the canyon. It's understandable, although not in the public's interest, that the ski resorts would object to such arrangements for fear they would reduce the number of skier-days.</p> <p>5. However, the resorts, and all of us, must realize that the only way to save Little Cottonwood Canyon is to limit the number of people who use it. This should be done in an equitable way (i.e. not a toll).</p> <p>6. Finally, it is short-sighted to spend half a billion public dollars on an industry whose economic importance will decline as our snowpack thins. By the time the gondola is finished, it is entirely possible that Utah will no longer be the ski destination that it has been in the past. Of course, the ski resorts refuse to consider this future. Whatever solution is adopted, it should minimally impact the experience of the canyon in case this future becomes reality. If the gondola is built, we will have permanently defaced the canyon and spent a huge sum of money for no purpose.</p> | | |
| 38377 | mackay, brendon | <p>I am a resident of [REDACTED] and frequent user of Little Cottonwood Canyon, and I strongly oppose the gondola proposal. Please go with a common sense alternative like this one:</p> <p>Employ an automated toll station at the base of the canyon between the road in and out of the park and ride. Have two tiers of passes: a general pass and a pass for vehicles equipped with 4 wheel drive and snow tires to prevent cars from going up the canyon on snowy days in inappropriate vehicles. Vehicles that violate the toll are sent a citation. Vehicles without a pass can turn around in the park and ride and go back to a station to purchase a pass to avoid a citation. Set up 3 stations for toll pass purchase: one coming from wasatch, one from 94th, and one near the base of the canyon where the base of the gondola is proposed. Turn the gondola parking area into a large parking area and bus stop for improved bus service, which includes the turnout to one or two toll pass sales stations.</p> <p>A toll and significantly improved bus service/parking will incentivize people to utilize public transport at a much cheaper price to the taxpayers than the gondola, and it would also be flexible. You can employ more buses on busy days and vary the toll price to moderate traffic based on demand and anticipated crowds.</p> <p>I work in real estate development and construction, and I can say with certainty that the gondola will cost far more than anticipated. You are undoubtedly aware that construction costs have skyrocketed and project timelines massively delayed. We will see some construction costs coming down as the economy slows, like lumber and local labor, but most of the costs associated with a gondola won't come down anywhere near those seen at the time you made your estimates. The best case is inflation slows and they don't get a lot higher than the currently inflated costs.</p> <p>Best Regards, Brendon MacKay [REDACTED]</p> | 32.2.4A; 32.2.2M | |
| 37392 | Mackay, David | <p>I support option 2 - Add more bus services to Little Cottonwood travel. Increase parking lots for buses outside the canyon. Do not widen the roads. Add tolls for private vehicles to encourage bus usage. A Gondola is very expensive and there is better usage for Utah funds. Widening the roads encourage more single vehicle traffic and is worse for the environment. Better use of more busses can improve canyon traffic without the expensive cost of a Gondola or negative environment impact of wider roads.</p> | 32.2.9A; 32.2.9L; 32.2.2Y | |
| 36798 | Mackay, Herman | <p>No. We don't need infrastructure to support out of state ski corporations. This will only make the canyon more crowded during peak use days and too expensive for the locals. Not to mention the environmental disaster.</p> | 32.2.9E; 32.20C | A32.20C |
| 30015 | Mackenzie, Lily | <p>I'm Lily and I am 17 years old. I am a sole believer in the power of nature and the effect it has on people. It takes a person who has been in nature for a long time to hear her cries for a better world. I have heard cries in that canyon from THAT CANYON. I can feel the hazy toll of the idea of the gondola and the effect it will have on her beauty. What happened to wild utah? what the hell happened! We have white old men deciding before me what they want to do with MY FUTURE. I DONT WANT TO SEE THIS. THERE ARE SO MANY THINGS WE CAN DO INSTEAD.</p> | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 36262 | Mackey, Robinson | <p>The gondola does not support mixed use of the canyons and alienates a ton of people. Listen to the community not the money</p> | 32.2.9E; 32.1.2D | |
| 30148 | Mackintosh, Isabella | <p>YOU ARE KILLING OUR PLANET AND ITS NATURAL HABITATS!!!! LEAVE OUR CANYONS BE!!!!</p> | 32.29D | |
| 27557 | Maclary, Emily | <p>As a SLC resident and frequent user of LCC for recreation, I, like many others, am extremely disappointed that UDOT has made plans to move ahead with a gondola.</p> <p>So many canyon users have already pointed out the issues with this alternative, from ecological and visual impacts of towers to the exorbitant price. It seems that UDOT has opted to ignore these valid concerns in favor of lining the pockets of developers.</p> <p>I am hopeful that changes made during the phased transition period (like tolling and increased bus service) will render building the gondola unnecessary; for this to happen, though, UDOT needs to actually invest in and implement these alternatives rather than treating them as a stopgap until the funding for a gondola appears.</p> | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |

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| | | Please treat the expansion of public transit and tolling as serious long-term options to help control canyon traffic. Incentivizing public transit and carpooling is the simplest and most cost effective possibility that also minimizes environmental impact and financial burden. | | |
| 35726 | Macris, Valerie | I am against the gondola as I believe it invades the landscape and permanently alters the canyon. Busing is a better option - even if it requires some widening of the road. | 32.2.9E; 32.2.9A | |
| 34120 | MACVICAR, LAURA | <p>I don't understand why you don't work on the problem. The problem is not Wasatch boulevard. The problem is Big and Little Cottonwood Canyons. If you create four lanes you are going to cause even more cars packed at the South end where Wasatch and Little cottonwood divide. Creating a pocket of dense pollution for the people that live in that corner.</p> <p>I know it makes people uncomfortable to have to take public transportation. But look at the models that the Grand canyon and Zions have put together. People still go and see the parks. There's no reason why we can't increase the buses and make people ride them up to the resorts. The parking lot would be the only issue. But the quarry by big cottonwood could probably help alleviate that. Then if you have the parking lot there it would drastically reduces the number of cars on Wasatch between the canyons.</p> <p>People will adjust. You don't hear people complaining when they go to Zions or the Grand canyon and they have to ride public transportation. Humans are adaptable we'll figure it out.</p> <p>We do appreciate you taking the time to listen to our comments. Instead of just making a decision and disregarding our opinions.</p> <p>Thank you.</p> | 32.1.1A; 32.1.2B; 32.2.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.1A; A32.1.2B; A32.2.9N |
| 29651 | Maddox, Samuel | The gondola has to be free with a ski pass or pretty cheap. If you don't do it put a ski rack on the bus so skis aren't going all over the place. Tell the bird they gotta make more lockers | 32.2.3A; 32.2.4A | |
| 26073 | Madere, Maya | Nobody wants or needs this gondola. It will destroy the canyon's natural beauty and utility as a recreational area as well as negatively impacting the ecosystem. Leave the mountains alone! | 32.2.9E; 32.13A | A32.13A |
| 35343 | Madsen MS CSCS, Samantha | <p>Preferred by whom?</p> <p>The public has loudly and vociferously come out against the Gondola. Yet you still plan to move forward, funding in part with tax payer dollars. The public doesn't want it.</p> <p>These public opinions you are holding are nothing but a sham.</p> <p>Samantha L. Madsen, [REDACTED]</p> | 32.2.9E | |
| 37505 | Madsen, Andie | NO gondola. Listen to Sandy and SLC council! Nobody wants this except the ski resorts. | 32.2.9E | |
| 32887 | Madsen, Ann | Eye sore. And people want to ski, they can be patient and take the bus | 32.2.9A | |
| 26733 | Madsen, Brandon | I'm against a gondola because it will be inefficient and a waste of money. It will further congest the roadways leading up to LCC and the parking lot at the base will be overcrowded. The time it will take to get to the top is almost double it takes in a car and it will forever alter the natural beauty of the canyon. It feels like a tourist attraction and not a real solution to the traffic problem in the canyon. I believe a better solution would be to improve the roadway and trailhead parking. Also, cap the parking spots and day passes at Alta/Snowbird like they do at Powder Mountain. At what point do we say "too much" when it comes to capitalism and profit? How can we provide access to a small section of our beautiful mountain range sustainably? I think if it were up to the owners of Alta/Snowbird and developers the sky is the limit until there's nothing left and the canyon resembles something more like a bustling city than an escape from one. | 32.2.9E; 32.2.6.5E; 32.7C | A32.2.6.5E |
| 32019 | Madsen, Christian | We all know Udot won't listen to us and are going to put this ugly contraption into little cottonwood no matter what. But put me on record as saying NO to the stupid gondola. I don't want my tax dollars ruing my favorite canyon. | 32.2.9E | |
| 29640 | Madsen, Christian | <p>I don't want my taxes spent on a sport I don't participate in that is tailored to the rich. I also don't want my favorite hiking and photography area destroyed by a dumb Gondola.</p> <p>NO GONDOLA!!!!!!!</p> | 32.2.9E | |
| 36023 | Madsen, Julie | No to the gondola. The use of taxpayer money to benefit a few developers and ski resorts is not for the greater good. There are other solutions! | 32.2.7A; 32.1.2D; 32.2.2PP | |

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| 27311 | Madsen, Margaret | Buses buses buses!!!! They work in many of our busy national parks. It takes the public and visitors no time at all to adjust to park and ride. And it will keep our viewshed, prioritize the natural character of the canyon and make just as much money for all the ski and outdoor industry. Plus, they can be electric or clean fuel buses. Let's not ruin our canyon with an unnecessary gondola. Salt Lake Resident of 12+ years. | 32.2.9A; 32.2.2B; 32.2.6.3F | |
| 27189 | Madsen, Peter | Please, NO gondola. Encourage and incentivize carpooling and innovate with shuttles not buses. | 32.2.2B; 32.2.2Y; 32.2.9E | |
| 35498 | Madsen, Reed | This is the best way to relieve the over crowded canyon highway. It's not cheap but it's better than widening the existing road and over time will prove to be a genius idea.Please approve this gondola . | 32.2.9D | |
| 35459 | Madsen, Sage | We are on our hands and knees, I will literally beg you. Do not install a gondola | 32.2.9E | |
| 35418 | Madsen, Samantha | The public has made their opinion quite clearly. The gondola is not wanted, nor accepted by Cottonwood Heights, Sandy, Draper and other surrounding cities. This is nothing more than a sham so the EIS can say they had hearings on the subject. You had hearings but chose not to hear anything said. You're still going to use tax payer dollars to fund, which everyone is against. Shame on UDOT. Another corrupt government agency. Samantha | 32.2.9E; 32.2.7A | |
| 34295 | Madsen, Samantha | NO GONDOLA. Residents across the many cities of Utah have vociferously expressed opinions AGAINST the gondola. It is not wanted, welcomed or needed. There's no future plan for expansion. It's cost prohibitive. It will destroy the unique and beautiful views of the canyon. NO gondola. | 32.2.9E | |
| 28427 | Maeder, Paul | I am STRONGLY in favor of Alternative B. Great that you came up with the solution that clears the road and reduces the wear and tear on the ground and nature. Let me know if I can do anything in support of your plan. | 32.2.9D | |
| 34015 | Maeger, Stephen | Please no Gondo, road widening nor Snow sheds. Use money for in enhanced bus service and smaller shuttles. Where is the water coming from for the infrastructure? Just say NO. | 32.1.2F; 32.2.2B; 32.2.9A; 32.2.9E; 32.2.9L | A32.1.2F |
| 30955 | Maehler, Colin | Please do not expand the road or develop a gondola. Traffic is not bad and I have no problem using the road. Do not destroy our beautiful earth. We are privileged to live in such a beautiful place. | 32.2.9E | |
| 25572 | Maerz, Tanner | I feel like the Gondola is a waste of money that won't actually help alleviate traffic. Instead, why not a system like Zion National Park, where the canyon road becomes a bus-only road. That works really well for shuttling people. | 32.2.9E; 32.2.2B; 32.7C | |
| 29863 | Maestas, Sy | I am opposed to the gondola project. I believe it is the wrong transit option for the Utah ski areas. I'm concerned about the financing of this project. Furthermore, if this was such an ideal transit solution for municipalities close to ski resorts, I believe it would have been implemented in other locations already. I think reinvestment in existing ski bus routes is a better option, potentially expanding seasonal service options that utilize existing infrastructure. Thank you. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9A 32.2.9E | A32.1.2B |
| 35528 | Magara, Rob | I'm against building the LCC Gondola. As a Sandy, UT resident I don't think tax payers should be funding a project that only benefits two private organizations. The cost estimates for the LCC Gondola are extraordinarily high and will balloon once the project gets started especially considering inflation. The user experience will be bad for skiers. You'll have to wait in traffic to get to the one parking garage, wait on line to park at La Calle (there's not enough spots), wait on line for a gondola, take a very long gondola ride, and then wait to ride the ski lift to ski for the day. The commute time will even be longer if you bus to La Calle. The entire commute process will take hours before skiers can even make their first turn. I'm afraid this awful user experience that requires waiting in line all day will turn skiers away from visiting our destinations and the economic benefits will suffer from the loss of customers. Skiers will choose other destinations that are easier to get to and ease of access is what makes skiing in SLC great. The experience for season pass holders will also be awful. There won't be an easy opportunity to go to the mountain before or after work to take a few runs and many locals will choose to drive over the gondola to avoid this issue making the gondola obsolete on most days. These long wait times commuting to the mountain will become an all day ordeal and a gondola may only benefit those staying at the resort. I'm in favor of increasing buses and bus ports from more locations around the valley that will spread the traffic out and allow for better scheduling. Electric buses could also be phased in like Park City is already doing. Stops could be added outside the resorts for other canyon users. The Canyon Sticker program should be enforced where all vehicles in the canyon are equipped for driving in heavy snow. Storms can happen at any time during the day so all vehicles need to be properly equipped at all times. One of the main causes of backups caused by ill fitted vehicles. Any rental cars entering the canyon should also be required to have a valid sticker. A toll booth like EZ Pass could be installed that checks for a valid sticker and a paid toll could be added. However, season pass holders and/or UT residents should get free access to the canyon. Lastly, the gondola will be an eye sore for the canyon and ruin the natural beauty of LCC. There also seems to be some political corruption involved with the parking location at La Calle and the push for building the gondola that should be investigated. Don't build the Gondola! | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.2I; 32.2.2M; 32.2.2Y | A32.2.2I |

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| 35516 | Magara, Robert | I'm against building the LCC Gondola. As a Sandy, UT resident I don't think tax payers should be funding a project that only benefits two private organizations. The cost estimates for the LCC Gondola are extraordinarily high and will balloon once the project gets started especially considering inflation. The user experience will be bad for skiers. You'll have to wait in traffic to get to the one parking garage, wait on line to park at La Calle (there's not enough spots), wait on line for a gondola, take a very long gondola ride, and then wait to ride the ski lift to ski for the day. The commute time will even be longer if you bus to La Calle. The entire commute process will take hours before skiers can even make their first turn. I'm afraid this awful user experience that requires waiting in line all day will turn skiers away from visiting our destinations and the economic benefits will suffer from the loss of customers. Skiers will choose other destinations that are easier to get to and ease of access is what makes skiing in SLC great. The experience for season pass holders will also be awful. There won't be an easy opportunity to go to the mountain before or after work to take a few runs and many locals will choose to drive over the gondola to avoid this issue making the gondola obsolete on most days. These long wait times commuting to the mountain will become an all day ordeal and a gondola may only benefit those staying at the resort. I'm in favor of increasing buses and bus ports from more locations around the valley that will spread the traffic out and allow for better scheduling. Electric buses could also be phased in like Park City is already doing. Stops could be added outside the resorts for other canyon users. The Canyon Sticker program should be enforced where all vehicles in the canyon are equipped for driving in heavy snow. Storms can happen at any time during the day so all vehicles need to be properly equipped at all times. One of the main causes of backups caused by ill fitted vehicles. Any rental cars entering the canyon should also be required to have a valid sticker. A toll booth like EZ Pass could be installed that checks for a valid sticker and a paid toll could be added. However, season pass holders and/or UT residents should get free access to the canyon. Lastly, the gondola will be an eye sore for the canyon and ruin the natural beauty of LCC. There also seems to be some political corruption involved with the parking location at La Calle and the push for building the gondola that should be investigated. Don't build the Gondola! | 32.2.9E; 32.2.9A; 32.2.2I; 32.2.6.3F; 32.2.2K; 32.2.2M | A32.2.2I; A32.2.2K |
| 36194 | MAGARO, DENNIS | I cannot imagine a 2500 cars garage and a building to house all the cars at the mouth of the canyon . It would an eyesore . Plus the ski areas should be paying for their new lift | 32.2.7A; 32.2.6.5E | A32.2.6.5E |
| 31165 | Magaro, Dennis | The Gondola is the worst option , available !! Too much \$\$ and the taxpayer should not have to pay for a lift that only stops at Snowbird & Alta . | 32.2.9E | |
| 27173 | Magee, R | I vote no to the gondola. A huge waste of money. Busing up the canyon works. | 32.2.9A; 32.2.9E | |
| 33050 | Maggs, Bill | I am the target audience for the gondola (out of state skier with with lots of disposable income who wants to maximize my time on the mountain) and I say DON'T BUILD IT. It will ruin the Little Cottonwood and serve no real benefit. Build a few parking lots get some really nice buses. I'd pay for it. | 32.2.9A | |
| 27222 | Magrath, Peter | I do not support ruining a pristine canyon with a gondola. More busses, more parking at bus stations, and a bus only lane on LCC would be a much better option. | 32.2.9E; 32.2.9B | |
| 25503 | Maguire, Colin | The decision to green light the gondola is unbelievable. I agree with Carl Fisher's comments that this decision has nothing to do with transportation. As usual, it is about economic development and corruption at the highest levels. The canyon is already overdeveloped. For those of us who love the natural beauty of the canyon, it is challenging enough to take a photograph without some sort of man-made object in view. These sensitive habitats will be further degraded. UDOT and regulators care most about is catering to the Ski Resorts. Little Cottonwood Canyon has become a playground for the wealthy and well-connected. The residents who live at the mouth of the canyon, a majority oppose this decision, get screwed. The message is clear for regular working class people of Salt Lake, please stay out of the canyon! | 32.2.9E; 32.2.9N; 32.1.2B; 32.2.2PP | A32.2.9N; A32.1.2B |
| 27920 | Mahi, Salam | I have lived in Cottonwood Heights for 12 years. I am very dissappointed in UDOT supporting the gondola. I believe buiding the gondola does not solve the transportation problem. It also does not help the people who want to use the canyon for hiking or climbing in the middle of the canyon. Please consider using more public transportation, focus more on parking lots and structures at trail heads and ski resorts. I believe tunnels at major slide paths would be helpful in keeping the road open in winter. As a Utah citizen I am against building the gondola. | 32.2.9E; 32.2.9K | |
| 29116 | Mahler, Annette | I for one believe that those in favor of the tram and any changes to Wasatch Boulevard are the ski resorts and ski industry. I have frequented Little Cottonwood Canyon as a born and raised Utahn living near this area my entire life. I do not ski but hike the trails. A gondola will scar the mountains and only benefit the ski resorts. Do away with the Epic passes and you will reduce traffic and congestion. Charge each car as in Millcreek and American Fork Canyons. Offer an annual pass for cars. This will reduce traffic and increase rideshare and bus travel. The gondola will not be used more than once by locals. We will be driving the same as I can be at most trailheads in 10-19 minutes from my home. Tram is one time only and then it's back to the car. Take other measures before exploring such a costly and scarring gondola. Let's not get carried away! Take other measures first and lets see how they work. | 32.2.9E; 32.2.2K; 32.2.2Y; 32.2.9A; 32.7A; 32.29R | A32.2.2K; A32.29R; A32.1.2H; A32.2.6S |
| 34736 | Mahmoud, Fatima | Save Little Cottonwood! Don't build the gondola! Climbers love cottonwood! | 32.2.9E | |
| 25493 | Mahoney, Arthur | I don't want to drive up our canyons and have the beautiful view ruined by gondola towers and cables. Please don't do this. | 32.2.9E | |
| 36610 | Mahoney, Holly | I completely disagree with UDOT's determination that the Gondola B solution should move forward. The fact that the goldola only serves two major ski areas and will only be fully utilized during the winter months. The traffic and safety issues exist in both big and little cottonwood canyons and people use the canyons year round and not exclusively at the ski resorts. This seems like a blatant corrupt scheme to provide an exclusive benefit to Alta and Snowbird resorts and not a comprehensive solution to the problem of traffic in the canyons. UDOT should go back to the drawing board and look at all available solutions to the year round issue of traffic in the cottonwood canyons before ruining the natural beauty and environment of the canyons for the benefit of two private companies with little to no benefit to the public. No to the gondola. Yes to the canyons and fining real solutions. | 32.2.9E; 32.1.2D; 32.2.6.5F | |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33329 | Mahoney, Jennifer | This comment is in absolute opposition of destroying the natural landscape of the Cottonwood Canyon by installing a gondola. I, along with a substantial committee vehemently oppose the project, along with thousands of native Utah citizens. We are all registered voters, and will ensure that any legislative candidates or seats, in any capacity (state, city, county, or UDOT) will be highlighted and voted against in the next election & board holding cycle. The beauty of Utah is already under attack. Please hear the voice of the native, life-long residents of Utah. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 25709 | Mahoney, Julianne | This is an absolutely ridiculous proposal. Is there traffic during ski season? Yes. Are there ways to help this issue without destroying the environment, the climbing, or the beauty of LCC? Yes. Expand the bus route, please expand the bus route. Add more buses and more parking at the base of LCC and BCC. Add a bus lane. The damage of expanding the road one lane is infinitely smaller than the damage of destroying historic boulders for the climbing community, fragile ecosystems, and the natural beauty of LLC. | 32.2.9B; 32.4A; 32.4B; 32.1.1A; 32.13A | A32.1.1A; A32.13A |
| 37986 | Mahoney, Keith | No gondola! Put in a gate at the bottom of the canyon and close it when the maximum number of vehicles is reached, open it when a number of vehicles have exited. | 32.2.9E; 32.2.2K | A32.2.2K |
| 28663 | Mahoney, Kyle | There should be no gondola in little cottonwood canyon. Any gondola would be against the wishes of the majority of residents of the salt lake valley. Any decision to begin construction would be a decision that only caters to the corporations that run the resorts hoping to increase profit at the expense of the natural beauty of the canyon and the environmental impact that construction would have. If Utah state legislators continue to pass policy that does not represent the wishes of the majority of its constituents there will be consequences | 32.2.9E; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 36858 | Mahoney, Michael | The Gondola cost overruns will likely hit \$1billion as everything else has. We need to just put a reversible lane for bus and high occupancy and peak travel times. PLUS this will afford pass thru during any accidents or vehicle slides in winter conditions. Plus it is mandatory before construction of any Gondola project. | 32.2.2D | |
| 27880 | Mahoney, Tyran | Don't throw 550 million at something just to be selfish. The resorts don't need the extra help to make stupid money. | 32.2.9E | |
| 28177 | Mahre, Suzanne | As a Utah tax payer and resident of Cottonwood Heights I am extremely disappointed in Udots decision for the gondola. Little Cottonwood Canyon is a beautiful and undeveloped place for us to recreate. Not only will the gondola take away from the natural beauty but you we taxpayers are to pay for this. The gondola will only benefit Snowbird and Alta resorts not the residents and patrons. I think this is a gross injustice to assume the taxpayers should pay to benefit resorts. Our tax dollars would be much better spent on preserving water and other resources for Utah residents rather than spent on private businesses and tourists. I think bus frequency and improved roads would be much more efficient especially if they were electric buses. I hope my thoughts will be considered in final decision. | 32.2.9E; 32.2.7A; 32.2.9N | A32.2.9N |
| 25710 | Maicke, Kira | Please don't ruin the best canyon in the valley with a [REDACTED] gondola that only benefits two private businesses. | 32.2.9E | |
| 26758 | Maier, Julia | I do not believe the gondola will fix the congestion and will only serve to harm the mountainside. It seems like a cool idea but I believe it will quickly show its negative impacts over other solutions. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 37410 | Maila, Nicole | Honestly, it makes no sense! Why destroy a beautiful canyon for the sake of getting to two ski resorts? Why are tax payers paying for it when it is only one stop, and will probably cost \$30-\$40 to take it. I enjoy recreating in the canyon by other means than skiing at the resorts. The gondola will destroy world class boulders that people love to climb. Honestly, there are only a handful of days a year where the traffic is bad, why do we need this silly expensive thing down the rest of the year? Who is even going to ride it? PEOPLE WILL STILL DRIVE, so the canyon will be even more jam packed than it should. I believe weekends in peak winter months we should have ONLY busses and shuttles, similar to Zion. Common people, don't ruin the canyon when we haven't tried less expensive, less destructive options. Not to mention the effect on the environment and the water shed! | 32.2.9E; 32.1.2F; 32.2.7A; 32.1.2B; 32.1.2D; 32.2.2B | A32.1.2F; A32.1.2B |
| 33518 | Mainwaring, Piers | Building new major infrastructure in such a small, unique, sensitive, and cherished canyon, without first demonstrating the insufficiency of all reasonable non-destructive options, is an irreversible mistake. A gondola that impacts the whole canyon evenly in order to serve two private ski resorts in the upper canyon is of course not equivalent to a major highway interchange, as falsely claimed by the project's supporters. This project imposes a heavy burden on taxpayers, the public's enjoyment of canyon recreation, and the irreplaceable natural environment of the canyon itself in a misguided effort to take public responsibility for a problem created by the resorts. The resorts have created an access problem, and we as residents, taxpayers, and stewards of our shared public lands should require them to solve it in a way that doesn't involve the installation of massive infrastructure in a delicate natural environment at huge taxpayer expense. This project would permanently mar the natural beauty of this singular precious canyon and extract a heavy cost from the public to do so. It is a massive failure of public policy, and deeply ironic, to limit public access to the natural features of the canyon in a misguided attempt to increase it. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 32189 | Maire Rosol, Genevieve | As a Salt Lake County property owner, I am opposed to a gondola which would only serve the needs of two ski resorts in the winter. There are several camp grounds, hiking trails, private properties that would not benefit in any way. The tax paper monies would be better served by improving current road and making it a pay to access canyon. I would happily pay to access this unique canyon. | 32.2.9E; 32.1.2D; 32.2.2Y | |

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| 30340 | Maisch, Steve | If you're able to run the Enhanced Bus Service alternative with no roadway widening temporarily then why not make the bus option (with no roadway widening) a permanent solution? (i.e. no gondola) No road widening and using electric buses, funded federally with grants (Salt Lake City currently has 5 such buses), would dramatically reduce the cost to well below that of the gondola and would, depending on where the source of electricity comes from for the bus charging, would be a lower environmental impact than the gondola. | 32.2.9A; 32.2.6.3F | |
| 26340 | Maisy Sweeney, Rebecca | Seriously, don't waste money with this project. And definitely don't negatively impact the environment. Don't be dumb [REDACTED] | 32.2.9G | |
| 29104 | Maizlish, Scott | A fantastic idea to get people out of their cars, this is a WIN, and hopefully a precedent for other resorts to do the same. | 32.2.9D | |
| 27339 | Majersik, Jennifer | I don't understand how the gondola makes sense when the ski resorts are already full. Where are these extra people to go? | 32.2.9E; 32.20C | A32.20C |
| 35529 | Majerus, Warren | Why has nobody discussed a reversible center lane? This lane would allow 2 lanes all the way up in the am and 2 lanes down in the pm with minimal new road widening required. | 32.2.2D | |
| 26062 | Mak, Raymond | Please improve buses before the Gondola. Its so important we keep our environment safe and not interrupt it with infrastructure. Thank you | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 29551 | Makarewicz, Barry | I am vehemently opposed to the Gondola Alternative B choice for how to deal with the traffic problems in LCW Cyn. I believe that the gondola would permanently damage the character of the canyon and further degrade the experience of the canyon users. The final EIS does not seem to take into account the future loss of winter weather and snow due to climate change. This inevitable loss of skiable days will make the main beneficiaries of a gondola (Snowbird and Alta) less viable and undeserving of such an outrageous taxpayer funded monstrosity. The better solution is to set a hard limit on the number of people in the canyon to preserve the quality of their experience and the natural resource itself. I think we may already be close to that limit during some winter days already. Then implement a tolling system on private vehicles and expand the busing system which would service many more stops along the canyon road besides just the ski resorts. A gondola would mainly benefit Snowbird and Alta while neglecting the local year-round users of the canyon. Please consider what the future of this very special natural resource will be like if visitor-ship continues unlimited and permanent eyesores are built to mainly service a dying industry. Reconsider the selection of the gondola alternative and make a plan that has the natural resource as the highest priority and not the ski industry. Sincerely, Barry Makarewicz | 32.1.2D; 32.2.2E; 32.2.2K; 32.2.2PP; 32.2.4A; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.2.2K |
| 26496 | Makar-olson, Maureen | Hello, I am highly disappointed in the decision to move forward with Gondola B option. Local residents do not support this option as evidenced by the feedback you received and the survey done in 2021 by Desseret News where only 20% were in support. There are real concerns about damaging this beautiful canyon and unintended effects of watershed. There are other transportation options that can be implemented. Think of the solution for Zion National park. The gondola on serves ski resorts not trails used year round. The gondola seems to be a gimmick for resorts not a functional asset to control traffic for all canyon activities. Resort parking fees, increased bus service, bus only options in the canyon are far cheaper and will have a significantly smaller impact on our water and canyon preservation. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2K; 32.2.2PP; 32.2.2QQ; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 29113 | Malcolm Macquoid, Ann | Hopefull and affirmative | 32.29D | |
| 36848 | Malcolm, Shawna | As a long-time resident of Cottonwood Heights, I'm Appalled that we are expected to pay for this Gondola project that few of us will use and which will cause such an upheaval to those who live nearby. This is just another example of our "leaders" doing exactly as they please no matter what the people want whom this will Actually impact. | 32.2.9E | |
| 36881 | Malczyk, Jason | Why were there only 3 options. 2 with gondi and only 1 with out. It seems that there was a missing option. "Enhanced bus Without gondi." Also the gondi will further add more infrastructure to a area that is so beautiful. We need to preserve what is left. Please no gondi. Lets put tax money toward getting cars off I-15 before we worry about LCC | 32.2.9E | |
| 30407 | Malczyk, Jason | The gondola will just add another attraction to the Canyon. This will bring more people to the canyon. I am in favor of better bus systems and no gondola. | 32.2.9A | |
| 25618 | Malen, Pete | The problem in LCC is not a transportation problem, its a 'too many people problem' - pushing people up the canyon faster utterly fails to solve the problem of too many people in the canyon. All it does is bring the too many people problem to fruition sooner. You blew it. The only winners are the ski resorts and gondola owners. Thanks for nothing. | 32.1.2B; 32.2.9N; 32.20C; 32.1.2B | A32.1.2B; A32.2.9N; A32.20C; A32.1.2B |
| 30723 | Mallamo, Dominic | I don't think we need to waste taxpayers \$\$ on a gondola that only provides service to people who can afford to ski. Why not use this \$\$ to build housing for the homeless, provide services for the poor, improve education, provide medical services for the poor, help the elderly, you want to tax all the people for a gondola that would not do ANYTHING for the working class family that is never going to use this gondola. Plus, your estimate for the cost is going to be much higher down the road. How is this going to alleviate traffic? People are still going to drive up LCC and ski. Why not mandate a carpool of at least 3 people per vehicle to enter the canyon on busy days? More bus scheduling? The ski resorts should be footing this bill, they are the ones who might benefit? And you're not going to run in the summer? Why?? This is a horrible decision by UDOT. You should re think this is bury it forever!! And who wants to look at a gondola and towers going up the canyon? In Europe, yes. There gondolas actually take you up to the top of a mountain to ski. Here, | 32.1.2B; 32.2.9E; 32.2.7F; 32.2.7A; 32.2.4A | A32.1.2B; A32.2.7F; A32.2.7C |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | this gondola doesn't access any ski access, it only drops people off at a resort and that's it. Really a poor decision from our lawmakers, UDOT, Forest service, and anyone who would support such a service that only caters to a fraction of taxpayer dollars that would use this. Please don't ruin LCC. This is a HUGE waste!! | | |
| 34543 | Mallender, Zachary | No gondola!!! | 32.2.9E | |
| 30599 | Mallon, Anne | We do not need to spend the money on a gondola. I believe we should have reservations for parking, charge for parking and more bus options. I ski Brighton, Solitude and Alta and I believe discounting for carpooling is a good option. I don't believe non skiers need to pay for a gondola and I believe it will destroy the environment and be unsightly. | 32.2.9E; 32.2.2K; 32.2.9A | A32.2.2K |
| 26519 | Mallon, M | I strongly support the enhanced bus approach to easing LCC congestion and e-busses are currently a viable option. Utah taxpayer dollars can be much better spent than on an extremely expensive gondola system that would serve only two private enterprises. If the last few years has taught us anything, it is that we are realistically facing fewer and fewer skiing days as climate disruption goes forward. The gondola and it's towers would be an unsightly intrusion in the canyon. | 32.2.2E; 32.2.6.3F; 32.2.7A; 32.2.9A | |
| 32236 | Mallon, Matthew | As both a hiker and a skier who lives in Salt Lake City and frequents this canyon often for recreational purposes, I am strongly opposed to the construction of a gondola. In both summer and winter, I frequently hike in the canyon and the gondola would not stop at trailheads the same way that a bus system would. Parking is already a huge issue at the hiking trailheads and sometimes I am unable to hike my intended route because of lack of parking. I have no bus alternative. A bus would not only serve skiers, but also hikers, and would provide more flexibility with less of an ecological impact from the construction of a gondola. | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.2.9A | |
| 36851 | Mallon, Mike | I am not in favor of the Gondola | 32.2.9E | |
| 37131 | Malmstrom, Dan | I was born, raised and lived in Sandy for 50 years. I've been skiing for over 40. I am strongly against a giant billion dollar gondola that is only needed a dozen or less days for the whole snow season. My really hope you reconsider any other option. | 32.2.9E; 32.1.2B | A32.1.2B |
| 32077 | Malone, Jenna | I am very much in favor of tolling from the mouth of both Canyons year round. Residents should have a greatly reduced pass readable by overhead sensors (this technology is being used on toll roads in California now). Free bus service, year round, should be offered and paid for by the state as state visitors and residents use the canyons year round for recreation. I agree with the use of snow sheds on State Road 210 to mitigate avalanche hazard and enhance traffic flow. | 32.2.2Y; 32.2.4A; 32.2.9A | |
| 30040 | Malone, Molly | The proposed plan with the Gondola is the least popular, most harmful and most expensive option for LCC. This decision feels rushed and for something as big and expensive as a gondola going up and down the canyon, careful consideration and time need to be taken. There are less drastic and reverser able decisions like increased bussing or tolling as better options. If an Gondola goes up it is up forever, no matter how much or little it will get used (the decrepit gondola down in Moab comes to mind). This proposal ignores local public and political opinion and only listens to the folks who would benefit monetarily from the gondola. This would be funded with tax payer money and therefore it should be in the best interest of the people paying for it. NOT a crowd funded subsidy for the private ski resorts. Personally, I do not ski at Snowbird or Alta, I do not have a pass to either resort. But I spend many days in the summer and winter up LCC climbing, running, and backcountry skiing. The Gondola is the worst option for me and people like me. The solution for LCC should not just benefit those who can afford to frequent the resorts, but anyone who wants a mountain experience. I hope you are listening to the people and not just the money. Cheers. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 32313 | Maloney, Charlotte | I completely oppose putting a gondola up the canyons. In no way should taxpayer funds be used to support leisure activities for the wealthy. Additionally, I oppose cutting into our beautiful mountains, again, for the rich. | 32.2.9E | |
| 28976 | Malovich, Heather | This is a terrible use of taxpayer dollars. It benefits a select few, and is ridiculously expensive. | 32.2.9D | |
| 26567 | Malyn, Sarah | The gondola is the wrong answer! please take into consideration the comments of the community! This is not what we want! | 32.2.9E | |
| 26502 | Malyn, Sarah | The gondola is not the answers! Please dont ruine the cayon. | 32.2.9E | |
| 29709 | Malyuchik, Andrei | First, what about the gear storage at the base of the resorts? If I haul my family up there in a Gondola, where do I keep my stuff and does it mean that I would have to pay a bunch more money on top of the gondola ticket and the ski tickets and will I be forced to buy food at incredibly inflated prices instead of brown bagging my own lunch? Second, what if I would like to access the public land to go Backcountry skiing say Mount Superior or Emma's ridge? Or use those to access the Big cottonwood drainage? Will there be an option for locals to buy yearly passes to access the upper canyon to go backcountry? | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.3A | A32.1.1A; A32.1.2B |

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| | | Lots of people go cross country skiing or snowshoeing up there, what about them? If you don't have answers to these questions, who would? | | |
| 29963 | Mamma, Joe | What are you compensating for? A gondola will not fix your erectile disfunction | 32.29D | |
| 28860 | Mandel, Phyllis | As a Cottonwood Heights resident, I strongly oppose both the building of the gondola, and the widening of Wasatch Blvd. I moved to this location because it is relatively quiet. Widening Wasatch Blvd would totally alter the nature of this neighborhood. It is a totally car-centric plans, and would have the result, not of alleviating traffic, but of bringing more cars to our location. It would turn Wasatch into another 1300 East or Highland. Let commuters use those streets, don't turn our quiet, meandering road into another major thoroughfare. The focus should be on making Wasatch safer and more attractive for cyclists, pedestrians and other users. Creating a road pattern that naturally slows the speed down to safer limits. And using taxpayer dollars to create a monstrosity that would permanently mar the beauty of LCC, so that the resorts of Alta and Snowbird can profit is an abomination. Let's think more in terms of preserving the beauty that brings tourists to Utah, not just of how we can get them up the mountain faster. | 32.2.9E; 32.2.9L; 32.2.6.2.2A; 32.7C; 32.1.2B | A32.2.6.2.2A; A32.1.2B |
| 28985 | Mangan, Paige | I do not agree with a gondola as the solution for LCC. Just as the rest of SLC, we need to be investing in public transportation!! Buses are the solution! | 32.2.9A; 32.2.9E | |
| 36512 | Mangone, Deyna | Please leave the canyon alone. There are other options that would protect the canyon and cost less. Don't ruin the canyon. | 32.2.9E | |
| 36515 | Mangone, Melinda | Don't kill the canyon with the gondola! | 32.2.9E | |
| 37990 | Mangone, Ronald | I am adamantly opposed to the installations of the Gondola. I am an avid skier who lives just outside of Little Cottonwood Canyon. The reality is, such an enormous capital expenditure and tax burden on the general citizenry of Utah is not warranted solely for the economic benefit of two ski resorts. Also, travel Big Cottonwood Canyon summer or winter and the traffic pressure far exceeds that of Little Cottonwood. Thus, there needs to be a more economical and efficient solution that addresses both canyons. Also, I believe the real attraction to Snowbird and Alta is to entice out of state skiers to their resorts. Those who can afford to pay the cost of riding the gondola. Even though the price of riding the gondola has not been announced, I speculate it will be a minimum of \$25 to \$35 per person. Most Utah families will not be able afford that cost in addition to the cost of a day skiing. Utah is a family state and the Gondola will eliminate Utah families. The Gondola is nothing more than a carnival ride for Snowbird and Alta to entice out of state tourist to go to their resorts. In conclusion, I implore you not to go forward with the Gondola but find more economical, environmentally friendly and efficient solutions. Thank you. | 32.2.9E; 32.1.2D | |
| 32640 | Mangum, David | No gondola!!! Growth has limits, respect undeveloped land. | 32.2.9E | |
| 30748 | Mankouski, Alexander | Plz don't make the gondola it will ruin little cottonwood canyon | 32.2.9E | |
| 34057 | Mann, Autumn | NO GONDOLA!!! | 32.2.9E | |
| 33966 | Manning, Abby | Utah Department of Transportation, As many other individuals in the general Utah public, I have many concerns regarding the upcoming Little Cottonwood Canyon Gondola Alternative B proposed Environmental Impact Statement (EIS). With the open 45-day public review and comment period from Sept.2 - Oct. 17, 2022, I would like to contribute a fellow opinion. To start, the overall costs of \$592 million to build this gondola is extremely expensive. Like many other Utah taxpayers, I personally would not like my tax dollars to be invested into this machine. I understand that many public transport systems have similar startup expenses, but this system is not one I think worth the investment. I also know that from bill SB277 in 2017 from the Utah State Legislature, \$100 million was dedicated to Zion National Park, Moab, Bear Lake, and Little Cottonwood Canyon. Of that \$100 million, \$66 million has been set aside for Little Cottonwood. I feel this is an unfit ratio and that other areas in Utah, especially Zion National Park, could invest that money better to their public transportation systems. Taking a step away from costs, a gondola up LLC would only increase traffic to the Wasatch Mountains, causing a bigger issue than solving the parking overflow. As Kyle Dunphey noted in his article, The Utah gondola: A timeline, the 8-mile cable system would be the longest aerial ropeway in the world and would become a tourist attraction. The more people packed into the canyon, the more damage our trails, resorts, and environment will receive. Public transportation systems are vital in every city, especially growing cities as a part of smart growth. I understand that a gondola could help reduce emissions from the amount of traffic through the canyon each day, but it will also increase emissions in other ways such as increased amounts of waste, more buildings that will be needed to support the influx of people, etc. Outdoor recreation is very important to our human health, but there is also a line to be | 32.1.2B; 32.2.2E; 32.2.7A; 32.7B | A32.1.2B |

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| | | <p>drawn to protect nature and not overstep and abuse what we have.</p> <p>With climate change increasing each year, there have been noticeable changes in our Utah winters. Our snowfall levels are lower than ever, and ski resorts have been forced to produce more snow in their resorts than ever before. According to current predicted trends, global warming is not expected to take a turn anytime soon. This means our ski resorts, the main source of gondola needs, face potential risks in the future, and decreased customers. Building a massive cable system when our snow, that attracts gondola riders, is depleting seems unreasonable. With that, many fear that the gondola is just another way to make more money.</p> <p>Although a gondola would help the parking overflow that occurs in surrounding neighborhoods, the issue would just move into another area. A large parking garage would be needed at the base of the gondola in order to condense the amount of vehicles wanting to park there. If a parking garage would need to be built in order to have a gondola, why not just build underground parking garages in the canyon or at the ski resorts? The costs would be microscopic compared to the costs of a gondola, the issue of parking overflow would be minimized, and there would not be as large of a predicted traffic influx.</p> <p>I love our canyons and want to share with everyone, but I want to protect the environment and prevent more harm that could be caused by increased traffic, not to mention the eye-sore it would cause. The mountains are sanctuaries for many people, and we don't want to see it overpowered and overdeveloped by technology. We want to keep it peaceful.</p> <p>Thanks for your consideration, Abby Manning</p> | | |
| 27840 | Manning, Charles | <p>I have been coming to LCC from New York for the last 15+ years at least once a winter sometimes twice. I have zero desire to go up the canyon in a gondola. I would rather take a bus or perhaps an underground train up LCC rather than be in a gondola. It really doesn't make any sense to build a gondola and the lasting effects of such a project will be felt by generations to come. UDOT, I hope you can understand and I know you will make the decision to preserve one of the Most beautiful places on earth.</p> <p>Thanks Chuck</p> | 32.2.9E | |
| 29736 | Manning, Ray | <p>Can you imagine a gondola in Zion Canyon? It's time to limit travel to the canyon. No gondola no bigger road. Limit traffic... the all mighty buck for the tax dollar continues. Limit the improvement.... Please... you are allowing destroying the canyon!</p> | 32.1.2B; 32.2.2PP; 32.2.9G | A32.1.2B |
| 32074 | Manning, Ron | <p>I support the Gondola project 100% It is the least cost effective solution over the long range and less impact to the overall environment and wildlife. I have been skiing and recreating in Little Cottonwood Canyon since 1987, the days off leisurely driving up the canyon and easily finding a place to park for the day are over. Long time residents of Alta can no longer have their cake and eat too, they can't oppose all solutions - the buss lanes and gondola there has to be a compromise. More and more people are skiing and recreating in the canyon summer and winter and it's just going to get worse. The Gondola phase B project is obviously the best solution for all.</p> | 32.2.9D | |
| 32254 | Mannos, Norma | <p>I'm against the gondola project because of taxpayer costs and harm to the The canyon.</p> | 32.2.9E | |
| 30738 | Mansell, Jeff | <p>Wasatch Blvd. Expansion; UDOT owns the ROW, (30% guess) of the Blvd. is already expanded via previous development. UDOT has had the plans for years now. Opinion, build the road as planned.</p> <p>Gondola; Build the gondola.</p> | 32.2.9D; 32.2.9D | |
| 33168 | mansouri, melinda | <p>I oppose the Gondola. I propose a shuttle system similar to the National parks. Only cars are employees or visitors staying at the resort.</p> | 32.2.9E; 32.2.2B | |
| 31208 | Mantenuto, David | <p>The construction of a gondola in LCC would be detrimental to both the public and the environment. Living in a state that has been in a 20+ year drought one would think the importance of our watershed is understood. Constructing a gondola with zero attempt to mitigate traffic in the canyon another way is clearly in the best interest of Alta and Snowbird. The gondola provides no real resolution to the traffic issue in the canyon-as the same number of people will be driving their cars to access the gondola. There are so many other (less detrimental) options to be considered. I'm not sure why the least effective but most expensive option is our first step to alleviate the traffic issue (other than corruption). The gondola is not something the community wants, nor is it a reasonable solution to the traffic issue. The gondola will not only create in issue in LCC but also have a trickle down effect on BCC. As traffic continues to be an issue in the canyon, and people are encouraged to pay for their gondola ride more people will move away from LCC to BCC. Then we will be faced with the same exact problem we are experiencing in LCC now. Is the solution going to be build a multi billion dollar gondola in BCC as well? If constructed the gondola will not only leave the traffic problems unsolved, it will have a MASSIVE negative impact on the community, the environment, and the surrounding canyons. Lets keep Utah wild and fight against the corrupt individuals who claim this gondola does anything other than make the rich even richer.</p> | 32.2.9E; 32.2.4A; 32.1.2B; 32.20D | A32.1.2B |

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| 33898 | Mantlik, Sara | <p>Dear UDOT, Thank you for compiling the detailed EIS report that clearly lists out the main options and an overall review of how the analysis and impact study was conducted. The main concern with the final EIS proposal is the very narrow focused scope of the project being the evaluation of options being considered to improving the mobility and reliability of transportation on S.R. 210 overall for winter ski traffic. The problem regarding mobility and reliability is now becoming a matter year-round and impacts S.R. 190. Seeking scope expansion to cover recreation users for the 2.1m users as listed in section 1.1.2.1 for S.R. 210 and the additional users for S.R. 190 My first suggestion is to expand the Scope of purpose statement to include improving the mobility and reliability of transportation in S.R. 210 during year round peak periods. As an avid snowboarder, hiker and mountain biker, I want to see a long-term solution that also addresses areas I use in the canyon such as the red pine trailhead and all throughout big cottonwood canyon (S.R. 190). When considering the current scope of the Final EIS statement - My recommendation is enhanced bus service without road expansion in S.R. 210 is the best solution moving forward as it is a scalable solution that minimizes permanent environmental impact in S.R. 210. Per page 2-142 of the Final EIS the cost of phase implementation is \$110 Million with a \$7 million operating budget. This solution can be implemented with out permanently changing the landscape. This solution has a 54 minute proposed transit concept which is one minute shorter than the Gondola B alternative as recommend by UDOT. Per page 2-89 Final EIS statement The gondola would not operate if artillery is being used for avalanche mitigation since the artillery shells would pass over the gondola towers and cable (up to six times per year with snow sheds in place). As soon as the avalanche mitigation using artillery is completed, the gondola would begin to operate even if S.R. 210 is closed to remove snow from the avalanche mitigation. Some of the gondola towers and parts of the alignment would be within an area where there might be artillery shell fragments. The gondola cabins would not be on the cable within the fragmentation zone when artillery is being used (gondola cabins can be stored at the nearest station). After avalanche mitigation using artillery is completed, the cables would be inspected by cameras and magnetic imaging devices, and the towers would be inspected by video, to ensure that no damage has occurred. To reduce the need for avalanche mitigation using artillery, snow sheds have been included with Gondola Alternative A (see Section 2.6.4.4, Avalanche Mitigation Alternatives). (This applies for Gondola B) Snow sheds could reduce the need for avalanche mitigation using artillery by 80% This demonstrates that the Gondola B alternative does not solve the problem of moving people during avalanche mitigation and if the cables were determined that they needed repair this could potentially shut down the gondola for the season. It is fiscally irresponsible for UDOT to recommend moving forward with a \$550 Million dollar construction project that will still require the \$110 Million cost of the enhanced bussing to bridge the time gap. That brings the total of the Gondola system to a baseline of \$650 Million not adjusting for price changes between 2020 and 2025 or later when the construction would begin. The enhanced bus system can be rolled out in smaller phases and tested/proven method while it is initiated. Per UDOT statements they acknowledge that the current SKI bus system frequently reaches max capacity and there is an issue with lack of parking based on current infrastructure. During Free Fare February 2022. Page 7 of the UTA_ Free Fare February 2022 final release statement shows an increase of 14% for weekly riders. People will take the bus when you make it convenient and affordable. The costs analysis provided in the FEIS statement has many ambiguous statements that demonstrate that the cost for the Gondola is a rough estimate and that if any design and construction changes are required that UDOT might need to re-evaluate the Environmental analysis - 2.6.4.1.6 This would include several large construction projects that have highly variable costs and have seen a 30% minimum increase since the EIS baseline cost set in 2020. We seek sensible solutions that look at a holistic view of the canyons and not a fiscally irresponsible band-aid that is funded by the tax payers. The canyons need to be preserved for generations to come and as a community we will work together to alter our habits for a sustainable future. Thank you for your time, Sara Mantlik</p> | 32.1.2C; 32.1.1A; 32.2.9A; 32.2.9E; 32.2.9W | A32.1.1A |
| 35755 | Manuell, Ed | <p>With this gondola system having only two stops at Alta and Snowbird, those two companies should pay for it instead of the Utah taxpayers. The cost is much too high to the taxpayer and not being levied on the beneficiary companies.</p> <p>Also, no one has addressed the safety of the system and similar ones today. For example, rumor has it that one of the new gondolas at Snowbird was dropped this past summer. What happened there? Is this new proposed one similar? Why was that incident not on the news?</p> <p>Having people pay for parking at the resorts appeared to decrease the traffic in the canyon last year. Maybe a toll during the ski season would be effective as well.</p> | 32.2.7A; 32.2.2Y; 32.2.6.5K | |
| 28143 | Manwaring, Jill | No gondola, More park and rides at mouth of canyon the gravel pit would be good or old mill for parking | 32.2.9E | |
| 27289 | Manwaring, Mitchell | Please don't ruin the view of nature for an inefficient service there are other ways like a bus system | 32.2.9A | |
| 27539 | Manwaring8014002260, Jill | No gondola, More park and rides at mouth of canyon the gravel pit would be good or old mill for parking. | 32.2.9E; 32.2.9A | |
| 27458 | Mapes, Dani | I urge you to please consider widening the road and limiting traffic to busses in the winter. This will prevent the construction of an eye sore that may not be needed in 10 years due to climate change. It will also preserve a lot of the area right around LCC which is used by many for many activities outside of just access to the ski mountains. | 32.2.2E; 32.2.9B; 32.2.2B | |

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| 34934 | Maple, Leigh | No gondola please!!! | 32.2.9E | |
| 36980 | Marais, Chris | Hello, I believe that the gondola is the wrong choice for LCC. The construction will be harming to well established climbing areas, take far too long. I would strongly hope that UDOT considers tolling, electric buses and other solutions over the Gondola | 32.2.9E; 32.2.4A; 32.2.6.3F | |
| 33211 | Marble, Merianne | The gondola will only benefit ski resorts. I use the canyon but not the ski resorts. I will still need to drive my car to get to where I want to go, so a gondola will not take my car off the canyon road. And I know I'm not the only one. The gondola will not solve the traffic problem; it will just make it easier for ski resorts to get their customers to the resort. | 32.2.9E | |
| 34419 | Marcela Muller Del Fiol, Cristiane | I am opposed to the gondola solution because it is a big investment that will benefit just a privileged number of people and just for a limited time (Winter). Besides, there is no way to know if people will really use the gondola and we will have to look at it forever while hiking, skiing, climbing, etc. Additionally, I believe that the gondola is just a temporary solution until it gets crowded again. I think increasing the number of buses plus the implementation of paid parking lot at all ski resorts could be a more reasonable solution to avoid traffic and pollution. Zion National Park for example, limits the entrance of cars into the park for so many years and it is the only way to give everyone a chance to see nature without crowding the place. There are too many people wanting to ski in Little Cottonwood Canyon so why not limiting the numbers of cars going up to the canyon during ski season? If you cannot park your car at the bottom parking lot (I suggest putting the number of slots available), just take a bus instead. As a lover and a big user of Little Cottonwood Canyon I want to thank you UDOT for your effort and for listening to us! | 32.2.9E; 32.2.6.5G; 32.2.4A; 32.2.2K; 32.2.2B | A32.2.2K |
| 28170 | Marchant, Byron | Mr. Van Jura, Just one question regarding your announcement. When I board the completed gondola at the bottom of Little Cottonwood Canyon, where will I get off? My plan would put me at a location somewhere in the mountains where I could choose (using gravity as my assistance) to ski (or travel by some other kind of transport) to any of the ski facilities currently available in all the nearby canyons (Little Cottonwood Canyon, Big Cottonwood Canyon, Parleys Canyon...)-Alta, Snowbird, Brighton, Solitude, Park City, Deer Valley, you name it. Then the interested resort would need to decide if they wanted to aid me in my return trip to the Gondola when I would want to return to the Salt Lake Valley via the Gondola. Byron Marchant | 32.2.6.5G | |
| 35403 | Marchant, Byron | Your plan, it appears, goes through Alta (already decided?), my plan doesn't go through any of the resorts. Your plan, it appears, calls for a large parking land use at the base (already decided and totally unnecessary with my plan). Sounds like you've already decided on something (not my plan, lacking bureaucratic avoidance insight). Why did you ask for my suggestions in the first place? I eagerly await your final (obviously decided in advance) proposal. Byron Marchant | 32.2.9D | |
| 29080 | Marci, Parker | I don't understand why we would build a gondola and ruin all views if the canyon. I like to go hiking up Little Cottonwood Canyon and I stop at a variety of places to do so. I enjoy the canyon view while I hike. I do not want to see something obstructing those views, especially when an enhanced bus system can do the trick. | 32.2.9E; 32.2.9A | |
| 26925 | Marcinkowski, Dylan | I know I am not just speaking for myself in opposing the construction of a gondola in lcc. It is an entirely inconsiderate and undemocratic decision which does not represent the wishes of a majority of Utah residents and outdoor enthusiasts like myself. | 32.2.9E | |
| 29399 | Marcus, Marcus | Hi, my name is Marcus Iado. My phone number is [REDACTED]. And I just want to leave a comment about the gondola project in Little Cottonwood Canyon. And I think it's an egregious error. I think it's shouldn't be done. And I think the wide variety of public support is minimal for this project. And so I think you guys should reconsider. And honestly, look at other Alternatives like enhanced bus routes that are more energy efficient, but just more of them rather than just kind of doing some sort of honestly just seems like a very shady business practices for economic growth. And anyway, I just hope that my comments are heard and then a lot more people like me speak out and speak up against things like this. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 32392 | Marcus, Robin | I am opposed to the plan for a gondola to service Little Cottonwood Canyon for a number of reasons, primarily due to the fact that the benefit of this arrangement will be for a very small number of people at a huge cost to many. Other reasons for my opposition are: 1. 40 poles, each 15 feet in diameter, serviced by new roads big enough for huge trucks, will cut through the wilderness of Little Cottonwood Canyon. 2. The exact price has not been revealed by UDOT but it will be expensive to ride the gondola. (Between \$50- \$110 per trip) 3. It only services two sites. 4. It won't run in the summer. | 32.2.9E; 32.2.4A; 32.2.9A; 32.2.6.3F; 32.13A | A32.13A |

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| | | <p>5. It's paid for by taxpayers but only benefits Snowbird, Alta, La Callie, The Tree Farm, and Chris McCandless and Wayne Niederhauser.</p> <p>6. It's taken from transportation money meant for the entire state of Utah.</p> <p>7. There's new evidence (from Hawkwatch International) that the gondola would kill and injure birds during night migrations through the canyon.</p> <p>Please consider alternatives that include expanded, electric bus service.</p> | | |
| 27982 | Marcy, Michael | DO NOT ALLOW A GONDOLDA. It will create irreparable harm on the canyon and the environment. Tolls would be a better solution or limited day use passes. | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 27294 | Marder, Joyce | I believe more of the natural world should be left alone to enhance the survival of non-human life and ecosystems, as well as facilitate the psychological well-being of humans. It would be difficult to appreciate the beauty of the trees and cliffs in the canyon when the view includes concrete columns, wires, and people riding overhead. I think millions or billions of taxpayer dollars should be spent to benefit ski resorts. I think fewer people should be in the canyons at any given time so that the few could enjoy solitude, safety, and silence. (Emoting now: Bad idea. Really bad idea. Awful, disturbing, sad idea.) | 32.2.9E | |
| 35610 | Marek, Katherine | Less invasive alternatives should be pursued before an exorbitant gondola. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 34459 | Margetts, Ken | As an avid hiker and skier, I am concerned on many levels about the gondola proposal. My primary concern is the impracticality of the system. It will be impossible for a gondola to efficiently deliver the volume of skiers necessary to make a meaningful difference to canyon congestion. The gondola will serve only the ski resorts and not reduce traffic for hiking and other activities. The gondola system will also permanently destroy the aesthetics of the canyon for everyone. The gondola should be the option of last choice. | 32.2.6.5D; 32.1.2B; 32.2.9E | A32.1.2B |
| 26455 | Margetts, Viktoria | Stop planning the gondola. There are so many reasons why it shouldn't be built -- the surrounding environment and wildlife will be negatively affected, it's costly and an ignorant and unwanted decision from people who just want to make a buck on tourism. The money that is planned to be used in building the gondola could go towards our community to better the well-being of the citizens that would otherwise be possibly harmed by the outcomes of this decision. You all can do better as individuals and as members of our community. | 32.1.2B; 32.2.9E; 32.1.3A | A32.1.2B; A32.1.3A |
| 30260 | Margolies, Jesse | | 32.2.9E; 32.2.0C | A32.2.0C |
| 37227 | MARGOLIS, JAIME | I am opposed to the UDOT Gondola Alternative B plan. It negatively impacts our beautiful canyon, it is not a solution to traffic congestion and is a prohibitively costly undertaking that will be an unnecessary tax burden. | 32.2.9E; 32.2.7A | |
| 35894 | Marie ANDERSON, Ann | That kind of Money should not be spent by UDOT for the benefit of only the few that can afford to go skiing (and for the benefit of the ski resorts owners). Use that money to ease congestion for the entire Salt Lake County area. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 33864 | Marie Christensen, Ann | No gondola. Phased approach more sensible and equitable. Burden of cost and minor inconveniences of alternate transportation should be borne by those using the canyons in the winter, not all the taxpayers. | 32.2.7A; 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 30248 | Marie Neider, Anna | <p>Problems with your plan...</p> <p>1- IT WILL IRREVERSIBLY DAMAGE THE BEAUTY OF LITTLE COTTONWOOD CANYON</p> <p>2- The towers are HUGE and VERY UGLY. They will be a PERMANENT SCAR on our beautiful canyon.</p> <p>3- It costs a fortune 4- You dont know how you will pay for it</p> <p>5- You are ready to go forward even tho you dont have the money</p> <p>6- Very few will benefit from the gondola. Why dont they pay for it?</p> <p>7- Your issue with the traffic is grossly exaggerated. I live here. I can see the traffic. The only bad times are a few weekend powder days...</p> <p>8- You haven't even tried far less damaging and/or far less costly options.</p> <p>9-What about incentives to carpool?</p> <p>10- Incentives to receive prime parking for full cars?</p> <p>11- Incentives to avoid peak hours?</p> | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.6A; 32.2.9R | A32.1.2B; A32.2.2K; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |

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| | | <p>12- More reliable buses</p> <p>13- Gigantic ugly parking garages... Permanent Eye sores</p> <p>14- Traffic to get to parking and lines to board the Gondola</p> <p>15- Why do you think Utahns will want to ride public transportation? I dont think they will. Why give up control, and change one headache for another far more expensive and more inconvenient headache.</p> <p>ALL SO A VERY FEW WILL BENEFIT AT THE COST OF THE MAJORITY</p> <p>16- YOU SHOULD BE ASHAMED OF YOURSELVES</p> | | |
| 31046 | Marie Neider, Anna | <p>The huge towers at the mouth of the canyon will be HIDEOUS. SICKENING! They are GIGANTIC Not to mention the parking facility AND TRAFFIC TO PARK. This will RUIN such a beloved and treasured natural space... BELOVED by ALL of Utah. You will never be forgiven... it can never be made right... it is a COLOSSAL MISTAKE!! All because a couple of business owners want to make a buck. It's SICKENING to even think about. The mouth of the canyon will be RUINED by multiple GIGANTIC HIDEOUS TOWERS, and HUGE parking facilities... All seen by everyone in the valley. PLEASE RECONSIDER</p> | 32.2.9E | |
| 30526 | Marier, Melanie | <p>I understand that UDOT had a clear mandate and stayed focus on the task at hand. But how is that good governance and the proper use of expert knowledge? I am relieved that all the other reasonable options would be implemented before funding would be secured for the gondola and I am hoping for a change in user behavior and state leadership in the meantime, so this project gets tabled. How long before our winters get shortened and the gondola usage revenue shrinks? How long before the resorts see their water rights drastically reduced, which would then really jeopardize most of the season? We keep hearing about the Europeans and their gondolas. We are comparing with people who have no car, or 1 per household, who use public transportation every day. I couldn't even teach my kids how to be autonomous on public transportation in Salt Lake County because it is so inadequate. We think the gondola will change the car culture? It's sexy, but not nearly enough. Finally, who ever said that we needed more people in this canyon? Don't the resorts understand that the road is the best selling point for their ultra expensive ski-in-ski-out lodging? I am really worried about the long term vision and the lack of touch with reality of people promoting this solution.</p> | 32.2.9R; 32.2.2E; 32.1.2B | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |
| 36827 | Marino, AJ | <p>The proposed gondola is NOT the solution to Little Cottonwood Canyon's congestion issue. Expanded bus services would quickly solve a large portion of the congestion-no need to develop and build the road. Offer more access, routes, schedules, and buses to the existing UTA infrastructure. An even better solution is to look at the cause of said congestion. The stop light at the base of the canyon and Wastach BLVD on the north entrance plays a significant part in long lines. Building a roundabout at both entrances would greatly improve traffic flow and eliminate a large portion of the congestion. Building upon that, UDOT refuses to actually enforce the Traction Law. Most mountain towns require 4wd or chains at the bases of their major mountain passes. UDOT needs to be at the bottom of both Cottonwood Canyons on storm days to enforce the law. The sticker program is a great way to expedite the process, and tourists must be expected to chain up or rent a 4wd car. Eliminating cars that are unprepared to travel up the canyon in extreme weather will solve (most) of the traffic issues. CALTRANS in Lake Tahoe is an excellent example of how this is solved. Likewise, this past winter, Alta's parking reservation system was wildly successful in reducing the number of cars traveling up the canyon in the first place. With UDOT and resort enforcement at the bottom of the canyon, checking for traction devices and parking reservations, we would reduce the number of cars traveling up the canyon on high-traffic days. Backcountry and recreational users can give a trailhead or a safe pull out in which they intend to travel to. In turn, reducing the amount of illegal parking and snow removal conflicts. There are many possible options for solving the traffic issues in the Cottonwood's (Big Cottonwood arguably has more traffic) None of which destroy the recreation, beauty, natural ecosystem, and watershed more than the gondola. Which, let's be honest here, only benefits the pockets of Snowbird and Alta's C-suite</p> | 32.2.9E; 32.2.9A; 32.2.2M; 32.2.2K | A32.2.2K |
| 26059 | Marino, Rick | <p>please no to the gondola. it just moved the traffic from the roads up the mountain to the local roads around wasatch boulevard. so it doesn't help with congestion. plus slot of people would feel trapped on it with no way to get off of medical emergency or need bathroom</p> | 32.2.9E; 32.2.6.5E; 32.7B; 32.7C; 32.2.6.5K | A32.2.6.5E |
| 36048 | Mariott, Danielle | <p>A gondola is NOT a common sense solution. As a cottonwood heights resident, taxpayer, and as a mountain recreationist-I am not in support of a gondola. Mitigating traffic on high capacity ski days is not solved by a gondola that cannot run during avy mitigation. It will be too expensive to ride. It will take LONGER to get up the canyon. It will forever change the landscape and will remove classic climbing areas for future generations. The construction will take a considerable amount of time. The only people who stand to profit from this are land developers and Alta and Snowbird.</p> | 32.2.9E; 32.1.2F; 32.1.2D; 32.1.2B; 32.2.0C; 32.2.7A; 32.2.9A | A32.1.2F; A32.1.2B; A32.2.0C |

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| | | The resorts are already crowded, getting more people to them also is not the answer. The simple math is that it doesn't add up. And I personally don't want my tax dollars going to a gondola that literally solves none of the problems, but padding developer pockets and ruining the canyon landscape and supports canyon overcrowding on only the days that are already plagued by overcrowding. I'd rather see a more reason expansion of bus service. We are jumping from the frying pan straight into the fire with a gondola. | | |
| 26222 | Marissa, Duff | We DO NOT need this. I would much rather deal with traffic than have this gondola built. Little cottonwood canyon is beautiful and this would absolutely ruin it. Disgusting that this idea has even made it this far. PLEASE don't do this :(| 32.2.9E; 32.1.2B; 32.2.2PP | A32.1.2B |
| 30324 | Maritz, Sam | As a climber and resort skier, I can't tell you how much I disapprove of the gondola. The impact it will have on the climbing, scenery and the environment is unnecessary at this time. Why do we not try other options like enhancing the bus service and building better bus parking infrastructure before we mar the canyon irreversibly? As an avid Snowbird skier I would love to be able to take the bus to the resort, but the lack of parking at park and rides makes it difficult to do so. We will need that parking for the Gondola as well, right? Why not build the parking infrastructure, increase bussing, and then if that doesn't work in the future consider building a Gondola. I don't want my tax payer money to prop up million dollar companies and I would hope that our government feels the same. | 32.2.9E; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 34036 | Marker, Mike | 10. The FEIS fails to promise a Supplement to the Final EIS, as required by regulation. The FEIS says this is because the new Alternative that is presented does not change the environmental impact of the Alternatives. This is incorrect according to the FEIS's own description of the new Alternative. Given these new environmental impacts introduced for the first time in the FEIS, impacts never presented to the public nor included in the draft EIS, require by regulation an EIS Supplement. Significant changes with an environmental impact from the new Alternative (the Preferred Alternative Gondola Option B) include: a. Expanded health hazards, costs, and delays caused by excavating much more and more deeply into an EPA Superfund Site. The FEIS gives no assessment or analysis but does acknowledge the hazard as 'highly likely'. b. The new Alternative eliminates the mobility hubs at Fort Union and 9400 in Sandy and the bus service from those hubs to gondola base per the original alternative in the DEIS and briefed to the public. This places additional traffic on both 9400 and Wasatch, some of which is currently already handled by buses. The FEIS asserts, with no analysis or data to support their assertion, that this additional traffic on Wasatch and 9400 compared to the original Alternative Gondola B (La Caille) will have no additional environmental effect. This assertion needs supporting data and analysis. c. The new La Caille gondola alternative requires mobility hubs, new bus traffic, and new bus stops to be constructed and operated while the gondola is being built. These new structures and addition of new buses, even though only existing for some years, will have environmental impacts in terms of noise, visual appearance, air pollution, and alteration of traffic volumes and patterns. These new impacts of expanded bus service with the new gondola alternative are waived away by the FEIS as insignificant with no data or analysis to support the claim. An EIS Supplement is required to evaluate them. d. The new Preferred Alternative requires one more new traffic light on Wasatch by La Caille and a new access road to be dug from Wasatch past La Caille into west side of the new gondola parking structure. This road will cut through two different EPA Superfund Site areas, excavating terrain that has not been mitigated and exceeding the 18 inches depth of soil where mitigation has occurred. This is yet another significant public health hazard that exists but has not been evaluated or even identified. There are few greater environmental impacts greater than exposing tons of soil and dust contaminated with lead and arsenic. The FEIS design introduces this significant new environmental impact, yet fails to even mention it, much less address it. | 32.2.9R; 32.2.5.6E; 32.16E | A32.2.9R; A32.1.2H; A32.2.6S |
| 37489 | Marker, Mike | UDOT errs in presenting Gondola B option in that it has been modified from its presented version in the DEIS. By eliminating the remote parking garages on 9400 and at the gravel pit and proposing to almost double the size of the parking garage at the mouth of the canyon UDOT will be directing more passenger car traffic onto Wasatch Blvd increasing congesting. Presenting this new Gondola B option is negligence on UDOT'S part as it violates UDOT standards and conditions that in earlier studies ruled out this location altogether. UDOT is negligent in their application of Section 4(f), which deals with impacts to public recreation areas. UDOT identifies only 2 "recreation" areas for the sake of the EIS a) a campground and b) a rock climbing area. The campground is a developed area and the climbing not developed but socialized with use over the years. Yet such limited identification of "recreation areas" ignores the reality of this multi-use canyon. This is a narrow scenic canyon located within 15 minutes from the center of a major metropolitan area. Its proximity to this urbanized space, its natural beauty in a small narrow canyon creates its own wholistic draw. People escape the urban center to recreate just by visiting as a "respite" from the developed valley floor. Their "recreation" begins at the mouth of the canyon and continues the whole time they reside in it. Such has been the "recreation" that many are experiencing this time of year as they enter the canyon to view scenic beauty in its natural state without the imposition of mini-buses hanging mid-air from 22 200' man-made structures each starkly visible all the way up the canyon. UDOT errs in applying this standard in this very unique setting and ignores what is considered "recreation" in this physically unique space. | 32.2.6.5E; 32.2.6D; 32.2.6E; 32.2.6JJ | A32.2.6.5E |
| 34041 | Marker, Mike | 14. The FEIS says that LCC Road closures account for 10.8 days a year based on historical data, but that they will account for 10.5 to 21 days in 2050. How could road closures due to avalanche mitigation double by 2050? The FEIS fails to provide a single long-term climate forecast that indicates a doubling of snowfall is likely by 2050. Available, peer-reviewed forecasts show the amount of snowfall has decreased over the past 50 years and will continue to decrease further by 2050, as it has done consistently. A correct forecast of days with road closures with snow sheds should be 4 or less. Furthermore, the time per closure event should decline both because the major chutes will be mitigated by the snow sheds, leaving only the small chutes as potential areas needing to clear. The FEIS acknowledges this fact by showing the closure hours will shrink by a factor of more than 25. That indicates, given long-term snowfall projections, that average closure time will be 2 or less hours per event. Total road closure time for an entire year will be 8 or fewer hours a year. Moreover, the gondola will be closed as well as the road when there is a high avalanche threat, as described in the FEIS. In conclusion, the FEIS selects a \$660M gondola alternative that mitigates avalanche risks and delays less than 8 hours over an entire year - a disturbingly bad cost-benefit trade. | 32.2.6.3D; 32.2.2E; 32.2.7E | A32.2.7E |

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| 34042 | Marker, Mike | 15. Section 4(f), impacts to public recreation areas, Volume 26: The FEIS incorrectly states that the impact to Tanners Flat Campground by the Gondola Alternative Option B is de minimis. People use a basic-resource campground, situated between two National Wilderness Areas, for the unobstructed views of the environment's beauty as well as for peace, quiet, and solitude. The gondola will move than 1,000 and up to 3,400 people/hour in gondolas directly over the head of campers. Per the FEIS, two gondola towers will rise above the campground on both ends. A gondola transfer station with large operating diesel motors and cable transfer noise will be positioned just west of the campground. The environmental impacts on Tanners Flat include robbing campers of any privacy and solitude, as well as defiling their view and subjecting them to additional noise. The FEIS is negligent in declaring these impacts de minimis - they destroy the very reason for camping in a National Forest amid National Wilderness Areas. The FEIS implicitly acknowledges the substantive nature of these impacts by stating: "users could shift from tent campers to recreational vehicle (RV) campers." This is far from a de minimis impact. The FEIS gives a feel, albeit an attenuated one, for the impact on campers with its image in Volume 17, Appendix 17A. | 32.26A; 32.26G; 32.26K; 32.26L | A32.26A |
| 34034 | Marker, Mike | 8. The FEIS modified one of the Alternatives, producing a new alternative, Gondola Alternative Option B. This consolidated all parking at the La Caille gondola base station. This resulted in a \$42M reduction in the cost of the original La Caille gondola alternative, resulting from not needing to build mobility hubs and buy buses to reach the base station from the mobility hubs. UDOT applied this change only to the Gondola B option. It in fact applies equally well to but Enhanced Bus and Enhanced Bus with Additional Bus Lane Alternatives. The estimated costs for those alternatives should be shown as \$42M less to provide comparable comparisons with the new Gondola B Alternative. Adjusting for this mistake in the FEIS, the Enhanced Bus Alternative actually costs \$303M and the Enhanced Bus with Additional Lane Alternative \$468M. This makes the Enhanced Bus Alternative \$257M less than the cost of the Preferred Alternative and the Enhanced Bus Alternative 1 minute shorter transit time than the gondola B alternative, even though the gondola costs \$257M more. Failing to adjust the other Alternatives comparably to the change in the Preferred Alternative is negligent and at a minimum needs to be corrected in a FEIS Supplement. | 32.2.2000; 32.2.7E; 32.2.7F | A32.2.7E; A32.2.7F; A32.2.7C |
| 34043 | Marker, Mike | 16. Section 4(f), impacts to public recreation areas, Volume 26: The FEIS fails to mention the environmental impact to the public recreation area directly across from the proposed gondola base (La Caille). This land was purchase by the Utah Open Lands nonprofit using taxpayer and individual donations for the express purpose of providing public recreation in an open space adjacent to undeveloped National Forest land. The FEIS Preferred Alternative will position a gondola base and a massive parking structure with a new traffic light directly across from and adjacent to this public recreation resource. The Preferred Alternative will move heavy traffic that today piles up in the Canyon down to Little Cottonwood Road adjacent to this Open Space. Traffic will be stalled at the traffic light and at the parking structure waiting to enter it during peak times on peak days. This will completely destroy any privacy and quiet and air quality in the Open Space. The FEIS neglects to even identify it as public recreation area nor consider the impact of the gondola. This is clearly a violation of the Section 4(f) requirements. | 32.26Y | |
| 34038 | Marker, Mike | 11. The FEIS uses the misleading and misrepresentative phrase "Phase Approach" when describing the new gondola alternative that has been selected. The Life Cycle Cost Volume makes it clear that the gondola will be built immediately if the funds are allocated, and construction will run in parallel with temporary bus service. When the gondola is complete, the FEIS indicates both the mobility hub improvements, the new buses, and the new bus stops will likely be removed. There is nothing 'Phased' in the FEIS approach. The gondola is built as soon as funds are received sufficient to begin. There no intention stated in the FEIS to describe criteria to determine if the initial bus service and tolling is sufficiently reducing traffic to eliminate the justification for the gondola. The term 'phased' or 'phase approach' has been used extensively in the press, by local civic leaders and respondents to the previous DEIS to mean an entirely different approach than what is described in the FEIS. The FEIS appears to be intentionally misleading and misrepresenting the new Alternative to legislators, taxpayers, and the public. | 32.29R; 32.2.7E | A32.29R; A32.1.2H; A32.2.6S; A32.2.7E |
| 34033 | Marker, Mike | 7. By failing to update both their cost estimates and their Net Present Value calculation, UDOT presents a false value for the cost of the preferred alternative. The Life Cycle Cost Volume computes the total cost of the Preferred Alternative using a Net Present Value calculation based on inflation rates of 1.98% from 2019, discount rates of 2.4% from 2020 and capital and O&M costs from 2020. This presents an incorrectly low price for the Preferred Alternative for the following reasons: a. Inflation in 2022 at the time the FEIS was released is running at over 8% annually, not 1.98% as used in the FEIS. b. By using an incorrect inflation number from 2019 and an incorrect discount rate from 2020, UDOT incorrectly calculates the annual costs of the gondola in Net Present Value dollars. They show the cost declining year over year because the discount rate they used exceeds the inflation rate. Today, the inflation rate is 2 to 4 times the discount rate and the cost of the gondola now increases substantially every year when calculated as Net Present Value. | 32.2.7E; 32.2.7C; 32.2.7F | A32.2.7E; A32.2.7C; A32.2.7F; A32.2.7C |
| 34035 | Marker, Mike | 9. The FEIS falsely states or miscalculates the cost of the 2,500 vehicle parking structure at the Preferred Alternative Base. The FEIS states that 4 to 5 stories would need to be built below ground. For each story built below ground, industry standard, according to one of the larger construction firms in Utah, increase per vehicle by 50-100%. Using \$52M for the estimated cost of this structure is clearly way below industry standards. The cost estimate in the FEIS fails to account for the hazardous lead and arsenic waste mitigation required for the parking structure. The FEIS says that it is highly probable that this contamination exists, yet costs to mitigate it are not included. The EPA 5 year report says the steep slope where the structure will be excavated has probably not been mitigated at all because mitigation was not performed on steep, undeveloped slopes. This not only a serious environmental impact ignored by the FEIS, but also a significant cost-driver that is not included. A supplement to the FEIS is required to address this deficiency. | 32.2.7F | A32.2.7F; A32.2.7C |
| 34032 | Marker, Mike | 6. The Fact Sheets, the Summary Volume (Table S-1, p. S-141), and the Life Cycle Cost Volume of the FEIS provide conflicting and inconsistent estimates of the cost of the Preferred Alternative. For example: a. The Fact Sheets state the cost of the parking structure as \$56M while other volumes state it as \$52. b. The Life Cycle Cost Volume states the cost of the Snowsheds as \$72M where other volumes state it as \$86M. c. The Fact Sheets state the cost of just the gondola itself as \$335M while the Life Cycle Cost Volume states the gondola cost as \$285M. d. The Fact Sheets and the Summary Volume (Table S-2) list the cost of the trail parking improvements as \$5.8M; but the Life Cycle Cost Volume lists it as \$12.5M e. The Fact Sheets list a cost of \$0.8M for a sound wall a part of the Preferred Alternative, while the Life Cycle Cost and Summary Volumes do not include it. | 32.2.7E; 32.2.7C; 32.2.7F | A32.2.7E; A32.2.7C; A32.2.7F; A32.2.7C |

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| 34048 | Marker, Mike | 18. The FEIS incorrectly asserts the size of the proposed 2,500 vehicle parking structure, stating it to be 6 to 7 stories, with 2 stories above ground. The structure's footprint in the FEIS corresponds exactly to the parking structure design provided by Gondola Works in earlier presentations. The floor plan for this footprint provided by Gondola Works shows that a 2,500 vehicle structure would require at least 10 stories. Furthermore, burying 8 stories below grade would be extremely expensive, as each floor below grade adds 50% to 100% more to the cost of the structure. To meet the FEIS budget of \$52M (also stated as \$56M elsewhere in the FEIS) would require many stories to be built above the grade of the road. The FEIS falsely represents the visual and noise impact of the proposed parking structure for the new Preferred Alternative Gondola Option B. | 32.11D; 32.29R; 32.2.7F | A32.29R; A32.1.2H; A32.2.6S; A32.2.7F; A32.2.7C |
| 34050 | Marker, Mike | 20. The FEIS erred by not including a capacity study for the canyon itself. In 2021 the total number of visitors to BCC and LCC combined was more than that of Zion National Park and roughly equal to that of Yellowstone National Park with a fraction of the land mass. UDOT projects a significant population increase in the state and makes the claim that the canyon can and must accommodate this increase. These claims are being made at the same time that southern Utah National Parks have reported the negative impact of record numbers of visitors to the Parks. These Parks reported damage to their physical resource as well as degradation of the visitor experience. As a result the Parks have been implementing various forms of visitor management to regulate visitation to a sustainable level. | 32.20B; 32.1.2B | A32.1.2B |
| 34039 | Marker, Mike | 12. The FEIS states that it will evaluate electric buses in the future - a option for calculating CO2 and other harmful particulate emissions. Without considering low-emission options for buses now, the environmental impact can't be truly assessed. Nor can the cost, given that a study by the U.S. Department of Transportation in 2020 shows that electric buses are cheaper in terms of life cycle costs in many instances. Electric buses are cheaper still since the cost of diesel has risen since the study. The FEIS fails to consider and analyze this important environment impact reduction. It says they will be considered in the future, but buses will not be used in the future in the Preferred Gondola Alternative. | 32.10G; 32.2.6.3F | A32.10G |
| 34049 | Marker, Mike | 19. The FEIS failed to discuss the considerable environmental impact due to construction of their preferred alternative. This impact consists of high noise, visual impairment, monstrous traffic jams and blockages, spreading of hazardous dust and soil, pollution from construction vehicles and helicopters, damage to existing roads and property during construction, and road hazards and risks caused by construction operations. The FEIS says construction will continue for two or more years, inflicting these environmental impacts throughout. None of the substantive risks, hazards, and impacts due to construction of the Preferred Alternative were discussed or analyzed. | 32.19A | |
| 34031 | Marker, Mike | 5. Projected costs ignore current inflation that has already added over 14% to all costs between 2020 (the costs given in the FEIS) and the time when the FEIS was released in August 2022. Legislators and taxpayers need to know that the true cost of the Preferred Alternative is now \$755M and increasing daily. The FEIS needs to be corrected in a Supplement to show current costs and should show the projected costs in 2023, if that is the anticipated date funding begins. Without knowing the true costs of the Preferred Alternative, legislators and taxpayers cannot evaluate it or accurately comment on the FEIS. | 32.2.7F | A32.2.7F; A32.2.7C |
| 34044 | Marker, Mike | 17. Section 4(f) impacts on the Bonneville Shoreline Trail: The FEIS incorrectly states the impacts on this trail to be "de minimis". They assert this by saying "The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail but are not the primary features that qualify it for protection under Section 4(f)." They also say the noise is not a factor because they've assessed the noise from a similar tower. But they neglect to account for the noise from the transfer station and its motors and backup generator that will be located adjacent to the trail. | 32.26Y; 32.11D | |
| 37357 | Marker, Mike | UDOT errs in presenting Gondola B option in that it has been modified from its presented version in the DEIS. By eliminating the remote parking garages on 9400 and at the gravel pit and proposing to almost double the size of the parking garage at the mouth of the canyon UDOT will be directing more passenger car traffic onto Wasatch Blvd increasing congesting. Presenting this new Gondola B option is negligence on UDOT'S part as it violates UDOT standards and conditions that in earlier studies ruled out this location altogether. | 32.2.6.5E; 32.2.9E | A32.2.6.5E |
| 34040 | Marker, Mike | 13. The FEIS continues to not provide any data or analysis to justify its No Action Alternative assessment. Specifically, how much will traffic increase year over year. What data or analysis supports that assumption, if any. The traffic volume projection is the whole basis for comparing all alternatives including the No Action Alternative. Without some basis for this key metric, the FEIS is negligent in comparing the environmental impact. | 32.1.4D; 32.1.4I | |
| 34022 | Marker, Mike | • UDOT erred in not considering electric buses incorrectly stating current technology cannot handle cold and steep grades. Electric buses are used servicing Colorado ski resorts. Energy consumption of current EB technology is more favorable that that of the gondola and lifetime costs more favorable than those cited in the FEIS. | 32.2.6.3F | |
| 34017 | Marker, Mike | • UDOT neglects to assess the heavy metal contamination at the gondola base (superfund site), so the FEIS is not thorough in evaluating the gondola's environmental impact. FEIS says they will assess the nature of contamination AFTER construction starts. As such cost projections identified are not reliable. | 32.16E | |
| 34016 | Marker, Mike | • The FEIS omits the possible positive impact of phased, immediately implementable common sense actions (tolling, parking reservations, enforced traction devices, prohibition of on-highway parking, etc.) on the original congestion problem as a way to solve the problem without the need for a gondola. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 34020 | Marker, Mike | • The FEIS fails to mention forest fire risk, or research the possibility of it, in LCC and the potential environmental impacts of the gondola with respect to forest fires. Also, UDOT neglects to evaluate the safety and reliability for the gondola and passengers with respect to forest fires. | 32.2.6.5K | |
| 34027 | Marker, Mike | • FEIS still errs in excluding BCC and 9400 South from the scope of the project. These areas are clearly impacted by this project but the FEIS omits impact assessment. Too much has been determined "Out of Scope" which suggest that a solution has been predetermined. | 32.1.1A | A32.1.1A |
| 34024 | Marker, Mike | • The FEIS reports the gondola to cost \$550M, but does not include the \$110M costs of the temporary bus system included in the gondola plan falsely representing the true cost of the gondola making the gondola appear more affordable than UDOT estimates. | 32.2.7C; 32.2.7F | A32.2.7C; A32.2.7F; A32.2.7C |

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| 34023 | Marker, Mike | • There are inconsistencies with projected costs within the FEIS (Life Cycle Cost Analysis Volume vs. other parts of the FEIS). Such makes it difficult to intelligently assess and evaluate the recommendation. | 32.2.7E | A32.2.7E |
| 34030 | Marker, Mike | • UDOT errs in not conducting a capacity study of LCC, has no way of knowing what is a sustainable number of canyon visitors yet argues for the need to match increases in valley/state population growth. | 32.20B | |
| 34018 | Marker, Mike | • UDOT fails to address the earthquake risk for Gondola B even though they previously determined there is a high risk of a substantial earthquake | 32.2.2X; 32.2.2SSS | A32.2.2SSS |
| 34028 | Marker, Mike | • Specific methods to protect the watershed from contamination part from best management practices and are often insufficient | 32.12A | A32.12A |
| 29877 | Markey, Susan | As a resident of Cottonwood Heights, a tax payer and a concerned citizen of the area, I am completely opposed to the gondola. Spending Over \$500,000,000 to build a system that benefits a relatively small segment of the population? It makes no sense. I love to ski, but I would never use this form of transportation. It's not financially sustainable for locals. As well, it seems as if this system is catering to wealthy out of towners and the two ski resorts. Alta and Snowbird with taxpayer's dollars. No to the gondola! | 32.2.9E | |
| 28357 | Markham, Loretta | The alternatives analysis did not adequately analyze a bus only option that considers various funding and operational scenarios. Although bus only at this point would require funding, operational scenarios that do not appear feasible by current decision makers- the reality of this technology and the political horizon of decision makers is rapidly changing. Increased bus service phasing to automated bus technology + constraints with signal occupancy vehicle could better solve the problem with less impacts than the gondola. The gondola - including long term maintenance and required access to the gondola is a larger footprint than evaluated. The decision of the gondola - even as a phased option is a gross statement by our state to cater to several private entities that will have financial gain in the short term on a lasting impact to this canyon and the community. What a shame. What a gross misuse of the regulatory process. | 32.29R; 32.2.9E; 32.2.6H; 32.2.9N; 32.6A; 32.2.2PP | A32.29R; A32.1.2H; A32.2.6S; A32.2.9N |
| 30066 | Markham, Loretta | . | 32.29D | |
| 34151 | Markman, Matthew | The preferred UDOT selection for Little Cottonwood Canyon, fails to address the most important issues facing LCC, Salt Lake City, and Utah, and rather seeks to spend taxpayer money to benefit private businesses (the ski resorts) above other residents of Utah. I am concerned that the Gondola is not well thought out and will permanently impact the fragile ecosystem that is LCC. | 32.1.1A; 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.6A | A32.1.1A; A32.1.2B |
| 31245 | Markosian, Cailee | Remove gondola as an option. We need to protect Utah's watershed, especially as the GSL is drying up. We cannot sacrifice precious resources and damage or canyons natural landscape for the sake of driving more folks to two ski resorts. | 32.2.9E | |
| 30994 | Markowski, Margo | A Gondola is only for skiers and only benefits skiers and ski resorts. Buses can stop along the way for cross country and snowshoers in the winter and hikers and climbers in the summer. Therefore buses will serve a wider part of the population including people who can't afford to ski. The gondola will be a permanent eyesore, ruining the beauty of the canyon with its towers and the time it would take to build will also clog and/or limit access to the canyon. I strongly oppose a gondola. I prefer my tax dollars benefit more people. Depending on even or odd numbered license plates, access to ski resorts could be on an every day other basis for car access. | 32.2.6.3C; 32.2.9A; 32.2.2K | A32.2.6.3C; A32.2.2K |
| 32725 | Marks, Andy | I'm not concerned with how wealthy skiers are ferried up and down LCC. I am concerned with how the ferry is financed: a bond issue seems best. Participants willingly accept the risk for a compensating reward. It should not be foisted upon taxpayers, most who will never see, let alone use it. The firms lobbying for better transportation to their venues should show the asset on their balance sheets and have considerable skin in the game as well. Thanks for your time: given the sorry state of UT politics I expect this will fall on deaf ears. | 32.2.7A | |
| 36242 | Marks, Delaney | Please do not build! As a fellow Utah resident I hope we can keep that nonsense out of our beautiful mountains | 32.2.9E | |
| 30512 | Marks, Samantha | For the first phase of increased buses, can there be a few more bus stops in the canyon for people who are not going to the ski resorts? Such as the option to get off at White Pine or Spruces | 32.29R; 32.2.6.3C | A32.29R; A32.1.2H; A32.2.6S; A32.2.6.3C |
| 30438 | marks, Sawyer | You are cutting options for public transportation and ruining this area. Do you think the wildlife would appreciate a gondola through your their home? | 32.2.9E | |
| 30703 | Marler, Mona | The Gondola is absurd. Why not have more park and rides and free busses | 32.2.9E; 32.2.9A | |
| 36197 | Marlowe, Denise | There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions. If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws. The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) are trying to convince Utahns a gondola is the best LCC transportation solution. We dont need to pay millions to fix a problem two private businesses created. As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging. | 32.2.9E; 32.29F; 32.2.6.5E; 32.20B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

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| | | <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how clean," the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 premium," parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. 4. Also, the gondola will not run when howitzers are active during avalanche mitigation in the lower canyon from Lisa Falls to Monte Cristo. And I can't even think of an argument for the gondola to be operating for the other eight months of the year. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. It has worked well in Millcreek canyon! <p>Thank you, D Marlowe</p> | | |
| 30475 | Marni, Epstein | Please, please, please do not build this gondola. Please try more logical and lower impact alternatives first, like charging for parking and expanding bus service. This gondola will be incredibly and irrevocably harmful and only serves a small user group on a very select number of days. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 33732 | Maroney, Danielle | No Gondola | 32.2.9E | |
| 31182 | Maros, Yvonne | NO Gondola. The EIS needs to be re-done. Public comment wasn't really considered, you were just going through the motions and pretending to listen to comment from the people who will pay for this, the taxpayers. The gondola is the worst possible choice environmentally - construction of it will not prevent people from driving up the canyon, so it will not eliminate the problem!! The problem is too much traffic up the canyon. It only provides people with an alternate way to get up canyon, which most won't use, except for one-time novelty. You want the best option?? Let Snowbird and Alta pay for the solution, it will be the best solution because it would be the most cost-effective one. NO GONDOLA! It is simply a flashy answer that won't solve the problem. | 32.2.9E; 32.2.7A; 32.2.9N; 32.2.4A | A32.2.9N |
| 28339 | Maros, Yvonne | NO Gondola!! This is the most expensive alternative, is the worst looking alternative, and you don't have the funds for it so the taxpayers get to foot the bill?!?! Make Snowbird and Alta pay for 100% of it and then maybe locals will agree to do it. Until then, NO GONDOLA!!! | 32.2.9E; 32.2.7A | |
| 30729 | Marquardt, Shawn | I am in favor of UDOT's preferred alternative. An aerial transport system in LCC is energy efficient, quiet, flexible, cost effective, and reliable in all weather circumstances. It will reduce the amount of automobile traffic in the canyon which will help to preserve the natural beauty for future generations. | 32.2.9D | |
| 27340 | Marquardt, Will | The gondola is not a good idea. The impact on the environment and the climbing just to serve one group of canyon users seems like you just want money and don't actually care for the canyon. | 32.2.9E | |
| 37320 | Marr, Andy | There are many other options besides a permanent installation in LCC. The pinnacle of congestion in LCC occurred during the "super-pass" introduction, especially with the Ikon Pass. The Ikon and other passes are geared to bolster visits and private gain at Alta and Snowbird in this case. Similar effects have been seen in popular ski destinations worldwide concurrent with the introduction of these passes. Public funds should not be used to enhance private gain, and | 32.2.9E; 32.2.2K; 32.2.7A | A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | consequently, degrade the environment and watershed of LCC. Let's try some less invasive and more practical measures prior to moving forward with a drastic alteration to the canyon forever. I think we can all agree this is drastic and all other options have not been considered fully. Be responsible stewards of tax-payer funds and be responsible stewards of the environment by looking towards other options. Please do not adopt the gondola as option 1. | | |
| 27750 | Marrinan, Patrick | Please do not go with the gondola!!! The canyon needs to be preserved for the good of everyone, not upgraded for the resorts! | 32.2.9E | |
| 29859 | Marsden, Sarah | Limiting lift tickets sold at the privately owned ski resorts using public land in Little Cottonwood canyon is the best way to limit environmental and esthetic impacts. A large parking lot and gondola cars swooshing up the canyon will do nothing to improve access or experience for hikers. | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 36124 | Marsden, William | I submitted a comment during the initial comment period and will not elaborate on it. I will simply state that I'm a lifelong Utah resident with children and grandchildren living in the Salt Lake Valley and that I'm strongly opposed to the gondola: It is prohibitively expensive; it unduly and permanently impairs the unique natural beauty of Little Cottonwood Canyon; and there are much less costly alternatives to relieve traffic congestion. | 32.2.9E | |
| 27364 | Marsh, January | I love where I live and want to respect and help our environment. This proposal seems unnecessary at this time & waste of precious resources that could be better used elsewhere - such as reviving the Great Salt Lake (to help weather & snow conditions), improving air quality, etc.. What do we gain from a gondola?? Nothing. Just more money spent & some pride filled in someone's heart. There are better ways - this does not right. I worry that we will regret it and then have to find another solution for the consequences of this choice. No please. This is not what our canyons needs. | 32.2.9E; 32.1.2B | A32.1.2B |
| 38162 | Marshall, Emma | This is not a solution that should be considered by a state agency for the solution of a public problem. The average person will be priced out of using the gondola yet their tax dollars will still be spent on the gondola rather than elsewhere. It services two private businesses instead of public lands and services. This solution enriches private actors while not even effectively alleviating the public transit concerns it pretends to address. The stakeholders that UDOT should be listening to and serving are the people of Utah, not ski resorts and other land owning groups. Please actually work toward UDOT's mandate of improving quality of life through transportation rather than crafting transportation "solutions" to serve the few at the expense of the many as well as our state's natural landscapes. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 25488 | Marshall, Hayden | Nobody wants a gondola. It will ruin climbing that has been along the ride for years. It is just a marketing ploy by Alta to cater to the Uber rich and push locals out. Just put a toll and use only buses up the canyon in the winter, except for employees. | 32.2.9E; 32.4B; 32.2.2B; 32.2.2Y; 32.2.2L | |
| 31652 | Marshall, Rebecca | 20-30 per car is a ridiculous toll. That is so expensive it would make the activities done up there like hiking no longer cost effective. Please don't do this! | 32.2.4A | |
| 25809 | Marshall, Rebecca | I am definitely FOR the gondola. I think it is a great alternative to ease congestion. I am not for an option that would add buses or cars. | 32.2.9D | |
| 32674 | Marshall, Timothy | I live in Herriman but ski mostly in Park City. I've skied in the Cottonwoods before but I really dislike driving those canyons. Especially when there has been recent snow. Parleys is a much better canyon to drive. The traffic is also horrible in and around the base of the mountains. There isn't a silver bullet solution. But a good mix of a gondola, public transport, and car pool incentives would greatly help. I know many oppose the gondola but I don't see an issue. Why don't they have an issue with the lifts and gondolas further up the canyon? What about how those are impacting the natural beauty of the mountains. It can be done right and preserve nature. Not to mention it's not just do ski season. What about taking a scenic trip in the fall to look and the trees changing colors. Taking mountain bikes up in the summer. Overall, I feel a gondola with a solid mix of other transportation will greatly help ease congestion and make the canyons more accessible. | 32.2.9D; 32.2.2W | |
| 28599 | Marsing, Levi | Don't build a [REDACTED] gondola. | 32.2.9E | |
| 32957 | Marston, Connie | The gondola is an ineffective and too costly choice. Not everyone travelling is going to ski resorts. More bus service in peak periods would be less expensive, have access to more stops, and have fewer system shutdowns. | 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 38355 | Marston, Sharon | No gondola. I really don't see how this will solve basic parking problems. It seems to only benefit tourists. As a hiker and skier, a greatly improved busing system seems more practical and a quicker and less expensive solution. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 31312 | Martain, Brian | Road traffic has exceeded the capacity of the canyon. I'm excited about the new modern gondola proposal. It can't address every issue, but it is a welcomed smart beginning. | 32.2.9D | |
| 32208 | Martens, Callie | I am in favor of not moving ahead with the gondola plan. We should have tolls, extra buses for the Winter season, and a limited number of tickets sold for each resort, so the amount of skiers can be contained. The gondola is so expensive and just benefits the ski resorts. Also, it is an eyesore. Finally, lots of people will still choose to drive up because for the gondola a person or family would have to park, unload their car, wait in line with their equipment to get on the gondola, load the gondola and take the long trip in the gondola. People will realize once the newness wears off, that the gondola takes longer than most other modes of transport. Nay to the gondola. It doesn't make sense. | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.4A; 32.1.4C | A32.2.2K |
| 36954 | Marti, Alaina | Dear UDOT, Please listen to us. We don't have billions of dollars. Please listen to us. Our interests aren't to increase the traffic flow to Alta and Snowbird Ski resorts. Please listen to us. We care about conserving the land from irreversible damage. Please listen to us. Little Cottonwood Canyon is home to much more than ski resorts. In which the dire state of the Salt Lake, the climate trends show us that very soon these resorts will be experiencing winter droughts. Little Cottonwood is home to some of the most beautiful natural canyon in the world. According to the LCC Environmental Impact statement, it is home to large mammal species such as mule deer, elk, moose, mountain goats, coyotes, cougars and black bear. Smaller animals include raccoons, skunks, foxes, badgers, marmots, pika, porcupines, beavers, rattlesnakes, lizards, rabbits, squirrels, bats, and mice. Intensive building of a gondola | 32.2.9E; 32.2.2E; 32.1.2F | A32.1.2F |

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| | | would destroy the habitats, migrations, and lives of this wildlife. Additionally, it would cause further destruction of critical geological material and ancient human history. We hope for our state funds to contribute to projects that will sustain the well-being of all creatures in our environment. Far beyond just the lives of those with financial stake in the skiing industry. Please listen. Please and thank you. Alaina - Secondary teacher in Utah schools | | |
| 28658 | Marti, Kathryn | I support common-sense solutions to transportation in Little Cottonwood Canyon. Specifically, I think we should be looking at enhanced bus service without even expanding the road. We also need to institute other transportation management techniques such as incentives for carpooling. The gondola towers will mar the beautiful canyon landscape. And the cost to taxpayers is prohibitive. Bus service could also be expanded to year-round service and include many trail heads in the canyons. We are also fortunate to be seeing the development of electronic buses that can help cut down on carbon emissions in the canyon. | 32.2.9A; 32.2.6.3C; 32.2.2Y; 32.2.7A; 32.2.6.3F | A32.2.6.3C |
| 29936 | Martial, Beth | As the Utah Department of Transportation announced their preferred option to build a gondola up/down Little Cottonwood Canyon, I feel compelled to share my lack of support for this initiative. As a taxpayer, I feel disappointed that massive funds are being considered to alleviate a transportation concern that is unique, yet limited, to a small constituent in our communities that wish to access two private resorts. I am hopeful that my comment will assist in the redirection of this conversation. I believe that these funds can be used in a more appropriate way that would serve the greater good of the communities throughout the state at large - rather than a few on the Wasatch Front (infrastructure, potholes, etc). | 32.2.9E; 32.1.2B | A32.1.2B |
| 33332 | Martin, Alexander | I hate the idea of a gondola put.in LCC. Do we care that little about nature we just impose our will upon it. I think the least amount of people going up the mountains the better. NO GONDOLA!!!! | 32.2.9E | |
| 35272 | Martin, Amanda | I was born and raised in Sandy Utah I currently live in Cottonwood Heights I am for a gondola. The canyon is not something that can be enjoyed on my weekends off cuz it is so congested and awful to commute through | 32.2.9D | |
| 31934 | Martin, Amanda | I live in [REDACTED] ZIP code [REDACTED] I am in support of the gondola and hope there will be more gondolas to come. How can I help support having gondolas for our city and canyons | 32.2.9D | |
| 33188 | Martin, Amanda | I live in [REDACTED] area code [REDACTED] I am very much in favor of the gondola! I hope to see more to come in our other canyons | 32.2.9D | |
| 37433 | Martin, Andrew | I would like my name to be added to those who strongly oppose the gondola. The reality is that there are about 10 to 15 weekends a year when the traffic is really bad. This could easily be mediated with a few different strategies. One of reasons more people don't/won't catch the bus is the lack of parking. The gravel pit area is an incredible opportunity to put in a decent parking lot. Next buses should have a lane to get in the canyon so that if you are in the bus you are by-passing traffic not in it. That encourages people to ride the bus. I have hitch-hiked up both canyons many times (parking at the 7-11) and while waiting for a ride you get to see cars passing you. Many have one person in them and we need to discourage that. Also talking to folks who give me a ride sometimes they have waited an hour to an hour and a half to get to the 7-11 but once one gets in the canyon (BCC) usually it's a bit slow but the traffic speed is not too bad Better buses that are more suitable for going up a steep canyon. Another option would be to charge for going up the canyon on busy or all winter weekends. A sliding scale \$25 with one person in the car, \$15 with two in the car and free with 3 or more in the car. These fees could be used to subsidise the bus service to make it even more attractive. The sliding scale would also mean the families wouldn't be affected and could still drive up there. It is harder with kids not to have a car handy with spare gloves, clothes etc. My guess is the if we could reduce the amount of cars by 25 or 30% it would significantly improve the traffic situation on busy weekends. A gondola will severely impact one of the beautiful canyons that are one of the great benefits of living in the Salt Lake area It will also not do anything to help mitigate the traffic in BCC canyon so it the plan to build one there also? I believe that commercial interests are having way to much influence on the process but in reality over a year I would guess that most of the visitors to the canyons are not at ski areas. They are hiking, biking, backcountry skiing, site-seeing, picnicking etc. I would suggest that all the other avenues be tried before committing to a gondola. Andrew Martin | 32.2.9E; 32.1.2B; 32.2.2Y; 32.2.9A; 32.1.2F; 32.1.2D | A32.1.2B; A32.1.2F |
| 36029 | Martin, Bethann | I am strongly opposed to the gondola proposal. Making a huge taxpayer funded expenditure which benefits the ski resorts, which are for profit, should not be allowed. The problem you are seeking to solve is not worth billions of taxpayer money, especially at a time of inflation and recession. Other ways to address the occasional traffic backups are cheaper, faster and address more than just the issue of ski resort traffic. Please don't do this. It is not wanted, needed or fair to taxpayers. | 32.1.2D; 32.2.7A; 32.2.9E | |
| 33228 | Martin, Bianca | As a registered voter and active user of Little Cottonwood Canyon ski resorts and trails, please please consider an alternative to the Gondola B proposition. A gondola would forever change this beautiful canyon that I have called home as I have lived at its mouth my entire life. While it would protect watershed and help with air quality it would greatly affect let trails and climbing routes and really be an eye sore in an otherwise stunning canyon. There has to be another solution that can beneficial to all parties. Thank you for your consideration and effort. | 32.2.9E; 32.2.2PP | |
| 36065 | Martin, Bowen | No Gondola at all, EVER. As a longtime Sandy resident and snowboarder, the also mountain biker I don't want to see my tax dollars used for this. I dont think we need to spend much at all. Charge a toll on weekends, holidays, discounted for carpools. Charge for parking. Provide more, better bus service, with better park and ride lots. Everyone shouldn't have to pay for something that benefits ski resorts. They address already too crowded anyway. Increasing capacity will ruin it for Utahns. | 32.2.9E; 32.2.2Y; 32.2.2K; 32.2.9A; 32.1.2B; 32.20C | A32.2.2K; A32.1.2B; A32.20C |

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| 33677 | Martin, Brandon | UDOT needs to reevaluate and think outside the box on how to solve the problems at hand. The gondola option appears to have a goal of getting more people to the resorts rather than truly solve transportation issues. If we can consider a gondola, why not a tunnel? It would be less impactful to the important aesthetic value of LCC. | 32.1.2B; 32.2.2C; 32.2.2PP; 32.2.9E | A32.1.2B |
| 38577 | Martin, Dani | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.4B | |
| 36050 | Martin, Gary | I am a longtime Sandy resident and strongly OPPOSE the proposed Gondola B project. The cost is to many and benefits to relatively few. Also would permanently damage the canyon aesthetically. | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 32587 | Martin, Gary | I support building the gondola. I am a lifetime skier at Snowbird and the traffic has gone crazy and will only get worse | 32.2.9D | |
| 35280 | Martin, James | The Gondola is the best long-term solution. Over time, the canyon will continue to get increased use and the traditional bus/car combo will overload the system. This alternative makes sense from a cost and eco-friendly consideration. | 32.2.9D | |
| 27873 | Martin, James | The Gondola makes sense and I support your proposal. | 32.2.9D | |
| 29338 | Martin, John | The only way I'd support the gondola project if it cost less than five dollars to get up there if it's going to cost over 30 that's ridiculous I don't want to pay taxes for some thing that's a rip off. On top of that it seems the general public consensus is entirely against it | 32.1.2B; 32.2.4A; 32.2.9E | A32.1.2B |
| 31738 | Martin, John | Please look to solutions that have proven to work. Look at areas, like Zion, that get millions of visitors and see how they handle traffic. I would fully support the gondola if less expensive and destructive options were tried first and shown not to work. | 32.2.2B; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 30396 | Martin, Lindsey | The gondola is destroying many iconic world class climbing in LCC. As a salt lake local I have spend countless summers climbing in little cottonwood with the climbing community. It should be left for future generations to enjoy. Why destroy one sport for another? I strongly discourage the gondola moving forward. | 32.2.9E; 32.4B | |
| 30668 | Martin, Marcus | I support the Gondola B plan. I think it is the best long-term solution for Little Cottonwood Canyon. | 32.2.9D | |
| 30408 | Martin, Matthew | I will start this out by saying that I am very disappointed that this committee thinks that a gondola is the right decision. A gondola up LCC canyon is the absolute worst option that there is. Yeah it may be the cool and shiny option but it just doesn't service the canyon well enough to benefit the entire community. First off, spending tax payers money on a gondola that only gets you from the canyon to the ski resorts in LCC is unethical. If those ski resorts want a gondola it should not be coming from taxes. LCC has so much more to offer than two ski resorts. The recreation opportunities are nearly endless in LCC by putting in a gondola, trailheads and climbing areas will be ruined forever. Gondolas also don't have a high enough capacity and run often enough to get people up the canyon in an efficient manner. Think about all the people that go into LCC for things other than skiing. The gondola will not reduce traffic for that at all. Please listen to the people and don't allow this committee to be blinded by corporate greed. ABSOLUTELY NO GONDOLA! | 32.2.9E | |
| 28736 | Martin, Michael | I support the Gondola recommendation. I am a 38 year resident of Cottonwood Heights. To me the Gondola has always made the most sense for reducing air pollution and traffic congestion. | 32.2.9D | |
| 37316 | Martin, Mick | When thinking about Trax i think about how many lives have been taken and how much destruction has been caused because the train is on the ground mixed in with traffic. How many delays with traffic and the train itself because they are intertwined. The same thing will happen if we don't use a gondola or monorail system. | 32.2.9D | |
| 28340 | Martin, Ron | I have lived in Salt Lake my whole life I don't like the idea of of a gondola in this canyon leave it the way it is maybe more buses let people drive up and down the canyon first come first served check tires at the base of the canyon also 4 wheel drive or chains in bad conditions most people don't want a gondola ????? | 32.2.9E; 32.2.9A; 32.2.2M | |
| 28230 | Martin, Steve | Terrible Decision, Little Cottonwood Canyon is a work of art and a Gondola in the middle of it will ruin it. The public wants more buses and a wider road. I spend a ton of time in the canyon and it will make things a lot different for the remainder of the year in the non-ski season. Charge a toll, require a pass, but don't build a Gondola. | 32.2.9E; 32.2.9B; 32.2.4A; 32.2.2K | A32.2.2K |
| 32481 | Martin, Therese | I vehemently oppose the gondola in Little Cottonwood canyon. It will not address the problem and is an egregious waste of our tax payer dollars. | 32.2.9E | |
| 32972 | Martin, Vicki | I am a Utah taxpayer living in Clearfield. I am totally opposed to gondolas up ski resorts. Immediate solutions like ski busses solve the problem at much cheaper or no cost by charging riders the upkeep on busses. NOT MY TAX MONEY11 | 32.2.9E; 32.2.9A | |
| 30896 | Martineau, Michelle | I am writing today to urge you to eliminate the Gondola B plan in favor of a more common sense approach to solving the traffic issues along Wasatch Blvd and in Little Cottonwood Canyon. The reasons for doing this are countless. I have a particularly vested interest in this outcome, you see, because I am directly impacted by this year-round, as my house is along Wasatch Blvd. I see the traffic go by my house, and while I understand that something needs to be done, the Gondola is most certainly not the answer. When you are trying to solve a problem, the most obvious thing to do would be to start with the obvious, most simple solutions first. You don't immediately turn to the biggest, worst-case scenario solution. Especially when that solution only benefits two ski resorts, during the winter, and is paid for by every taxpayer in the state of Utah. It does not address traffic concerns at popular trailheads (which are packed with cars year-round), nor does it offer a year-round solution to a year-round problem. It very clearly makes more sense to increase (not decrease - thanks UTA) bus service not only to ski resorts in Big and Little Cottonwood Canyons, but to the trailheads that recreationalists want to visit as well. Gondola Works and UDOT would have you believe that people don't want to take the bus (and if that were true, then why on Earth would they want to take a Gondola?!), but that's simply not accurate. Living along Wasatch, I have a bus stop right next to my house. My son worked at Snowbird last winter and would often try to take the bus up on Saturdays to work. The problem was | 32.2.9E; 32.2.9R; 32.1.2C; 32.1.1A; 32.2.9L; 32.2.6.2.2A; 32.2.2K; 32.2.2I | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.1A; A32.2.6.2.2A; A32.2.2K; A32.2.2I |

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| | | <p>that he would stand out at the stop for more than an hour, as full bus after bus passed him, unable to stop because there was no room on it. Clearly people are utilizing the service. The demand is there and we need to see that and embrace it - encourage it further.</p> <p>There's also the call for widening Wasatch Blvd. Not only is that not the right move, but we should be focusing on ways to make Cottonwood Heights and Wasatch Blvd safer for the residents and visitors to use it. Currently, the speed limit is 50 mph. I have had two vehicles crash into my yard in the past 5 years, one of which landed in my backyard - right where my trampoline currently sits - where my kids play with the neighbor children. The other landed in my front yard, where the bus stops twice a day for school children. If the accident had happened 30 minutes earlier, there likely would have been parents and children waiting for their kids to arrive home from school. We need to be redesigning Wasatch Blvd with traffic calming measures including reduced speed limit, better pedestrian and bicycle crossings. Currently, there is no safe way for my family to walk to the local park. Hell, even my son has to cross 50 mph Wasatch (with no cross-walk or lights, mind you) when he is walking to/from the bus every day to get to school. Every parent who sends their kids off to school every day worries about something happening to their child while walking to school. Not every parent also has to worry about their child being run down by speeding cars because there's no safe way for them to get to the bus.</p> <p>The solution is so obviously staring us in the face, but Gondola Works and the lobbyists who are pushing the state and UDOT are waving their dollar bills trying to distract you from that obvious solution. And if all of this isn't enough to call attention to the obvious, here are a few more reasons why we shouldn't even be considering this ludicrous idea.</p> <p>The Common-Sense Approach addresses the transportation needs through practical and less invasive transportation strategies such as parking reservations, carpooling incentives, regional mobility hubs, and traction device requirements.</p> <p>In 2019, Gondola A preference featured no parking garage near the mouth of Little Cottonwood Canyon. In 2022, UDOT has placed a 2500- parking stall garage at the mouth of Little Cottonwood Canyon. This goes against our Utah State Code to improve aesthetics and protect urban and non urban development. It does not facilitate orderly growth in a variety of housing types nor protect property values.</p> <p>The land located for the 2500-parking stall garage is located on a Superfund site, which has not been included in the EIS.</p> <p>The Wasatch Front Regional Council 2050 Transportation Plan calls for an Urban center transportation hub at the Big Cottonwood Gravel Pit not anything near Little Cottonwood Canyon.</p> <p>Expanding Wasatch Blvd is invasive and unnecessary. Recent studies show that traffic is down and not on UDOTs trajectory.</p> <p>Cottonwood Heights and Sandy City would be impacted by vehicle exhaust and continued speeding through their neighborhoods.</p> <p>Gondola Alternative B will threaten our water supply.</p> <p>I strongly urge you to support common sense here and tell Gondola Works and the state that building a gondola and turning Wasatch Blvd into a highway is a terrible idea and should only be considered as a last resort, after trying and exhausting all other options FIRST.</p> <p>Thank you, Michelle Martineau [REDACTED]</p> | | |
| 26611 | Martinez, Anthony | The gondola was shot dow by the citizens funding it. Yet the government goes ahead with it ? Shady as hell. Fix the roads, potholes first.let private companies fund there own projects. | 32.2.7A; 32.2.9E | |
| 28167 | Martinez, Anthony | So the government goes against the will of the citizens who have to fund it ? Sounds like this was a done deal long ago. Shady as hell. | 32.2.9E | |
| 37525 | Martinez, Audra | No to the gondola. Watershed. Only two resorts benefit. Alta and Snowbird should pay for it. Ruin the canyon. Avalanches! | 32.2.9E; 32.2.7A; 32.2.6.5K | |
| 25630 | Martinez, Hallie | I'm a student at the University of Utah and got assigned a project to do extensive research into this proposal for my Urban Ecology class. What I found was exactly what the team has now decided on. The gondola is the best longterm decision socially, economically, and environmentally. Due to the amount of cars that travel up the canyon on any given day - we needed a solution that turns us towards clean energy consumption. Which this gondola provides. I support the gondola. Great job UDOT! | 32.2.9D | |
| 30030 | Martinez, Kelsey | <p>NO GONDOLA. This is an extreme misuse of taxpayer dollars. 550 million to benefit the wealthy who are privileged enough to afford to go skiing. By the time the gondola is completed, it probably won't even snow in the canyons anymore thanks to Utah's refusal to conserve water and limit farming in the desert. The Great Salt Lake which feeds a lot of the snow fall in the canyons won't exist in 10 years.</p> <p>How about 550 million to fund homelessness services in Utah? Improve crumbling infrastructure in other places in the state that services more people? Build public transit in cities that ACTUALLY WORKS? There are literally a million better uses for 550 million.</p> | 32.1.2B; 32.2.2E; 32.2.7A; 32.2.9E | A32.1.2B |

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| 37174 | Martinez, Lorraine | This plan would be a better use of public funds which would benefit more than the elite group that would benefit from the building of the gondola. It also would not distract from the beauty of the canyon. https://youtu.be/Xz0V1XCmRKc | 32.2.9E | |
| 26772 | Martinez, Sumiko | I am against constructing a gondola system in Little Cottonwood Canyon both because of the expense and the negative environmental impact on our beautiful canyon. I prefer the Common-Sense Proposal outlined by Mayor Jenny Wilson. Thank you, Sumiko Martinez | 32.2.9E | |
| 36085 | Martinez, Zeke | The impact this gondola will have is only one sided and that is for the ski resorts. The amount of destruction the canyon will endure is unreal. This will negatively affect everyone else that uses the canyon. I grew up playing in this canyon so for the last 40+ years I have seen it change. I understand change but this is unreasonable. I say no to the gondolas. | 32.1.2D; 32.2.9E | |
| 32355 | Martini, Susan | I think Alta and Snowbird should pay for this project. | 32.2.9E | |
| 37164 | Martino, Adrian | Hi there. I writing to show my disapproval of the selection of Gondola be as the preferred alternative in the FEIS. I think putting a Gondola up LCC is an incredibly short-sighted solution. I also feel like a properly funded, expanded bussing solution has not been fully explored and should be tried first before making drastic choices that will forever change the landscape of Little Cottonwood. On top of that, I don't believe that this alternative is broad enough in covering the needs of all users of LCC. It seems very focused on supporting only resort ski users and resorts. I don't believe that this many tax payer dollars should be spent giving such an economic boost to two ski resorts. I hope our lawmakers can see this too and seriously consider further options before it comes time to fund any projects. Thank you, Adrian Martino | 32.2.9E; 32.2.9A; 32.1.2D; 32.2.7A | |
| 34338 | Martino, Cody | Please consider cog rail. I understand the considerable cost compared to other solutions. However, it's time we invest in the future instead of taking the cheapest option. Trains have scale compared to the gondola, and busses are a short term solution. The only way forward is to invest in a rigid public transportation system that Utahns and those who visit can rely on. Also, very easy delivery from Stadler :) | 32.2.9F | |
| 30553 | Martins, Natalie | This Gondola ideal is absurd. The price tag is way too high, and the ROI for the average Utah taxpayer is zero. A billion dollars spent to solve a problem that only exists for approximately 11 days a year? Meanwhile, there is no true east/west corridor in SL valley which is a problem everyday! I understand that tourist come in and bring money to the state by using LCC, but they still come now knowing traffic will be an issue. What's to say that more will come to help compensate for the money towards the gondola? | 32.2.9E; 32.1.2B | A32.1.2B |
| 27325 | Martins, Pedro | I do not support the gondola. The expense of this project does not justify the perceived benefit to a smaller user group. This will be a public service that will always be n the red and the biggest benefactors are the ski resorts and the wealthy percentage of our community. There are no many projects that need funding for road improvements that benefit a much greater percentage of Utahns. Please stop this madness. | 32.1.2B; 32.2.9E | A32.1.2B |
| 26002 | Martorano, Michele | Please don't proceed with the gondola. It would destroy so much of the natural beauty of this place. | 32.2.9E | |
| 36185 | Martus, Tony | This is a terrible proposal that ignores externalities. Externalities are real... having the tax payers of utah pay for a transportation service fee for two resorts while ignoring all other canyon users and in some cases irreparably destroying their recreating area is unacceptable externalities | 32.2.9E; 32.2.7A; 32.1.2D; 32.1.2F | A32.1.2F |
| 37892 | Marucci, Nick | NO GONDOLA!!! | 32.2.9E | |
| 37764 | Mascari, Laura | Consider alternate transportation such as more busses or tolls. No gondola! | 32.2.9E; 32.2.9A; 32.2.4A | |
| 38578 | Mascari, Laura | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 25995 | Masi, Isabel | This is not the answer! The gondola will take a very long time to get up the canyon and there will be a long line. Therefore the incentives are low to use it. As well as the cost of this lift will indeed be catered more towards people with money and therefore most likely to tourists and not represent the greater Salt Lake City area. The environmental impact of this project will be drastic and will completely alter the wildness in the canyon. Better solutions would be to promote more carpooling and bus usage. Keep the traffic to the road! | 32.2.6.5C; 32.2.4A; 32.2.9E; 32.13A; 32.2.2Y; 32.2.9A | A32.13A |
| 30368 | Mason, Angela | Encouraging carpooling and implementing an electric bussing system is more cost effective and creates less impact to the natural beauty of the canyon. A gondola is only able to serve wealthy tourists going up to ski a few days out of the year at the expense of SLC locals and the accessibility of the canyon itself. | 32.2.9A; 32.2.6.3F | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31816 | Mason, Ari | The public and the city have spoken multiple times. We do not want a gondola. The fact that an enhanced busway is viable and planned indicates a gondola is NOT necessary. A gondola would be hugely detrimental to the environment, cost millions in taxpayer dollars, and only benefit two out of four resorts, not to mention it will do zero for other access to the canyon, including hiking and climbing. Please listen to the public and the government and find a solution that everyone can be ok with and excited about. | 32.2.9E; 32.2.9A | |
| 31404 | Mason, Bryan | Please do not build the gondola up LCC. It will lead to irreversible changes to the canyon and the ecosystem. Increasing buses or even widening the road is far less destructive and more universally useful to the community. Please consider less ecologically destructive approaches to the traffic issues. | 32.2.9E; 32.1.2F; 32.2.9A | A32.1.2F |
| 30694 | Mason, Chris | Why not pick some lower hanging fruit and make people car pool on the weekends, no single cars...they can take bus | 32.2.2Y | |
| 32451 | Mason, John | In my opinion it is unfortunate that this expensive project is proposed to serve just two businesses only for a maximum of 90-120 days per year, to remediate traffic conditions that occur just 15-30 days per year, with significant negative visual impacts to the entire canyon. I am, therefore, opposed to the proposed Gondola B project for the following reasons. There are a number of significant negative impacts that would result from construction of the gondola as proposed: - Cost - current estimate of \$550 million - Visual impact -significant visual impact to entire main canyon corridor, with some impacts to views from side canyons - Impact to canyon bottom outside existing road corridor (land and access needed for gondola towers) - Terminal and parking location at canyon mouth would negatively impact local traffic compared to enhanced bus from mobility hubs I strongly agree that easier, less invasive options should be implemented in LCC before the gondola construction is considered, such as tolling, parking control, limiting single occupancy vehicles on snow days, building snow sheds, enhancing trailhead parking lots and enhancing the bus service with more, cheaper rides, flexible schedules, and better buses. I would then propose that the schedule of the project be paused for at least two ski seasons to conduct traffic studies to determine if further measures are needed to bring traffic congestion down to acceptable levels. After that, any additional needed improvements should be considered and designed. Such preliminary measures may potentially save a lot of money and impact. Evidence of the impact of such simpler and lower-cost solutions is already visible in the recent implementation of reserved and/or paid parking at canyon resorts with resultant improvement in traffic. The road already exists and will always be needed to service the canyons. It has the potential to service all canyon users for the entire year with only slight improvements, the snow sheds and better mass transit, all at much less expense than the gondola. The visual impact of an expanded road corridor would be much less than that of the gondola. A full-length canyon gondola will greatly diminish the view shed and is too long and expensive a ride to continually attract non-skiing tourists | 32.2.9E; 32.2.9R; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S |
| 26075 | Mason, John | I feel like there is backroom dealing going on here. This makes zero sense for the canyons. 1- Big Cottonwood is not being considered in this plan. This is ridiculous. It suffers from the exact same problems 2- You will never reduce congestion on the roadway without limiting traffic on the roadway. Why is this not being addressed? | 32.1.1A; 32.2.4A; 32.1.2B; 32.2.9N; 32.7C | A32.1.1A; A32.1.2B; A32.2.9N |
| 32452 | Mason, Julie | In my opinion it is unfortunate that this expensive project is proposed to serve just two businesses only for a maximum of 90-120 days per year, to remediate traffic conditions that occur just 15-30 days per year, with significant negative visual impacts to the entire canyon. I am, therefore, opposed to the proposed Gondola B project for the following reasons. There are a number of significant negative impacts that would result from construction of the gondola as proposed: - Cost - current estimate of \$550 million - Visual impact -significant visual impact to entire main canyon corridor, with some impacts to views from side canyons - Impact to canyon bottom outside existing road corridor (land and access needed for gondola towers) - Terminal and parking location at canyon mouth would negatively impact local traffic compared to enhanced bus from mobility hubs I strongly agree that easier, less invasive options should be implemented in LCC before the gondola construction is considered, such as tolling, parking control, limiting single occupancy vehicles on snow days, building snow sheds, enhancing trailhead parking lots and enhancing the bus service with more, cheaper rides, flexible schedules, and better buses. I would then propose that the schedule of the project be paused for at least two ski seasons to conduct traffic studies to determine if further measures are needed to bring traffic congestion down to acceptable levels. After that, any additional needed improvements should be considered and designed. Such preliminary measures may potentially save a lot of money and impact. Evidence of the impact of such simpler and lower-cost solutions is already visible in the recent implementation of reserved and/or paid parking at canyon resorts with resultant improvement in traffic. The road already exists and will always be needed to service the canyons. It has the potential to service all canyon users for the entire year with only slight improvements, the snow sheds and better mass transit, all at much less expense than the gondola. The visual impact of an expanded road corridor would be much less than that of the gondola. A full-length canyon gondola will greatly diminish the view shed and is too long and expensive a ride to continually attract non-skiing tourists | 32.2.9E; 32.2.9R; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S |
| 37685 | Mason, Sean | Please do not build a gondola in LCC, this will destroy the natural beauty of this pristine canyon forever! | 32.2.9E | |
| 27355 | Mason, Steve | I don't want public money to be spent for the benefit of private businesses i.e. the ski resorts and not enable the public to have access to other recreational areas within the canyon. This proposal is an inappropriate use for a public funded project. | 32.2.9E | |

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| 29321 | Masover, Aaron | <p>Hello, I live in Taylorsville and I love to ski in Little Cottonwood Canyon. In general I strongly support public transportation in Little Cottonwood canyon, and in the Salt Lake Valley in general.</p> <p>I previously submitted a comment in support of the gondola alternative. However, since I learned about Stadler's cog rail proposal that they presented in 2021, I currently support that option more for the following reasons (some of which are mentioned in the presentation):</p> <ol style="list-style-type: none"> 1. Stadler proposed a south side rail alignment that would be cheaper than the north side alignment, and avoid many avalanche slide paths. However, it looks like UDOT has only been considering a north side alignment. Stadler does not seem to be recommending snow sheds for a south side alignment. 2. Stadler puts the total cost of a cog rail at \$488m (subtracting their parking garage estimate, and assuming electrification). This is about 1.5x the cost of the \$335m gondola option. 3. Stadler proposed an additional \$487m rail connection to the Frontrunner along 9400s. This rail connection could directly connect to the cog rail line (using the same train cars and same track). 4. A cog rail would have the ability to make whistle stops for other canyon recreationists (hikers, rock climbers, showshoers, backcountry skiers, etc). On the other hand, the gondola would only go to Alta and Snowbird. 5. The south side alignment cog rail proposal from Stadler would have an estimated capacity per hour of 3000-5000 riders. 6. The O&M costs of a cog rail are about \$1.4m lower (there is an extremely long period for this to break even, but I still thought I would list it). <p>I think that we ought to be supporting more public transportation throughout the scope of the entire Salt Lake Valley. So despite the 1.5x cost of the cog rail, I still currently prefer the option because it more directly supports public transportation goals compared to a gondola. I also do not support any road widening project, or parking garage project. These are band-aids that will only increase traffic and congestion later on.</p> <p>We need a stronger focus on making the majority of a trip to Little Cottonwood canyon possible via public transit, rather than a "drive to take public transit" sort of situation.</p> <p>I would like like to know the reasons for the differences between Stadler's estimates and UDOT's including:</p> <ol style="list-style-type: none"> 1. Why does Stadler not recommend snow sheds for a south side alignment? Why is UDOT estimating \$250m for snow sheds in their cog rail alternative? Is that because UDOT is only considering a north side alignment? If so, why? 2. Why is Stadler estimating \$488m for the cog rail itself (including electrification) while UDOT is estimating \$688m? 3. Why has the option of a new rail line along 9400s not been talked about more? <p>Thank you and best regards, Aaron Masover</p> | 32.2.9F; 32.2.6.6B; 32.2.6.6A; 32.2.2CCC; 32.2.2I | A32.2.6.6B; A32.2.7F; A32.2.2I |
| 30484 | Massey, Phillip | I strongly disagree with the Gondola as a preferred alternative. The EIS short sighted, giving no consideration to impact over time (ie. when the gondola is inevitably abandoned), and it also give no weight to the variety of people served (ie. people not going to one of the resorts.). Again, I strongly disagree with this assessment, and would request either a reconsideration of enhanced bussing or no action. | 32.2.9E; 32.2.9A; 32.2.9G | |
| 35120 | Mast, Aaron | A gondola in LLC will not address the problems and will have a massive environmental impact on the canyon while only catering to a couple of businesses less than half of the year. | 32.2.9E | |
| 36752 | Mastaloudis, Angela | I am opposed to the gondola for a variety of reasons, first and foremost because it is entirely unnecessary considering how few days of congestion actually occur in LCC. Those few days could be dealt with through increased bus access, tolls for private cars and/or mandatory carpooling. The gondola is simply going to transfer the congestion and parking issues into the valley while destroying the beauty and ecology of LCC. It is an absolutely impractical project designed to enrich a few developers while destroying the beauty of our canyon for future generations. I fully oppose the gondola. | 32.2.9E; 32.1.2B; 32.2.9A; 32.2.4A | A32.1.2B |
| 31421 | Masters, Tamara | I am absolutely opposed to any Gondola being put in. | 32.2.9E | |
| 28376 | Mastroianni, David | NO! Prefer other solution...more buses, incentives to use bus or carpool | 32.2.9A; 32.2.2Y | |
| 27652 | Matagi, Kenzie | While the environmental impacts, especially destruction of land, seem harsh I do not see a better alternative that there is funding for so I'm in support of the gondola. | 32.2.9D | |

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| 26924 | Mather, Jon | The proposed gondola system in Little Cottonwood Canyon would be a travesty to the beautiful nature captured in the canyon. Surely there are more responsible and efficient ways to control the traffic as well as preserve as much natural scenery and beauty as possible. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26963 | Mathers, Scott | Full disclosure, I am a full-time year-round employee of Alta Ski Area for 34 years. I have driven LCC a few times... I believe you are missing two significant strategies in the preliminary plan that includes the enhanced busing, snow sheds, road widening, etc. We badly need a 24/7 traction law from November 1 to May 1. We do winter visitors in LCC a huge disservice when they drive up the canyon on a sunny morning and it begins snowing hard in the afternoon. We literally strand people up the canyon who don't have the appropriate vehicle equipment and often don't have winter driving skills or experience. This in itself causes enormous traffic congestion on snowy afternoons. The other missing strategy is that Snowbird needs a parking lot below Creekside to accommodate all of the vehicles that currently park on the road. The road-side parking between White Pine and Entry 4 is a significant public safety issue, certainly a skier experience negative for Snowbird skiers and causes literally hundreds of traffic stops and delays when all of those cars need to do a 3 or 4 point turn to turn around and head down canyon later in the day. Implementing these two strategies alongside the other proposed pre-gondola projects would pretty much take care of the entire problem, potentially negating the need for a gondola. In exchange for a parking lot Snowbird should be required to implement parking reservations like we have at Alta to manage the number of vehicles in the canyon. Please feel free to contact me. Respectfully, Scott Mathers. Director - Alf Engen Ski School, Alta Ski Area. | 32.2.2M; 32.2.29R | A32.2.29R; A32.1.2H; A32.2.6S |
| 35617 | Matheson, Heather | <p>Dear UDOT,</p> <p>I'm an active user of Little Cottonwood Canyon and have been since I was 5 years old learning to ski at Alta. Today I still love skiing at the resorts but also have ventured into the backcountry skiing and hiking & trail running in the summertime. LCC is a special place and truly a beautiful escape for me and everyone who enjoys spending time there. I fully support solving our traffic and congestion challenges however the announced Gondola B does not do this.</p> <p>We all need to change our habits getting up the canyon. I try to carpool as much as I can. But spending lots of tax payer money on an expensive gondola is not the solution and not going to the solution I and everyone need. It will not be convenient unless a much larger parking structure is build right next to the loading station. I know going with my family having to take a car, bus and gondola is just not an option. The parking reservations have actually made it really easy and more flexible solutions like that should be attempted before an expensive gondola.</p> <p>Alternatively if a more robust electric bus system like Park City we're put in place that would provide more flexibility for families and those going up to trailheads in the canyon (I don't always go to the resorts).</p> <p>I really cherish the natural beauty of the canyon as do so many Utahns. The Gondola would permanently destroy this when there are other more flexible common sense solutions, particularly when we're only talking about busy weekend days in the winter. I and others enjoy the canyon year round and don't want the Gondola ruining that experience (I ski at Alta too!) It also won't reduce the traffic enough to make it worth destroying the natural beauty. Preserving what natural beauty we have is an economic driver to attract skiers from all over to our state. The Gondola doesn't provide any trailhead access and nothing has been proposed with the Gondola Plan</p> <p>I also still worry about our watershed. Climate change is clearly creating new drought challenges and any disruptive efforts near our water should be a cause for concern and further research which hasn't been provided with the latest EIS.</p> <p>I also worry about traffic along Wasatch Blvd to get to the Gondola base. A thorough study of how this would back but had not been shown especially if it's a snowy day and avalanche danger.</p> <p>Clearly it's going to take time to even get funding for a gondola when right now a robust busing system could be implemented and have the flexibility to adapt to being efficient when demand is higher. Using electric buses like Park City could also help reduce emissions in the canyon especially on bad inversion air days.</p> <p>As 7th generation Utahn and local user of LCC Im concerned Gondola Plan B hasn't listened to all types of users throughout the year. I'm definitely a resort goer but also a trail user and this plan favors the resorts for only a few weekends a year. Until it's proven other solutions don't work we should avoid building a gondola.</p> <p>I hope you will listen to the voices of the local community and appreciate the opportunity to comment. I want to help make changes too and open to changing my habits if the options are both environmentally sustainable and think about all users for our long term future of the canyon.</p> | 32.2.9E; 32.2.2K; 32.2.6.3F; 32.1.2F; 32.1.2D; 32.2.6.5E | A32.2.2K; A32.1.2F; A32.2.6.5E |
| 33722 | Mathews, Julene | I am opposed to the Gondola concept in Little Cottonwood Canyon. I am on favor of a dedicated bus lane. | 32.2.9B; 32.2.9E | |
| 37073 | Mathews, Kevin | Why am i as a tax payor having to foot the bill on something i will never use? You wall scare more land with the gondola.This is [REDACTED] We say Utah the beautiful yet you want to put [REDACTED] up. This is the worst idea. I am so against it | 32.2.7A; 32.2.9E | |
| 25938 | Mathews, Michael | This isn't a Disney attraction, and while the ski industry is doing its best to make you think this is totally normal, it isn't! Let's put in some slide path tunnels and beef up our bus transit system and find a more environmentally friendly solution and not another attraction to charge an arm and a leg for just to benefit a few instead of something that is a benefit to all land users! Please find a better solution to this gondola, our canyons deserve better! | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |

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| 33991 | Matlin, Margaret | I am in favor of the busing plan. An enlarged parking facility at the bus loading area below the canyon, smaller buses (clean energy engines if possible), running frequently with a stop or two between the bottom and Snowbird will have far less negative impact than construction of a tram or gondola. The gondola will serve 2 expensive ski resorts, period. The bus model will provide services to people whose destination is not a ski resort. Thank you. | 32.2.6.3F; 32.2.6.4, 32.2.9A | |
| 29844 | Matlock, Sara | I don't want the state/county to be paying for rich people to have a fancier skiing experience. That's not fiscal responsibility. This is not an essential service. The county should be prioritizing other transportation projects that will actually improve people's everyday lives. Just give skiers more extensive busing. | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 25517 | Matsu, Ed | Little Cottonwood Canyon is a world-class natural resource with nearly pristine views. It is a retreat for enjoying nature and getting out of the hustle and bustle of the valley. You can't replicate that. Using over half a billion dollars to build a gondola to benefit just two resorts (mostly during the winter months), plus annual operating costs, is not a fair and proper use of tax payer money. It's only boosts marketing for those resorts-at our cost, not theirs! Then, on top of that imposing tolls for drivers? Once these towers are built they will mar the experience for generations. Please reconsider going forward with the Little Cottonwood Canyon gondola. | 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.9E | |
| 25750 | Matter, Doesnt | This is the most disappointed I've ever felt about the great state of Utah. Will not be skiing that canyon ever again. | 32.2.9D | |
| 34769 | Matthes, Ruedigar | The gondola serves a very limited purpose: getting people to the ski resort. We need a less invasive solution than the gondola. We need a solution that is less beholden to corporate interests. I am opposed to the gondola. Please consider another option. | 32.2.9E | |
| 34780 | Matthes, Ruedigar | The gondola serves a very limited purpose: getting people to the ski resort. We need a less invasive solution than the gondola. We need a solution that is less beholden to corporate interests. I am opposed to the gondola. Please consider another option. | 32.2.9E | |
| 29815 | Matthew Rock, James | See Instagram for black ball veto | 32.2.9D | |
| 29039 | Matthew Rock, James | Pathetic | 32.2.9D | |
| 29597 | Matthews, Alisha | Increase busses. Definitely no to the gondola. | 32.2.9A; 32.2.9E | |
| 38101 | Matthews, Glenn | This project should not go ahead, besides damage to the ecosystem, with continually rising costs in materials and fuel, I doubt that the project would come in anywhere near budget | 32.2.9E | |
| 33459 | Matthews, Natalie | I am a huge fan of skiing and have spent all of my winters enjoying the resorts up Little Cottonwood Canyon. However, I believe the construction of the gondola is a lose-lose situation. The entire canyon should not be catered to a private ski industry. The implications of the gondola will have far reaching effects that I, as an avid skier, am not willing to compromise on. As a citizen, I demand a solution to canyon traffic that is sustainable, supports clean energy, provides equal access, does not unfairly tax citizens and does not ruin the canyon for everyone else. Increasing the bus system up the canyon is a far more effective solution. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9A; 32.5A | A32.1.2B |
| 27395 | Matthews, Paul | I do not believe a \$550 million dollar project is worth money for 30 days per year of over crowding. I am in favor of electric bussing instead | 32.1.2B; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.2B |
| 33688 | Matthews, Paul | I am against the Gondola. I believe we should limit the number of people who access the canyon and prefer it to remain as it. | 32.2.2K; 32.2.9E; 32.2.9E | A32.2.2K |
| 26978 | Matthews, Richard | I support the gondola. This sounds like the best deal for taxpayers. There is no perfect plan. | 32.2.9D | |
| 30021 | Matthewss, Illa | DONT DO IT ■■■ YOU'RE ACTUALLY RUINING UTAH | 32.2.9D | |
| 30149 | Mattingley, Kent | Either of the Gondola proposals are no brainers. The other proposals would be much more destructive of the environment than the gondola option, and will be able to move much more people with much less impact. I vote for the Gondola B proposal. | 32.2.9D | |
| 31517 | Matusick, Gerald | As a life-long skier, Sandy resident, and parent of two children, I would love quick access all season long up LCC. I've drastically reduced my skier days to minimize my footprint up the canyon, and plan accordingly when wanting to ski with my family. Sometimes it's not convenient, but I'm ok with that. I would love increased, modernized, convenient bus services, instead of a gondola. The gondola option supports the private ski industry only. Why should I have to pay for it? Please eliminate this ridiculous, single season and single industry serving option. Busses can be used all year, at multiple locations, are cheaper, less destructive, and can easily adapt to the changing seasons and future environmental affects of global temperature cycles. | 32.2.9E; 32.2.9A | |
| 35505 | Mauck, Lawrence | Gondola is not cost effective or efficient. It will benefit only two ski resorts, both privately owned. Ski areas are at capacity now; bringing more individuals and creating longer lines makes no sense. Negative impact to what is left of the serenity of the canyon. | 32.2.9E; 32.1.2D; 32.2.0C | A32.2.0C |
| 34446 | Maughan, Julie | I am against the gondola and feel we need to go back to the drawing board to consider more sensible alternatives. I am part of the demographic that the gondola would theoretically support. I recreate in LCC year round. I snowboard at Snowbird, learned to ski at Alta when I was young, and enjoy hiking and camping in LCC during the summer. I am concerned about our air quality and congestion in LCC. However, I don't believe the gondola is a good solution. My concerns include the following: | 32.2.9E; 32.2.2PP; 32.2.2E; 32.2.0C; 32.2.9A; 32.2.9R; 32.1.2B | A32.2.0C; A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |

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| | | <p>- The visual impact to our gorgeous, glacial canyon. Towers and cables will forever change the look and feel of the canyon. Currently it can feel like you're a world away from the city when you're up in the canyons.</p> <p>- The cost, and that who benefits the most is two ski resorts. This feels like a very generous gift to Snowbird and Atla, supported by taxpayers, some of whom rarely recreate up LCC. And it is an overly generous gift because it is so expensive.</p> <p>- That we may be solving for a winter traffic issue that will be short lived. The ski season has already gotten shorter and more unpredictable. Who knows how many good snow years we have left. If the Great Salt Lake dries up we may not have enough snow to justify a gondola.</p> <p>-The impact to the ski resort experience. The ski resorts already see crowds with long lines. Their development opportunities are limited. If I understand correctly the gondola would move over 1,000 people per hour. If it starts moving at 8am that's over 4,000 extra people by a 1pm lunch time. Where will those extra people go once they make it to the top of LCC? Will hour long waits for ski lifts be the norm? Count me out at that point.</p> <p>- I'm concerned that we haven't tried less drastic measures first, such as more frequent bus service using the existing road, or enacting tolls. Or building parking garages at park and ride lots at the mouths of the canyons and around the valley to make it easier to ride the bus or carpool. Currently it can be tricky to find a parking spot for the ski bus.</p> <p>- The cost. Worth repeating when we have so many other needs in Utah, especially as the economy take a downward turn.</p> <p>Please make the wise decision to reconsider the gondola. Thank you for your consideration.</p> | | |
| 38646 | Maughan, Mike | <p>Dear UDOT Team,</p> <p>Attached is Alta Ski Area's comments regarding the selection of Gondola B as UDOT's preferred alternative.</p> <p>Thank you for your hard work on this complex and contentious issue.</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.2.9D; 32.29D; 32.2.2K; 32.2.9K; 32.2.2000 | A32.2.2K |
| 26934 | Maulding, Charles | Just build a train. Normalize this form of transportation. 2.) where will people park for this gondola | 32.2.2I; 32.2.3C | A32.2.2I |
| 29734 | Maulding, Charlie | Against gondola. However, I'm also ok with it. Parking at base of both cotton wood canyons is necessary in order to improve alt transit up canyons. Pressure state of Utah to purchase Geneva rock property or alternative property to build parking. | 32.2.9A; 32.2.9D; 32.2.6.2.1A | |
| 35320 | Maurer, Konrad | <p>To whom it may concern,</p> <p>My name is Konrad Maurer. I live and vote in Salt Lake County (Taylorsville). I am a frequent user of Little Cottonwood Canyon for a variety of outdoor activities. I want to register my opposition to the building of a gondola in Little Cottonwood Canyon.</p> <p>Building a gondola goes to extreme lengths and expense to try to solve a problem that only exists on a small number of days throughout the year. I strongly feel that other more affordable and less permanently impactful options (increased bus service, tolls, enforced carpooling, etc.) should be chosen to mitigate the occasional congestion issues that Little Cottonwood Canyon sometimes experiences. Only once all other options are exhausted should something so expensive and largely irreversible as a gondola be considered.</p> <p>I don't think a gondola is a worthy use of taxpayer dollars and I don't want the permanent impact of a gondola on the usefulness (some rock climbing areas will be impacted) and aesthetics of the canyon.</p> <p>Thank you for reading and considering my feedback.</p> <p>Konrad Maurer</p> | 32.2.9E; 32.1.2B; 32.2.9A; 32.2.4A; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 33373 | Mauricio, Lillia | No tax money should be used, not everyone will benefit from it, especially the poor. Majority of the people are not going to use it. | 32.2.7A; 32.2.9E; 32.5A | |
| 27970 | Mauss, Dan | <p>I have lived at the mouth of all our glorious canyons for all of my 70 yrs and here at the mouth of the Cottonwood canyons for 45 of those years. I have grown to have a fond appreciation for these canyons, their beauty, their serenity and their seclusion. When I look at the proposed gondola option that would tarnish the beauty and serenity of our beautiful canyon I say to myself : "what are we thinking?" A gondola is meant to invite the whole world to Little Cottonwood Canyon. This canyon was never meant to facilitate the whole world! Those who want to find it and enjoy it are always welcome here but will need to work within its parameters with the rest of us. We that have lived here all of our lives don't want all of the commercialization that comes with the towering steel structures that would desecrate our canyons. There are ways to widen the road and facilitate the traffic necessary to get people up the canyon without going to the extreme that a gondola represents. To say nothing of the select few owners of the facilities up the canyon that will benefit inordinately with our tax dolllars. There is an old acronym "KISS"....that applies here - keep it simple stupid. Bigger isn't always better and more people isn't always a good thing. Wake up UDOT, listen to the majority of the people you represent. The gondola represents a way of life and the accompanying problems that are not welcome here. There is a better and much less intrusive way.</p> | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26556 | Mauss, John | Please don't let them muck up the beautiful view of the canyon by building a gondola with all those towers and cables! I would prefer clean energy buses with parking lots at the base. | 32.2.9A; 32.2.6.5F | |
| 36636 | Mavens LLC, Outdoor | We believe there are other options than a gondola. NO gondola. As a small guiding outfitter in SLC we strongly feel in opposition to the gondola due to its negative watershed and overa environmental impact. Please explore less invasive options. | 32.2.9E | |
| 26596 | Maw, Alessandra | I am strongly opposed to this taxpayer subsidy that will do nothing to benefit the majority of Utahns (who will be paying the cost of this) and serve only to benefit two private ski areas. We moved to Utah because it is a fiscally conservative state, values its low taxes, and has a strong preference for private enterprise and against government subsidies. This proposal flips those values on their head. The reserved parking situation in the canyons have greatly relieved congestion and appear to be working well. Additionally, lift lines this past season were as long as ever. So what will this gondola do? Aid in reducing already manageable traffic? Increase resort attendance when the resorts are already at capacity? To me, it is a drastic and expensive solution in search of a problem. I therefore urge everyone in a decision-making authority over this boondoggle to oppose it. Thank you. | 32.1.2B; 32.2.2K; 32.2.7A; 32.6A | A32.1.2B; A32.2.2K |
| 25598 | Maw, Cooper | It is absolutely ridiculous that you are even still considering building the gondola. You are completely disregarding what the majority of Utahns are telling you. WE DO NOT WANT THE GONDOLA. The gondola by itself does nothing to mitigate traffic or discourage people from driving. Why else would you will still be needing more busses and tolling even with the proposed gondola. A growing amount of people are still going to be accessing the canyons and they will still need to drive and park to get to the gondola station. This means that all of the traffic would simply be redirected to Wasatch Boulevard and surrounding neighborhoods which would up even more than just canyon recreation traffic. It is easy to see that the decision to move forward with the gondola is just pandering to wealthy developers and private businesses owners who would benefit from the gondola instead of to the average canyon user in Utah. I visibly saw that parking passes at the ski resorts greatly mitigated canyon traffic which is why I, along with other canyon users that I know, would very much like to see tolling, encouraged carpooling, enhanced bussing, and parking passes enforced and tested out well before construction for a gondola starts to take place. I think it would be very unwise to spend a half billion in taxpayer dollars on the gondola before we try out some less expensive and more effective methods to mitigate traffic that are much more popular with the people of Utah. | 32.2.9E; 32.2.4A; 32.2.6.5E; 32.2.9A; 32.2.2K; 32.29R; 32.2.9N; 32.7C; 32.7B; 32.2.2Y; 32.2.2PP | A32.2.6.5E; A32.2.2K; A32.29R; A32.1.2H; A32.2.6S; A32.2.9N |
| 27632 | Maw, Cooper | It is absolutely ridiculous that you are even still considering building the gondola. You are completely disregarding what the majority of Utahns are telling you. WE DO NOT WANT THE GONDOLA. The gondola by itself does nothing to mitigate traffic or discourage people from driving. Why else would you will still be needing more busses and tolling even with the proposed gondola. A growing amount of people are still going to be accessing the canyons and they will still need to drive and park to get to the gondola station. This means that all of the traffic would simply be redirected to Wasatch Boulevard and surrounding neighborhoods which would up even more than just canyon recreation traffic. It is easy to see that the decision to move forward with the gondola is just pandering to wealthy developers and private businesses owners who would benefit from the gondola instead of to the average canyon user in Utah. I visibly saw that parking passes at the ski resorts greatly mitigated canyon traffic which is why I, along with other canyon users that I know, would very much like to see tolling, encouraged carpooling, enhanced bussing, and parking passes enforced and tested out well before construction for a gondola starts to take place. I think it would be very unwise to spend a half billion in taxpayer dollars on the gondola before we try out some less expensive and more effective methods to mitigate traffic that are much more popular with the people of Utah. | 32.2.9E; 32.2.4A; 32.2.2K; 32.29R | A32.2.2K; A32.29R; A32.1.2H; A32.2.6S |
| 25602 | Maw, Cooper | Please just try out tolling, encouraged carpooling, parking passes, and enhanced bussing before spending so much money on a gondola. If these methods don't do the trick, then you should start considering other methods. Utahns do NOT want the gondola. | 32.2.9A; 32.29R; 32.2.2Y; 32.2.2K; 32.2.9E | A32.29R; A32.1.2H; A32.2.6S; A32.2.2K |
| 32403 | Maxfield, Ned | I appreciate UDOT's efforts to reduce traffic in Little Cottonwood Canyon. But I believe this should be a dual project to assess and mitigate traffic in both Little and Big Cottonwood Canyons at the same time. To create a solution for one in isolation, would most likely have unintended consequences for the other. I don't believe the costs for a gondola, and the seasonal use, coupled with the eye sore it creates, is the best solution. One way or another, road widening in both canyons will be needed to accommodate traffic flow, and enjoyment of both canyons and ALL of the beauties of both canyons, not just to cater to the ski resorts. This can be done to create a long term solution, now and for the future. It is and will be needed, and can be done with minimal environmental impact. This should be the number 1 alternative, if the future of the canyons, for 20, 50, 100 years is the vision. Also, I am not in favor of tolls. It will increase traffic congestion, and create undue hardship on those wanting to enjoy the canyons in their pristine nature and create economic divide for those not able to pay the toll. It will increase congestion for the tolling, increase structures for the tolling, and signs, additional lanes of traffic, etc. There are many other alternatives. Increased buses with reduced fees, transit alternatives such as rail, etc. Restricting individual car use to eliminate those traveling individually in a car is discriminatory, and must not be implemented. | 32.1.1A; 32.2.9B; 32.2.4A; 32.5A; 32.1.2D | A32.1.1A |
| 27721 | Maxfield, Nicole | Do Not build this gondola! Our beautiful mountain does not need this monstrosity in it! Do not ruin our mountain with this! | 32.2.9E | |
| 28442 | Maxfield, Richard | The gondola plan only serves the needs of ski resorts, not canyon users. This plan delivers provides no access for hikers. bikers, or other users of Little Cottonwood canyon not using the ski resorts. | 32.2.9E; 32.2.6.5G; 32.1.2D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37478 | Maxson, Allen | Five and half million dollars to please a specific special interest group seems to be poor fiscal policy. Also, the beautiful nature of the little Cottonwood canyon will be damaged forever. | 32.2.9E | |
| 36484 | Maxson, LuAnna | I am 100% AGAINST tax payers money going to build a gondola up Little Cottonwood Canyon. In my opinion it only gives my tax money to a select few to aid in their recreation for a few months. I prefer bus routes and have other people who use the canyon during that time pay for transportation by bus. Please don't ruin the beauty of the canyon by putting up towers and cables thru it! | 32.2.7A; 32.1.2D; 32.2.9A; 32.2.9E | |
| 35411 | Maxwell, Amanda | Don't pave paradise. No gondola | 32.2.9E | |
| 30489 | Maxwell, Jared | The proposed gondola is NOT the answer. It is a money grabbing scheme by ski resorts to funnel more tourists and rich people up to already over crowded resorts. 99% of the year the canyon is completely empty and you can drive up the entire canyon unimpeded. The gondola would sit dormant for most of the year. Being a testament to how greedy and delusional the ski resort owners are. Not to mention all of the things that are more deserving of 550M dollars of taxpayer money. | 32.2.9E | |
| 37247 | Maxwell, John | I am for the gondola | 32.2.9D | |
| 36505 | May, Dylan | While I understand there are pros and cons of each option, the suggestion of the gondola really disappointed me. It's such a high visual impact for everyone all year round, and primarily benefits only a specific group of people for a small amount of time. I fully recognize the popularity of skiing/snowboarding-I myself love it-but I question our willingness to permanently modify the canyon to accommodate this endlessly growing group rather than considering restricting the amount of people to meet what the canyon can reasonably accommodate. Placing caps on ticket sales could reduce traffic and open up access to the canyon to those not wishing-or unable to afford-to pay for recreation or are wanting to recreate it different way. I'd love to do more snowshoeing or hiking, but it's just not an option simply because of the resorts impacting the entire canyon. Increasing shuttle support paired with being responsible about crowd sizes would make the experience more enjoyable for everyone regardless of whether they're at a resort or not. It feels like we thought "how do we get more people up" and not "should we get more people up". Thanks. Either way, it really has been interesting following the assessment of the options. | 32.2.9E; 32.1.2D; 32.2.6.5F; 32.1.2B | A32.1.2B |
| 37606 | May, Ian | I believe we need to do a bus system with stops up the canyon. And not allow anyone to drive up the canyon during ski hours. With the final solution being a possible train up the canyon | 32.2.9A; 32.7A | |
| 27287 | May, Jackie | Hello there, I believe building a gondola to support increased traffic in little cottonwood canyon is reckless and short sided. My main concerns are that the addition of a Gondola to the canyon will cause irreparable damage on an ecological as well as community trust level. We don't necessarily need more humans in the canyons at all times as we understand that increased traffic will undoubtedly add strain to the preservation of little cottonwood canyons ecology. We understand that the cost of this gondola is far from our most efficient use of tax payer dollars. There are surely more options that can be explored. Hopefully a gondola will never be built in LCC but if it does it absolutely does not need to be funded by tax payers. Best, Jackie | 32.2.9E; 32.20C | A32.20C |
| 37818 | May, Kaya | The gondola would not only interrupt hikers, climbers, mountain bikers, and the people that live in the mouth of the canyon, but it will also interrupt the wildlife. Additionally, the construction will put so many emissions into the air. I know it's something that most people don't care about, but it's incredibly important to me and all the others in our valley, locals or tourists, that have any type of breathing issues like lung cancer or asthma. It's hard enough to breathe here, adding even more construction would only increase that. The gondola will also decrease the rugged beauty that can be seen and visited right out of the city that people come all over the world to see. This gondola would be a grave mistake that so many other people in this state already abhor. As I'm sure you've seen, neighborhoods all over the state have been posting signs about saying no to the gondola. What ever happened to listening to the people? On another note, I do apologize that my comment has been all over the place, I just feel so strongly about this construction that you all have seemingly decided on without your supporters. Keep this state full of it's rugged beauty that inspires it's visitors to pursue the spiritual journey that is adventure. Please head mine and others comments about wanting to keep us wild. Thank you for your time. | 32.2.9E | |
| 32348 | May, Madeline | I'm frustrated by the gondola bill me and my neighbors will face for a system that does not benefit us proportionally to the tune of 600mil as non skiers. This feels like a tourist money grab without a real dedication to solving congestion | 32.2.9E | |
| 37496 | May, Rebecca | I absolutely do not want a gondola as the transportation option for Little Cottonwood canyon. It is an expensive, invasive idea that won't take many cars off the road. We should be starting like, Zion National Park, with a bus only approach. We have room to put parking garages at the big bus stops close to the canyon. Make it mandatory during certain times of the year to ride the bus. Make stops for Backcountry skiers and make the bus schedule work for everyone by running service appropriately. Buses wouldn't be late for schedule because they wouldn't get stuck in traffic since they will be the only vehicles in the canyon. You can also replace buses as they get old with electric buses, again, like Zion Park that has a proven bus system already. | 32.2.9E; 32.2.2B | |
| 34215 | May, Valerie | I do not believe a gondola is an appropriate solution to the traffic problem in the canyon. It will permanently mar the beautiful canyon with towers and cables no matter how hard they try to make in "blend" in. The numerous "pine" tree cell phone towers are a perfect example of that. I also do not want my tax dollars to fund the ski industry. If this gondola is approved I believe the ski resorts, and only the ski resorts, should pay for it. They are the ones that will profit from it, not the state, and not the millions of people that never set foot on a ski hill. | 32.2.7A; 32.2.9E; 32.2.9N | A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26767 | Mayer, Keziah | I do NOT think the gondola is a beneficial or necessary change that should happen. Putting it in will not only disrupt canyon flow but also wildlife, nature, and the neighborhoods that are located at the mouth of the canyon. | 32.5B; 32.13A | A32.13A |
| 32727 | Mayer, Robert | I am opposed to a gondola in Little Cottonwood Canyon. It would fundamentally change the nature of the canyon from a natural area with human activity to a human-dominated landscape. | 32.2.9E | |
| 27559 | Mayer, Steve | Thank you! As a frequent skier in Europe I see how awesome gondolas are around Europe and provide a easy car free / pollution free(er) solution that we need for Little Cottonwood. I live at the base and am excited to see this beautiful solution come to life. | 32.2.9D | |
| 30344 | Mayes, Therry | I am opposed to the LCC Gondola project. This is a project that will forever alter the pristine nature of LCC. In addition, it benefits a small minority of recreations, who will potentially not even use it due to the cost. In addition, private investors and property owners who are "well connected" politically are a minute group who stand to benefit very handsomely financially. This option is not needed/wanted by the majority. Consider toll roads and extended business options. UDOT should listen/answer to the citizens, Not THE WEALTHY FEW WITH THE LEGISLATURE IN THEIR POCKETS...and you know exactly who they are. | 32.2.9E | |
| 25794 | Mayfield, Haley | Spend the \$550M on something that will actually benefit the canyon and the people who live near it. Nobody wants a massive, ugly, energy-sucking gondola running through LCC. Respectfully. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 26650 | Mayhew, Brandon | I believe this will ruin what little cottonwood is as we know it and only benefits the private for profit. Instead I believe we should limit the amount of people up the canyon at once | 32.1.2B; 32.2.2K | A32.1.2B; A32.2.2K |
| 31063 | Mayhew, Phyllis | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poli-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. 4. If the gondola only runs during the winter, how does that help with traffic in the canyon during the summer? The gondola would sit stagnant during the summer taking away from the natural beauty of the canyon. Traffic options need to be addressed for all seasons, not just winter. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action against this development. Thank you!</p> | 32.2.9E; 32.29F; 32.2.6.5E; 32.20B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |
| 35338 | Maynez, Hiram | An article I read recently paraphrased what I wish to convey, "Don't you think the canyon deserves a little more time for us to get it right,," Salt Lake County Mayor Jenny Wilson stated. "Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions.," | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>The gondola is not a fair transportation solution as it ignores all other dispersed use of the canyon. It would be expensive, it would only serve the ski resorts (during a specific time of the year that would only benefit revenue for the resorts, & NOT the resort user experience), and it would permanently destroy a beautiful canyon.</p> <p>I say do better. I say no to this gondola proposal and yes to more common sense solutions. The community has spoken, please listen.</p> | | |
| 32547 | Mayor, Doug | No gondola! Improve frequency of bus service instead | 32.2.9E; 32.2.9A | |
| 38627 | MayorWeichers, Michael | <p>UDOT LCC EIS Officials: Please see attached public comment regarding the Final EIS on behalf of the Cottonwood Heights Mayor and City Council.</p> <p>Sincerely,</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.2.29R; 32.2.9A; 32.2.9E; 32.1.2B; 32.2.6.5E; 32.2.6.2.2A; 32.4F; 32.4L; 32.4M; 32.2.2AA; 32.7A; 32.2.4A; 32.2.2I; 32.2.6.3C; 32.1.2C; 32.2.9B; 32.2.2Y; 32.2.7F; 32.2.6.2.2T | A32.2.29R; A32.1.2H; A32.2.6S; A32.1.2B; A32.2.6.5E; A32.2.6.2.2A; A32.2.2I; A32.2.6.3C; A32.2.7F; A32.2.7C; A32.2.6.2.2T |
| 29184 | May-west, Justin | <p>Little Cottonwood Canyon traffic has been an evolving issue in the past few decades.</p> <p>The solution of gondola may seem viable for 40,000 feet or if you are a shareholder of Snowbird, Alta, or said gondola company.</p> <p>However, there are many solutions that cost much less and serve anyone using the canyon and the SLC area as a whole. Instead of the few aforementioned groups.</p> <p>More bus service, automobile fees (higher for single occupant) seem like great places to start. Pay to play. All of us using the canyon (not just Snowbird and Alta!) would be happy to do our part.</p> <p>From there keep evolving the plan for the future instead of putting the burder in tax payers to further line the pockets of the few.</p> <p>If this is ignored, I feel as though LCC will transition away from locals and become just another glittery tourist attraction. Keep us local skiers, climbers, hikers, and more LOCAL!!!</p> <p>-Justin</p> | 32.2.29R; 32.2.9A | A32.2.29R; A32.1.2H; A32.2.6S |
| 30679 | Maz, John | There is no way the public should be funding any of this. The onus is entirely on snowbird and Alta, who directly profit from any and all traffic in the canyon. Simple solution. While the ski resorts are making profit hand over fist, they should be supplying the transportation. If they can't, limit them amount of dusky and season passes they can sell. Secondly. They should provide, maintain and staff 12 busses each. Each bus should leave from the top and bottom of the canyon every 10 minutes starting at the top of the hour, every hours for the entire ski day, weather permitting. A gondola is not a viable option. Do better. | 32.2.7A; 32.2.9E; 32.2.6I | |
| 29400 | Maze, Amanda | This is not a solution that will solve a traffic problem. Destroying the land to build this eye sore of a structure in nature is not how people want to view this canyon. Destroying climbing areas for ski profit is not the solution. Limit access and create a way to not allow everyone to be able to ski. Fix the great salt lake water issue to even think about the future of being able to ski. The first Gondala was not the solution and neither is this one. Listen to the people, not everything should be about profits. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B; 32.7C | A32.1.2B; A32.2.9N |
| 26036 | Maze, Amanda | Respect the land we have left without putting more damage on the environment. Limit users in the canyon. No Gondala will fix this. | 32.2.9E; 32.2.0B | |
| 28216 | Mazelli, Ryan | Hello, as a resident of Sandy and an active user of LCC, I want to strong oppose the gondola proposal. While I would love this as a resort skier, this is only a fraction of the canyons usability. I would like to suggest an option that costs significantly less and minimizes the overall impact while also facilitating a different outlook to people looking to recreate in LCC. The use of tolling for private cars will increase occupancy in cars and decrease overall supply of cars. Additional busses from areas all over the valley to take people up who may not have the means to drive, pay a toll, etc. There has been a lot of focus on avalanches. The problem is if there is significant avy [avalanche] danger on the road, that also means it dangerous at the resorts, trails, and backcountry too. This limitation, while its convenient, helps with keeping people safe. The only ones who really suffer are the resorts. No paying customers because the road is closed. I'm in favor of adding additional solutions to help the increasing demand to use the canyon. I am not in favor of providing a solution to only Snowbird and Alta resorts. A multi phased approach of incremental changes will allow the truth to reveal itself on what is working. Thanks for providing a place for comment. | 32.2.9E; 32.2.4A; 32.2.29R; 32.2.2I; 32.2.9R | A32.2.29R; A32.1.2H; A32.2.6S; A32.2.2I; A32.2.9R; A32.1.2H; A32.2.6S |
| 32191 | Mazurski, Tayler | This goes against the wishes of literally 80% of SLC valley. The people have decided. This is the worst solution. | 32.2.9E | |

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| 27648 | Mazzocchi, Andrea | As a Holladay, UT resident and heavy user of the canyons, I do not support a gondola being built in LCC. The gondola only serves Alta and Snowbird, resorts that are inaccessible to the average Utahn due to cost, and remain unused in the summer. Building the gondola is only a service to big business and does not serve local Utahns. To move forward with the gondola is to go against what the people of Utah wish for lobbyist companies to only have deeper pockets. | 32.2.9E | |
| 26329 | Mc Ainsh, Michael | As a 71 year-old frequent hiker in Big and Little Cottonwood Canyons, I am opposed to the UDOT's preferred answer to congestion in Little Cottonwood Canyon, the gondola. Besides it being an eyesore, it will move far fewer people than other suggested modes of transportation, at a greater cost in construction and in ticket sales to the public. It will turn this beautiful canyon into a playground for the rich, while UDOT will expect the taxpayer to foot the bill. Maybe we should ban cars in the canyon and build a railroad to shuttle canyon visitors to hiking trails and ski resorts! | 32.2.2B; 32.2.2Y; 32.2.2I; 32.2.2PP; 32.2.7A; 32.2.9E | A32.2.2I |
| 26236 | Mcadams, Brendan | This will change the landscape of a beautiful natural area that means too much. It's a brutal commercialization of nature. Irreparable damage for generations. Please do not do this. | 32.2.9D | |
| 26552 | Mcalister, Josh | I would like to reiterated, emphatically, that the taxpayers of Utah should not be in the business of funneling profit to two private organizations who have brought this problem upon themselves. Alta and Snowbird joined the Ikon pass in order to bring more traffic to their resorts, knowing full well a narrow, steep 8 mile canyon CANNOT handle the capacity. Snowbird and Alta should be footing the bill to remediate the issues they've caused, not Utah taxpayers. DO NOT GIVE THEM THE MONEY FOR A GONDOLA. | 32.2.7A; 32.2.9E | |
| 37823 | McAllister, Lindsay | Do it! What a world class addition to our world class mountains and snow. Why wasn't this proposed sooner?! Let's get moving on it! ♡ | 32.2.9D | |
| 32563 | McArthur, Brian | Hi My name is Brian McArthur. I am a resident of Salt Lake City Utah I live in [REDACTED] I am opposed to the gondola project in little cottonwood canyon. I do not feel like it is a fair use of taxpayer dollars and that it will only benefit an elite few. I do not ski at Alta or at snowbird I feel like this project will only benefit those people. It will also enrich the owners of both of these resorts without them having to invest their own money. I also feel like this will be an environmental disaster that will be an irreparable scar and eyesore forever. I am pro other solutions that will help protect the environment as well as benefit a larger demographic of people. Please take me comment into consideration and do what is best for all of Utah not just an elite few. Thanks Brian | 32.2.9E; 32.2.7A | |
| 38579 | McArthur, Madison | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 30310 | McArthur, Tara | I strongly oppose the construction of a gondola. This will negatively impact our canyon and misuse tax payers money. If we want to positively impact the environment we should invest in Green buses which will go throughout the entire country. | 32.2.9E; 32.2.6.3F; 32.2.9A | |
| 36855 | McArthur, Tracy | I think the gondola is a great idea but I think it would be more appropriate and less obtrusive if it just goes from the mouth of the canyon rather than from La Caille. Any gondola proposal would be better than more busses going up the canyon and polluting the air. | 32.2.9D | |
| 33445 | Mcatee, Guy | I look forward to enjoying this canyon without a gondola in place. I'm hopeful for other alternatives and am confident we can continue to enjoy the little nature we have left in this area. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 33007 | McBeain, Josh | I do NOT support building a gondola in LCC. I do NOT support tolling in LCC. Enhanced bus service should be considered. Adding an additional lane could also be considered. I believe UDOT is blowing the LCC issue out of proportion to justify expensive and unnecessary action. Use the money you plan to waste on a gondola to hire bus drivers and fill the Great Salt Lake with water. | 32.2.9B; 32.1.2B | A32.1.2B |
| 30678 | McBeain, Kelly | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> | 32.2.9E; 32.2.9F; 32.2.6.5E; 32.2.0B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

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| | | <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. | | |
| 33331 | McBeth, Mitch | No no NO! This gondola is such a bad idea for so many reasons. | 32.2.9E | |
| 34162 | McBrayer, Hannah | <p>In proposing the Gondola B alternative, UDOT has failed to make a case for how to keep the Gondola from being massively underutilized. Who would want to drive to a base station, drag out all their ski gear, kids in tow, to wait in line to ride for 40 minutes to Alta up the longest gondola in the world, when they could sit in a slow-moving red snake in their own vehicle, with coffee and music, for an hour or so? There are *very* few days of the year when LCC is snarled enough that a majority of skiers/riders would be motivated enough to ride the gondola.</p> <p>One option to incentivize ridership of the gondola would be huge tolls on SR210, but this will just perpetuate inequalities in our state; that is, it would make it cost-prohibitive for lower-income families and individuals to get up the canyon to recreate on our Federal lands.</p> | 32.1.2B; 32.2.4A; 32.5A | A32.1.2B |
| 33797 | McBrayer, Hannah | The Gondola solution is not in the best interest for Utahns. It caters to our wonderful tourism industry. And while Utah relies a lot on successful tourism and we all love Alta and Snowbird, that industry can still be successful with other transportation alternatives proposed. The gondola creates many more problems than it solves, and local residents take the brunt of the cost (both financial and ecological). Please make this decision with Utahns in mind. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N; 32.6A; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 34157 | McBrayer, Landon | <p>Implementation of the Gondola B option would be an utter failure of a representative government for UT. UDOT serves the people of Utah, and the voices of relevant parties are being ignored:</p> <ul style="list-style-type: none"> -80% of Utahns prefer another solution (i.e., oppose the gondola) -The cities that would be most affected negatively by the gondola, Sandy and Cottonwood Heights, have both explicitly voiced opposition to the Gondola--via Sandy mayor Monica Zoltanski and the Cottonwood Heights city council. -Related: the Salt Lake County Council passed a resolution recommending UDOT drop the gondola alternative, and SLC mayor Wilson has voiced strong opposition to the gondola. <p>So, who is it that UDOT is listening to by recommending Gondola B?</p> <p>It looks like the strongest voices in favor of the Gondola: the two private ski areas and their shady subsidiaries (Gondolaworks and LCC Base Property LLC), plus a few corrupt politicians who stand to make massive profits from the Gondola Construction (CW Management founders Neiderhauser and McCandless), are the only voices UDOT is considering.</p> <p>That is a failure of our system of government, and the Gondola will forever be a blight on the state of Utah.</p> | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 34160 | McBrayer, Landon | <p>The gondola B option would result in an massive eyesore on on of the most beautiful glacial-carved canyons in the nation! That fact alone shows how myopic this project is.</p> <p>A better solution, and one most Utahns have voiced approval of, would be to begin with the projects that were included in other options: widening wasatch blvd, improved bus service, and snow sheds to lessen the road closures that cause delays and back-ups on powder days.</p> <p>Those projects serve as practical solutions that don't result in the permanent environmental damage of having skyscraper-sized towers lining their way up an iconic glacial canyon.</p> | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9K; 32.2.9Q | A32.1.2B |
| 36384 | McBrayer, Landon | I am opposed to the Gondola B proposal. The idea of the EIS study is fantastic, but somehow the final recommendation turns out to be the one alternative--Gondola B--that explicitly goes against the stated mission of the EIS. The stated purpose of the EIS is to find a solution that "meets the needs of the community while preserving the value of the Wasatch Mountains." The gondola merely meets the needs (and strong desires) of two ski resorts. No other canyon users will benefit from a gondola that only stops at Snowbird and Alta and that ruins the natural beauty of Little Cottonwood Canyon. | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 30416 | McCallum, Shannon | I am still against the gondola after the new and updated draft EIS. The gondola still only transports 35 people at a time, (which is ridiculously small when you consider how many people travel in the canyon in the winter) and it still only makes stops at Snowbird and Alta and it still is a huge visual eyesore that only serves a small portion of people. I still have not seen any assessment of how many days the gondola will be shut down due to heavy snow and avalanche control. They also seem to be making calculations of bus emissions on traditional fuel buses, instead of considering electric buses with far less emissions. | 32.2.9E; 32.2.6.5K | |
| 31158 | McCandless, Chris | <p>The following points are often quoted as facts as they relate to the bus versus the gondola debate. Often, the gondola opponents' versions are misleading or blatantly false. This letter's intent is to clarify inaccurate statements.</p> <p>OMISSIONS The opponents to the Gondola are spreading false and misleading information in many areas. Listed below are a few:</p> <ul style="list-style-type: none"> - Opponents criticize the gondola because: "[it] only stops at Snowbird and Alta." While this is true, their statements and printed materials conveniently omit the | 32.2.6.3C; 32.2.6.5G; 32.2.7F; 32.2.6.5N; 32.17A; 32.17B; 32.1.2B; | A32.2.6.3C; A32.2.7F; A32.2.7C; A32.1.2B |

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| | | <p>fact that the bus only stops at the resort locations as well. To validate this stop location priority, a three-year cell phone GPS tracking study places 85% of the people's destination who enter Little Cottonwood Canyon (LCC) at Snowbird and Alta. It should also be noted that the highest used dispersed recreation locations can be accessed through these same stops.</p> <ul style="list-style-type: none"> - Costs. They overstate the cost of the gondola. While the EIS estimated \$550 million for the project, the gondola represents only \$391 million of that amount; the remainder would fund non-gondola related canyon improvements. - Inflation. They also inflate the estimated costs by stating the \$391 million dollar gondola might cost \$1 billion, a wildly speculative number, presumably due to future inflationary impacts. If so, opponents omit that the bus and road improvement costs will be impacted by the same inflationary impacts as the gondola. - Flexibility and Pivoting. The opponents' claim that the gondola can only load 30% of the vehicles' traffic passengers or 1,050 PPH is false. The gondola, using the submitted LaCaille Base Station design can load up to 3400 PPH. The gondola can also respond within minutes to peak period demand variations by adding or subtracting cabins onto the cable; the enhanced bus system is simply not able to do that. - Ridership. In several polls conducted by various groups, including one recently published by a local municipality, up to 85% of the respondents state they do not like nor do they plan to ride the bus. While residents may think busses are a good option, we can infer by the written comments (in the polls) that they feel the bus is for other people to ride. If very few plan to ride the bus, why are we spending millions on a system that the majority does not want to ride and will try to avoid? <p>TAX-PAYER FUNDING Opponents argue that taxpayers should not be funding a "half-a-billion-dollar system" that serves "rich resort areas" with a gondola. What they leave out is that the bus system would do the same thing. Either way, taxpayers would pay for the construction, like what they do with all other UDOT roadway and UTA train and bus public transportation improvements.</p> <p>NEGATIVE IMPACTS Opponents cite that the gondola will negatively impact the view corridor of the canyon. However, for the bus system to work, according to the Draft EIS, UDOT and UTA testimony, it would require LCC roadway to be widened to four lanes of travel. This four-lane road would create a significantly greater lineal and horizontal impact in the canyon, far greater than the estimated twenty-two towers for the gondola. The road widening would drastically alter views, decimate the hillside in most roadway areas, create untold hazards and impacts to traffic during construction, and increase the flow of pollutants to watershed because of the increased road surface and annual avalanche debris flow.</p> <p>ACCESS Opponents have privately stated that they like traffic congestion because it keeps people out of Little Cottonwood Canyon. The gondola frightens them because it allows all citizens to have safe, clean, and convenient access to "their" canyon. What happens to the congestion when the Wasatch Front population doubles in 20 years? The gondola is a long-term future solution, one that does not kick the can down the road by providing a short-term solution disguised as a long-term solution to the problem.</p> <p>Even today, access is a critical issue when the canyon is closed due to avalanche and extreme weather conditions. It is not uncommon to have several thousand recreationists, tourists, and employees stuck at the resorts overnight when the road becomes impassable.</p> <p>SAFETY For decades, UDOT has been conducting on-going road maintenance and dealing with hazardous conditions during the winter months, including avalanche control, removal of debris, and rescuing the public from various incidents including occasions where a death occurs in the canyon. The future population growth will cause a broader and exponential increase in UDOT's ability to keep citizens and visitors to LCC safe. Presently, the only LCC traffic solution that includes a secondary emergency egress from the Canyon is the gondola. More busses are also subject to an increased number of slide-offs increasing the congestion, especially in adverse conditions due to compromised road conditions and canyon closures.</p> <p>TIMING. UDOT has been researching and struggling for nearly three decades to determine how to best resolve the issues that negatively impact the public's safety and vehicular travel reliability in LCC. UDOT has also been working for nearly five years to provide the public with an opportunity to make suggestions. These suggestions for LCC have resulted in over 120 conceptual solutions, including detailed analysis of the train, two bus options, two gondola options and even status quo. All these options have been thoroughly vetted over years of debate including the analysis of every public comment, nearly 17,000 of them. The result of this arduous process is that UDOT selected Gondola as the preferred alternative. The opposition would have us slow down the process or choose a bus or train option that has been deemed less favorable. Several public officials have also asked that UDOT and resort owners try other less expensive solutions such as tolling, paid parking, car-pooling, etc. These measures have already been considered and in many cases implemented. They have minimal effect on the traffic and offer no long-term solution to the many issues. And they do not take into consideration the impact of future growth. UDOT has been studying the problems extensively for decades. At some point, we must act, and that time has come.</p> <p>As it relates to vetting the bus options, UTA has testified that the bus option without a four-lane highway will not work. The UDOT bus alternative with its 1050 people per hour (PPH) capacity would require at least forty-eight busses in the canyon every hour.</p> <p>Recently, UTA announced that it will be cutting bus service in the canyons this winter because they cannot hire the needed drivers for a system that operates about eight busses per hour in LCC. So, how are they going to hire 60+ drivers for the LCC enhanced bus system to operate the 66 new buses, if they cannot hire the drivers needed now? The fact that the new drivers are seasonal employment opportunities compounds the problem even more. The gondola system, however, has considerably fewer employees (estimated to be 17).</p> <p>LCC ROAD LCC roadway is known to be one of North America's most dangerous highways of its type, which includes sixty-four known avalanche pathways that cross the highway. Adding more rubber-tired vehicles to a known dangerous highway is simply making the problem worse. Alternately, the gondola could eliminate this public risk caused by avalanches and make it possible for UDOT to meet and even exceed their 30% vehicle reduction, an EIS stated objective.</p> <p>RELIABILITY The gondola option increases the reliability of guaranteeing that canyon closures (due to adverse weather conditions including avalanches) would have little or no known impact on citizens' travel time into and out of LCC. The 3S gondola operates in almost any kind of weather.</p> <p>TRAFFIC The detailed traffic impact studies completed by Hales Engineering state that the Gondola - Alternative B (LaCaille Base Station) minimizes congestion at the mouth of the canyon. The gondola can also load at least three times the number of passengers (as compared to the bus) during peak AM/PM travel periods. The opponents claim otherwise but have no science-based studies or proof to their claims - just rhetoric.</p> <p>ENVIRONMENTAL The opponents claim that the gondola is not the environmental choice. However, the new widened LCC road destroys fifty acres of the</p> | <p>32.1.4B; 32.2.9D; 32.7A; 32.29F; 32.2.4A</p> | |

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| | | <p>canyon as the new road is carved directly into the mountain side. The increase in impervious asphalt surfaces and other materials will have a continued negative impact on the atmosphere and our water shed. By comparison, the twenty-two towers will have a total footprint of approximately 2-3 acres, and unlike what is being stated by the opponents, very few road improvements to the towers will be required because they generally follow the existing road. Furthermore, the gondola is electric, creates its own in-cabin power, and is silent.</p> <p>PRIVATE LAND CONTRIBUTION If the gondola is selected, Snowbird has agreed to place property they own along the north side of LCC into a public conservation easement; no development of these hundreds of acres would be possible in the future protecting this property as open space that is also a large watershed area. If the bus alternative was selected, Snowbird's (or perhaps its future successor) stated contribution will be withdrawn.</p> <p>OPPONENTS RENDERINGS The gondola opponents have renderings that are wholly inaccurate, for example:</p> <ul style="list-style-type: none"> - Their rendering of the gondola shows four towers from the mouth of the canyon to the base station; there will be only two. - The footings and footprints on their rendering and others show "hotel-sized" tower structures with massive footprints mentioned and estimated to be 20-30,000 square feet. The actual footprint of gondola towers is about 40'x40' or 1600 square feet total. - Their rendering includes an eight-story parking structure above the grade of Hwy 210. The actual base station design proposal is to have the parking structure built, in part, beneath the UDOT ROW and all of it below the existing Hwy 210 grade to protect the traveler's view of the mountains and the canyon entrance, to every extend possible. <p>TAX PAYER FUNDING In their EIS, UDOT projected the operational costs for both systems and they estimated the gondola annual costs to be \$10 million less than the enhanced bus system per year. The gondola also presents several unique revenue generating sources-such as locker rental, naming rights, increased participation by resort owners, etc. Using these public and private partnerships input on gondola funding options, the proponents of the gondola show a revenue stream which suggests the potential that no State, County nor municipal taxes would be needed to cover the annual gondola operational expenses. The bus has no such advantages. In fact, the gondola could have up to a \$4 million dollar per year surplus, which could be used as a Little Cottonwood Canyon fund to enhance and preserve roads, trails, and trailhead maintenance or other worthwhile canyon needs.</p> <p>While opponents claim the cost to ride the gondola could be as high as \$50, proponents preliminary estimate states that the ticket to ride the gondola could be as low as \$9. By comparison the same analysis estimates that the actual cost to ride the bus would be greater than \$25. The bus fare for the riders would most likely continue to be \$5, but make no mistake, all TAXPAYERS through the traditional means of subsidizing UTA through the 1% state wide sales tax will pay the additional \$20 per rider. The annual bus deficit is projected to exceed \$7 million per year, leaving no potential for an on-going canyon improvement and maintenance fund. The bus is more expensive, less environmentally friendly and creates an on-going deficit leaving no maintenance fund for LCC without taxing citizens even more.</p> <p>Thank you for taking this information into consideration when deliberating on the fate of our canyon. The projections, estimates and clarification are assembled using information from numerous gondola supporters.</p> | | |
| 31152 | McCandless, Chris | <p>UDOT EIS Comment Re: Faulty date relating to SOC USU Study Dear Mr. Van Jura,</p> <p>The definition of dispersed Little Cottonwood Canyon (LCC) recreationists used and promoted by Save Our Canyons (SOC) and others is vague and incorrect as presented in materials by those in opposition to the UDOT EIS preferred transportation alternative being the gondola.</p> <p>Their attempt to provide information that states 70% of all LCC visitors are dispersed recreationists that do not use the Snowbird or Alta facilities. This comment will point out why SOC and others using this study to influence LCC visitors is misleading and has an undue influence on the gondola's acceptance and as such, the lack of support from their support groups should be discounted.</p> <p>In part, the first of two Utah State University studies (attached) is a five-page report called An Estimation of Visitor Use in LCC, BCC and Millcreek Canyons (the "Visitor Use Study") and uses a visitation formula with 12-month vehicle count compared to only six months of skier visits that defines the number of skiers utilized vehicles. The Visitor Use Study is skewed as it defines that all visitors in LCC who did not purchase a lift ticket are people who do not go to Alta and Snowbird. As detailed below, this prejudices the results by ignoring the non-skier visitors who use the resorts such as those attending Oktoberfest, staying at the hotel, eating dinner, hiking to Albion Basin to see the wildflowers, etc.</p> <p>These identified dispersed LCC visitors, as inferred by the USU study and the gondola opponents state they are not using resorts assets (including the parking) are false as there is simply not enough room along the canyon road to facilitate parking that many vehicles below Snowbird's entry one and above Alta. Because they are using the resorts parking above Entry One through to Alta, the dispersed visitors could then be served by the gondola.</p> <p>The second USU study (attached) is titled the Central Wasatch Visitor Use Study (CWVUS). The CWVUS results are prejudiced against the resort users further because they did not interview anyone at Snowbird (see page 3 in the CWVUS)? Of the ten reported sites where they collected visitor use data in LCC, only one location at Alta was used and that location accounted for only .8% of the studies respondents. It appears the reports desired outcomes were pre-determined and as such the report is then fatally flawed. This is in part due to only five of the 200 USU coordinated interviews being conducted within the ski areas!</p> <p>By stark contrast to the two USU study's conclusions, Alta Ski Area had Streetlight Data (see Note One) conduct a three-year analysis (attached) of the LCC canyon visitors' destination. From 2018-2020, the total average year-round daily vehicle count arriving from the mouth of LCC and then arriving at either Snowbird or Alta was 87%! UDOT had similar findings in their draft EIS which is why you recommend that the final two preferred transportation options only stop at Alta and Snowbird. It's not because UDOT wants to subsidize the commercial venues, it's because it's the destination for the vast majority of LCC visitors!</p> <p>Further, on a single day (2/12/2022) we counted 124 vehicles parked below Snowbird Entry One. Everything above that location can be managed by the two preferred UDOT alternatives. With an estimated 4,300 vehicles parked at and around the Alta and Snowbird resorts, the dispersed recreationalists were 2.95% of the canyon visitors. Further, the number of vehicles at the White Pine trailhead, including parked cars on Highway 210 was 82. As mentioned by Snowbird management, with slight modifications to the Snowbird transportation and mountain systems, they could manage the White Pine dispersed visitor's transportation</p> | 32.1.2C; 32.2.6.5G; 32.1.4E | |

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| | | <p>needs. Therefore, If the 82 vehicles were deducted from those not able to be assisted in the future by mass transit, then on that day, the dispersed recreationists represented only .9%, not the 70% of the LCC visitors as promoted by USU SOC and others.</p> <p>Additionally, the Gondola opponents are throwing numbers around like "70% of the canyon users are dispersed recreationists" (see Figure 3 Visitor Use Study - page 5). They state that "there are 783,013 non-resort users' vehicles in the canyon annually" (Page 2 -Estimation of Visitor Use in LCC, BCC and Millcreek). If the opponents' claims are correct, and their claim that the UDOT preferred alternative (the gondola) disproportionately favor the resorts, and if you divide the estimated visitors' vehicles by 365 days in the year, the average number of dispersed visitor vehicles in LCC are 2,145 cars per day. One needs to ask the question: With only a few hundred available visitor parking spots along the LCC road and at trailheads (outside of the Snowbird and Alta parking), where are all these dispersed users parking - every day?</p> <p>We believe that, in the future that most canyon visitors can have better access to LCC through the proposed UDOT preferred alternative and that access as planned is presently balanced and proportionally accounted for in the Draft EIS.</p> <p>As a state and community, we need to support solutions that solve all the challenges in the canyon, not the imaginary problems created by rhetoric and public clamor. We applaud UDOT for their work and are confident that you have come to the conclusion based upon science based factual information, without undue influence as UDOT should not be subject to public clamor, misinformation, and exaggerated rhetoric.</p> <p>Sincerely, CW Management Corporation Chris McCandless, President</p> <p>Note One: Streetlight Data harnesses smartphones as sensors to measure vehicle, transit, bike, and foot traffic virtually anywhere. Using their software to get counts, O-D, and other transportation metrics - for any road, area or time period.</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | | |
| 37256 | McCandless, Susan | <p>I heartily support the gondola-as the ONLY option that solves the traffic problem in Little Cottonwood Canyon and has an eye to the future. Any other option would have only minimal impact on even today's traffic and does not take into consideration growth, which is inevitable. The gondola provides uninterrupted access, enhanced safety, and is the better environmental solution. The footprints of the combined towers will be far less than the devastation that would be required to carve out a four-lane road; the impact to watershed would be less; the impact to climbing routes would be less. The emissions in the canyon would be less. It would even be less invasive and impactful during the construction phase.</p> <p>The gondola option-with its continuous loading/unloading system-would prevent the log-jam of buses at the resorts that would occur as riders exit. The initial investment (not including avalanche bunkers and trailhead improvements) is less than the alternative of road widening and buses, and the annual operating cost would be significantly less. There are additionally public/private funding opportunities with the gondola that would off-set operating costs that are not a possibility with a bus system. The number of employees required to run the gondola is a fraction of what would be needed for buses, and even today-with fewer buses going up the canyon-UTA cannot hire enough bus drivers and recently announced it would drastically curtail bus service this winter</p> <p>While much has been made of tax-payer funds going to "build a gondola for rich resorts," opponents never mention that the road widening / bus system option (which is actually more expensive with the needed avalanche bunkers) would also be using tax-payer funds for those same resorts. In both options, the buses or the gondola would only stop at Snowbird and Alta.</p> <p>As a substantial gesture of support, Snowbird has offered to put private property lands such as Superior Peak into a conservation easement that would preclude future development. That gift is not included with any other option.</p> <p>UDOT, as well as other agencies, has studied this issue for years. Every option and combination of options have been considered: tolls, parking reservations, parking fees, car pooling incentives, etc. Most of these have been tried with only minimal impact. Many people continue to ask that it be studied more. This has been done. Eventually we have to act, and that time is now.</p> <p>I wish I could throw my skis in the car and drive the canyon without traffic and find easy parking. I wish there were not so many people in the canyon. I wish there were cheaper, easier solutions. But that is wishful thinking. Build the gondola. It is the only option that solves the problem and helps us move from wishful thinking to future thinking.</p> | 32.2.9D | |
| 38580 | Mccanley, Savannah | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 32065 | Mccann, Dan | Toll for drivers using little cottonwood is a good idea. For those of us who use the road everyday a 6 month pass, or a reasonable yearly pass makes sense. | 32.2.2Y | |
| 30771 | Mccann, Dan | No gondola. Other options are more practical. No gondola. | 32.2.9E | |
| 29646 | Mccartan, Mike | Please reconsider the gondola as the preferred approach. This challenge can obviously be solved with less intrusive means, easily identified as tolls and a large increase in busses, buttressed by avalanche "bridges" like those of red mountain pass. Thank you | 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.7A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 25717 | Mccarthy, Aidan | The gondola is not a real solution. The cost is ridiculous. The amount of time it would take to ride the gondola from the base to Alta is longer than it currently takes me to drive there from my house. The gondola does not service the best interest of myself, or of my fellow local Utahns. Increased bussing, requiring carpooling or charging a fee are by far better solutions but i would argue the best solution is to do nothing. I would argue the traffic is worse in BCC and ever since Alta started to charge for parking I have never had a traffic issue in LCC. There are maybe 10 days a year where traffic is tough and that is a small price to pay. The gondola only benefits developers and is completely out of touch with the reality of what Utahans want. I beg you to reconsider. I am against the gondola. | 32.2.9E; 32.1.2B; 32.1.4C; 32.2.9A; 32.2.2Y; 32.2.2K; 32.2.2PP; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32697 | McCarthy, Spencer | Please do not put a gondola up in that canyon! It will be an eyesore for generations to come. Why not use a train and connect it to the TRAX system? | 32.2.9E 32.2.2I | A32.2.2I |
| 25296 | Mccarthy, Wallace | I am opposed to the gondola being put in LCC. It will destroy many incredible boulders that the next generation will not be able to experience. From even the beginning of my climbing career I have been taken into lcc to climb and these experiences are some of the best from lcc. I was able to bond with my coaches and teammates while doing something that we all enjoy so much. The gondola will ruin this opportunity for climbers in the future. Please don't go through with this proposal. | 32.2.9E; 32.4B; 32.6D | |
| 30299 | Mccarthy, Whitney | Please do not move forward with the gondola. Carpooling, bussing, and a parking fee at ski areas is the better option. We don't need to move more people up the canyons. In fact, there is a carrying capacity of the land and we should respect that and limit the amount of cars and people in the canyons rather than trying to get more people to the already crowded resorts. At some point the resorts will need to figure out a way to stay profitable without making a mess of the canyons, ruining the backcountry, and polluting our airs. PLEASE, increase bus service up the canyon and work to build park and ride lots. A gondola does not benefit the citizens of Utah. It benefits a select group of wealthy people who can afford to go to the ski areas. | 32.2.9E; 32.2.9A; 32.20B; 32.20C | A32.20C |
| 31480 | McCarty, Melissa | I am opposed to the gondola. It will only service the ski resorts and not trailheads, so it won't reduce traffic by much. It will also ruin the aesthetics of the canyon and is a very expensive solution. An expanded bus route that services trailheads and expanding the road if needed is a much better solution to the traffic problem. | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 33552 | McCauley, John | UDOT, I am categorically opposed to the proposed Gondola. It will negatively impact many recreational activities, during and after construction, including the world class rock climbing draw thousands of visitors and millions of dollars to the region each year. Best, John | 32.2.9E; 32.4B | |
| 30327 | McCauley, Savannah | As someone who lives at the mouth of these canyons and has a job at a fellow ski resort, I would really love to see an increase in public transit around these areas where congestion is high. PLEASE! I used to live in NY public transit and bus systems work!!!! They're awesome and this community would gladly use it if the buses are given the ample resources needed to run consistently. As a resident here I will gladly use these systems instead of a gondola which does not serve the needs of anyone else besides skiers. As a skier myself I really find this solution of a gondola narrow-minded and very biased. All of us who live in this neighborhood and recreate here are multiskilled individuals enjoying these canyons for hiking, backcountry touring, climbing, etc. Public transit will help us reach all of those things, not just skiing. | 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 30899 | McCauley, Savannah | As a filmmaker and espeically as an enviornmental documentary filmmaker, this area of the Wasatch is one of if not the ONLY reason I moved to Salt Lake City. Living at the base of Big Cottonwood Canyon and spending more than half of my year in and around Little Cottonwood Canyon this place is not only my home it is also my place of work. By putting in the gondola not only is UDOT violating the sanctity of that for the profit of the Snowbird and private businesses in the ski industry, but they would also be causing MAJOR traffic issues along the front foothills. As this is where I live I take up HUGE issue with this. Please up the bus systems and drivers first before ever considering this. I would gladly take a bus up to the ski area, backcountry spots, or trailheads IF IT WAS AVAILABLE TO ME | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 25294 | Mccauley, Savannah | It is ABSOLUTELY ridiculous that you as a PUBLIC SERVICE ORGANIZATION refuse to listen to the people you serve. The decision to back this gondola is absolutely offensive to the people of Salt Lake City. You should be ashamed of yourselves and make no mistake the people who love this canyon and this environment, myself very much included WILL FIGHT YOU ON THIS. It is a disgrace to our city and a huge financial burden on the taxpayers. Destroying our environment to further the capitalistic gain of the resorts who are the only ones who will benefit from this will not be tolerated. | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 26370 | Mccauley, Savannah | As an avid skier and a fellow ski resort employee, I understand the idea behind the gondola up to the resorts that allow more people to safely commute without traffic jams. However I am also appalled as someone who works in the ski industry how absolutely reckless this proposal is, destroying the mountain space that the resort cannot own and ruining it for everyone else who enjoys hiking, backcountry touring, etc. This is ridiculous. We do not want this!!!! And we do not want to pay for this!!! | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 31460 | McClane, Ian | NO GONDOLA!! I'm from SLC and strongly oppose this. | 32.2.9E | |
| 31141 | McClellan, Haley | The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution. Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah). Tellingly, there is much that the video, and overall campaign, does NOT say: | 32.2.9E; 32.29F; 32.2.6.5E; 32.20B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

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| | | <p>1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC?</p> <p>2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/).</p> <p>3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots.</p> <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. 4. The gondola will not provide access to trailheads, and will not be of added benefit to backcountry users such as mountain bikers, hikers, and backcountry skiers. <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | | |
| 33325 | McClellan, Zach | <p>The gondola proposal options needs to be cutoff immediately. This option is such a short sighted proposal and doesn't serve the local Utah community and those that love and recreate in the canyons. Let's not permanently scare the mountainside for profiteering resorts. The Wasatch front and LCC/BCC are much more than skiing. This is a human created problem that shouldn't be solved by further exploiting the mountainside.</p> <p>UDOT should conduct a capacity/visitor management study to better understand how many visitors LCC can support before completing the EIS. The gondola won't solve Little Cottonwood Canyon's traffic problems, but we already have solutions that are proven to work, including enhanced buses, tolling, parking reservations and enforcement of traction laws. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of Little Cottonwood would destroy the canyon's natural beauty. Committing hundreds of millions of taxpayer dollars to the world's longest gondola without a commensurate effort to reduce auto traffic in the canyon nor addressing spring/summer/fall traffic amounts to a government-paid lift for two ski resorts.</p> | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2M; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.20B; 32.7C | A32.1.2B; A32.2.2K |
| 30450 | McCloskey, James | <p>With so many pressing issues in Utah vying for public funds I cannot support any canyon traffic relief project which suck up so many tax dollars to benefit a private resort with such little benefit to wider Utah. As a local resident I cannot imagine paying \$20-30 just to get up the canyon. So the alternative seems geared toward wealthier tourists not locals or low-income communities who could be excluded. The magnitude of cost to traffic relief for just 9 or 10 days of canyon congestion at peak days of the year seems like a massive waste considering this is just one canyon. Where is a comprehensive plan for all canyons and for a larger connected public transportation initiative? As a Utah tax-payer I fear any development which could potentially impact our dearest water shed. Resources are finite and I support methods to reduce traffic such as a stricter single car occupancy minimums and incentives to canyon access on non peak days. A wider Wasatch Boulevard with more traffic and higher speed limits means more pollution and noise and less neighborhood safety, this is not an improvement to my neighborhood safety or air quality, and I oppose it.</p> | 32.2.4A; 32.2.9L; 32.1.1A | A32.1.1A |
| 30735 | McCloskey, Sarah | <p>I am adamantly opposed to the Gondola B option that UDOT identified as the preferred alternative for the LCC EIS. The exorbitant cost to Utah taxpayers is absurd considering it will only benefit 2 entities, ruin the natural beauty of the canyon, and not solve the traffic problem. I feel strongly that tolling, reservations, and snowsheds should be implemented before an irreversible and likely more expensive than advertised gondola is built! There are so many unanswered questions including cost, hours, and months it will run. It won't solve the traffic problem; it will merely push it down the canyon to neighboring communities. It only benefits resort skiers and there are too many transfers if the parking at the la caille mobility hub is full. Little Cottonwood Canyon is special and should not be altered for the high price tag and a couple dozen days per year that make winter travel difficult. Thanks in advance for reading!</p> | 32.2.9E; 32.2.4A; 32.2.2K; 32.2.6.5E | A32.2.2K; A32.2.6.5E |
| 31547 | MCCLOY, BRANDON | <p>The gondola is the best option in all categories; enviromental impact, carbon emissions, safety, convenience, future growth, and economically. In my opinion it's the best option. Thanks for listening to my 2 cents.</p> | 32.2.9D | |

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| 30920 | McCloy, Marjorie | I am strongly opposed to the gondola alternative for LCC. The gondola benefits just a tiny percentage of the population: skiers at Alta and Snowbird, many of whom are not Utah residents (and Realtors, politicians, and contractors who will benefit financially). Left out are backcountry skiers and snowshoers; summer hikers, rock climbers, picnickers, etc. The gondola (and its giant parking lot) disturbs the pristine look of the canyon forever, and may be completed just as winter sports are declining due to our changing climate. I am encouraged that "interim" methods include discouraging single car trips through tolls and parking fees. I feel that the money allocated to the gondola would be better spent on a fleet of electric buses combined with strong measures to encourage bus use. No extra lane is required; the skiers I speak with are used to some traffic and some road closures and are willing to put up with that in exchange for increased bus service and cleaner air. Please consider increasing canyon ski bus service, adding a few electric buses per year to the fleet, and implementing single-user tolls year round (could fund a bus or two) | 32.2.9E; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 29357 | McClure, Daeton | This is an outrageous use of funds and should not even be in consideration. Maybe work towards saving the great salt lake instead of putting more money into hurting the environment. | 32.1.2B; 32.2.9E | A32.1.2B |
| 29737 | McClure, Daeton | This is a waste of tax payer dollars on something that will only benefit ski resorts and damage our environment and natural beauty | 32.2.9E | |
| 35155 | McClure, Troy | Gondolas make me sad | 32.2.9E | |
| 29790 | Mccole, Keely | Please do not build this gondola. I do not use ski resorts and do not want my tax money to go to funding this project. Thank you | 32.2.9E | |
| 36087 | McCombs, Aaron | Please Protect the canyon, you can't build something of this magnitude without having a host of negative impacts on the land, water, and people there for nature. | 32.2.9E; 32.1.2F | A32.1.2F |
| 27204 | Mcconkie, Emma | DO NOT PUT IT!!!! | 32.2.9D | |
| 27016 | Mcconnell, Tyler | I'm very against using tax payer dollars to make two ski resorts and the corporations that own them more money. If this is the option, make the resorts pay for it. | 32.2.9E | |
| 28509 | Mccormack, Erin | I oppose the gondola and strongly support a combination of enhanced bus service that stops at trailheads and a hefty toll for car traffic (except when it contains four or more passengers). | 32.2.9E; 32.2.9A; 32.2.6.3C; 32.2.4A; 32.2.6.3F; 32.2.2Y | A32.2.6.3C |
| 25754 | Mccormack, Sara | This proposed "solution" is an irresponsible use of money that will only benefit the wealthy resorts in LCC. It seems unlikely to be a solution I will be interested in implementing into my transportation regime to the predicted high cost of use as well as the presumed frequent times in which the gondola will be unable to operate in inclement weather. Inclement weather is when the highway is also more likely to be closed, and if anyone has been at a ski area with a tram or gondola, they will know that these are extremely likely to be shut down at a moment's notice. We are in need of a more reliable, cheaper, and longer lasting solution than an expensive, gaudy gondola that will only support transport to a fraction of the beautiful places within LCC. | 32.2.9E; 32.2.6.5K; 32.2.6.4; 32.2.2PP | |
| 28422 | Mccormack, Steve | I am 100% against installing the gondola. This is a horrible recommendation that will permanently ruin Little Cottonwood Canyon. The gondola option only benefits Alta and Snowbird, and as a taxpayer I am not paying for the gondola. It is disturbing UDOT is pushing the gondola. | 32.2.9E; 32.6A; 32.2.7A; 32.2.9N; 32.2.2PP | A32.2.9N |
| 26565 | Mccormick, Connor | Please do not go forward with this plan. It is an eyesore, and will not improve traffic in the canyon. A dedicated bus lane and snow sheds are a much better idea | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9K | A32.1.2B |
| 33737 | McCormick, Maggie | I do not support the gondola! This will not mitigate traffic like we need, we need to increase access to public transportation with buses and make them more affordable. | 32.2.9A; 32.2.9E; 32.7C | |
| 31386 | McCorvey, Judy | Do not support gondola for canyon canyon transportation. So not support tax increase for this purchase. Do not support environmental destruction for this project. | 32.2.9E | |
| 31387 | McCorvey, Judy | Do not support gondola for canyon canyon transportation. So not support tax increase for this purchase. Do not support environmental destruction for this project. | 32.2.9E | |
| 30042 | Mccowan, Robert | I am glad about the decision for the Gondola. It would be prudent to limit (ski hill owners) number of skiers per day also lodging with reservation system so as not to create disappointment at the resort, by blindsiding patrons after they pay for the ride. | 32.2.2K; 32.2.9D | A32.2.2K |
| 32713 | McCoy, Karen | I am so tired of UDOT and the greedy politicians of this state pushing the people of Utah off to the side to get what they want because the rich and greedy are the only ones that matter. Leave our damn canyons and beautiful outdoors alone! The damage you will cause to benefit a few is absolutely beyond ridiculous. Wake up and go away! | 32.2.9E | |
| 34271 | McCoy, Lucas | Keep your garbage out of OUR canyons No gondola!!! | 32.2.9E | |
| 35143 | McCoy, Ronda | Plus, the gondola will not run when howitzers are active during avalanche mitigation in the lower canyon from Lisa Falls to Monte Cristo. And we can't even think of an argument for the gondola to be operating for the other eight months of the year. Preserving the Beauty of LCC Little Cottonwood Canyon is a true treasure of our local environment and attracts skiers, climbers and hikers from around the world to enjoy its beauty. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of LCC would destroy the canyon's natural beauty. | 32.2.9E | |

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| | | <p>Altering the canyon's footprint will also destroy popular climbing and hiking areas including Alpenboch Loop Trail.</p> <p>Push Traffic onto Wasatch Blvd.</p> <p>The gondola will not solve traffic issues.</p> <p>It will simply push traffic out of Little Cottonwood Canyon onto Wasatch Blvd, I-215 and surrounding neighborhoods in the Cottonwood Heights community.</p> | | |
| 32864 | McCray, David | I am adamantly against the gondola plan. | 32.2.9E | |
| 34249 | McCray, Janice | I would like to express how adamantly opposed I am to the construction of any type of gondola system in Little Cottonwood Canyon. The idea of defacing this beautiful canyon is beyond sickening. The proposal to permanently scar our unique and beloved canyon will accomplish what, other than to line the pockets of a few while requiring the rest of us to pay for it? At some point, the powers that be in this state need to accept that our canyons and mountains can only accommodate a certain number of people and stop trying to find ways to increase usage of these beautiful and irreplaceable areas. Please continue to work to find alternative solutions to our canyon congestion. | 32.1.2B; 32.2.7A; 32.2.2PP; 32.2.9E | A32.1.2B |
| 37970 | McCrea, Andrew | ■ No!!! | 32.2.9E | |
| 32354 | McCreary, Karen | As a long time resident of Salt Lake County and frequent visitor to Little Cottonwood Canyon, I strongly oppose the building of the gondola. The gondola serves only Alta and Snowbird ski areas in the winter while many people use the canyon throughout the year. The gondola is expensive to build and will be prohibitively expensive to use. Our family took out of town guests to Alta and Snowbird this weekend to hike, eat at the Alta Lodge and visit October fest. There was bumper to bumper traffic with very little room to park if hiking. Our guests were thrilled with the glorious views and vistas and were shocked to learn of the proposed gondola with its immense towers, costs to taxpayers and damage to the environment. We are skiers, both downhill and cross-country and believe there are other options than the expensive gondola. It's hard to believe the UDOT officials making this decision have ever utilized the canyon with their families; the gondolas will not address the needs of those who frequent the canyon throughout the year nor provide the least damage to the canyon; its views, watershed, and wildlife. Rather, UDOT's decision seems motivated by the close connections between corporate owners and legislators who gain from the arrangement. | 32.2.9E | |
| 30393 | McCree, Samuel | I think Improved bus service would be a better and more equitable solution. | 32.2.9A | |
| 31515 | McCroy, Sarah | I am writing to say it does not seem like a financially prudent decision for tax payers to support the gondola decision. It is only benefiting the ski resorts without actually tackling the issue at hand: increased car traffic in the canyon. Furthermore, it seems odd that UDOT is limiting bus routes during the upcoming season when it's been acknowledged that using buses is a good solution in the short term. Bus routes and pick up times should be increased to support this solution. In summary, more buses, no gondola. Thank you. | 32.2.9E; 32.2.9A; 32.2.7A | |
| 26013 | Mccubbin, Ian | Great idea, please move forward. This is good for canyons and SLC. It helps with so many issues, and gondola's work in Europe. Mass transit is great! | 32.2.9D | |
| 34674 | Mccullough, Elissa | <p>This proposal would detract from the accessibility and function of the canyon. Access to specific hikes, rock climbing routes, camping locations, etc... would be lost. Families with small children, wheelchairs, and elderly people would lose access to several locations because they would be too far from gondola stops. You would provide access only to a targeted and limited audience of healthy, active, young community members.</p> <p>The traffic concern is a very real problem, and we appreciate your willingness to tackle this. However, the solution should not limit the old and the young's chances to enjoy the beauty of the earth.</p> | 32.4B; 32.2.6.5G; 32.2.9E | |
| 29870 | Mccune, Ryan | I know the train option is a lot more expensive, but the negative aesthetics of the gondola towers need to be considered, especially if the gondola is only going to be able to accommodate a limited number of skiers per day. | 32.17A | |
| 37963 | McCurdy, Devin | Please please please! No gondola! | 32.2.9E | |
| 32504 | McD, Mitch | <p>The biggest issue with the gondola is it only addresses resort users. Not only do backcountry users need a solution for a transportation option in the canyon, hiking trailheads during weekends in summer/fall need to be addressed as well. White pine is overflowing with crowds every weekend until Oktoberfest hits, then the congestion forms up in the canyon again. I tried to go for a hike a few weeks ago and was met with an hour long drive down Little Cottonwood thanks to this existing problem. A gondola would not solve this issue, as it would result in a standing line queueing for a gondola cab, instead of users sitting inside their vehicles in congestion. And a gondola would not present a possible solution for Big Cottonwood, while a successful, refined and reliable bus system could easily be applied and scaled to solve the same traffic issue the other canyon suffers from. I would rather see the road widened with bussing services enhanced in a practical way. I also support tolling. The gondola not only destroys more boulders for rock climbers, but drastically ruins the beauty of Little Cottonwood canyon. As a backcountry skier and rock climber, I would hate to see the view obstructed by large towers and gondola cabs. I moved here over anywhere in the US because of this canyon, and I would be devastated to see a permanent eyesore like a gondola go up, when it doesn't seem like a real solution to the problem at hand.</p> <p>A phrase often said now-a-days about places that are overcrowded and not longer what they once were, are being 'loved to death.' Personally I don't believe such a thing exists. If you love something, you'll care for it, protect it and preserve it for future generations. However, there is such a thing as being 'developed to</p> | 32.1.2B; 32.2.6.3G; 32.1.1A; 32.2.9A; 32.4B; 32.17A | A32.1.2B; A32.1.1A |

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| | | <p>death', and Little Cottonwood Canyon is at risk of that with both of the proposed solutions. I not only believe these two solutions are not a fix to the problem, but I know there is a better, less invasive option that exists.</p> | | |
| 37507 | McDaniels, Melanie | <p>This unfortunately is a poor decision not only for public lands, but for Utah residents in general. The proposal and subsequent recommendations did not take into, consideration literally the most viable option, which is increased bus service along with tolling of privately owned vehicles. The business in LCC should be working to come up with solutions to peoblems they have created without the desecration of the watershed, view shed and access to public lands. The USFS should also be proposing anything but a gondola. The facts are that Salt lake county, UDOT and the privately run ski area should invest in parking infrastructure at the mouth of the canyon amongst other areas across the city, vs. A giant eyesore, tax payer funded (which NO ONE WANTS) gondola. Stop providing dollars for the already wealthy and STOP THE GONDOLA NOW!</p> | 32.2.9E; 32.2.9A; 32.2.4A; 32.1.2F | A32.1.2F |
| 32499 | McDermott, Mitchell | <p>My name it Mitch McDermott, I am a software engineer, resident of Sandy and outdoor enthusiast.</p> <p>A phrase often said now-a-days about places that are overcrowded and not longer what they once were, are being 'loved to death.' Personally I don't believe such a thing exists. If you love something, you'll care for it, protect it and preserve it for future generations. However, there is such a thing as being 'developed to death', and Little Cottonwood Canyon is at risk of that with both of the proposed solutions. I not only believe these two solutions are not a fix to the problem, but I know there is a better, less invasive option that exists.</p> <p>The two proposed solutions are ignoring a few big issues. First, neither solution will work without a public transportation overhaul. There needs to be adequate mobility hubs across the Salt Lake valley to transport passengers. Having everyone park between a couple of lots will result in the same gridlock that we currently experience, especially if one of those lots is a parking garage. Second, another huge issue being ignored is the canyon capacity. I'm not sure why it's not being discussed, but transporting more people up the canyon than we currently have will result in a worse experience for everyone. Longer lift lines, more angry tourists, a greater number of people to transport down canyon once ski resorts close. No matter the transportation solution, it is not feasibly possible to transport 3000-4000 people down the canyon all at 3 or 4pm. Many people who frequent the canyon know this is already a growing problem, and increasing uphill capacity will only exacerbate it. Lastly, why is Big Cottonwood Canyon being ignored? This issue is just as prevalent in its neighboring canyon and we're talking about preparing for 2030/2050, so why is that not being addressed? The same system I'm proposing could be scaled to fit BCC needs almost flawlessly. Why not kill two birds with one stone?</p> <p>For months I have been voicing my opinion, and in favor of, a Zion-like shuttle system. This means busses would be the only option for getting up and down canyon during peak hours, with no private vehicles on the road. I believe this is the only path to achieve what this project set out to do. In 2000, Zion National Park established a shuttle system to eliminate traffic and parking problems, protect vegetation, and restore tranquility to Zion Canyon. The shuttle system runs during peak periods of the year to transport visitors in Zion Canyon, without giving visitors the option to drive through the canyon. In 2017 alone, the park estimated the shuttles transported more than 6.3 million passengers. It's now been over 20 years and the shuttle system is still in place, and if you've visited in that time, you can appreciate the lack of cars in the canyon. I came across a guy named Brian Kissmer who had the same idea, and he had already crunched the numbers to compare it to proposed solutions. Below is a direct quote pulled from his work discussing costs more in detail:</p> <p>The Proterra Catalyst E2, an all-electric transit bus, has been shown to outcompete both diesel and EV competitors for various metrics including maximum hill grade, climb speed, and maintenance cost. The bus can maintain a speed of 40 mph on a 10% uphill grade, utilizes regenerative downhill braking, and maintains excellent energy efficiency. This specific model set the world record for the longest electric bus drive on a single charge at 1,101.2 miles and has a recharge rate of approximately six hours.⁴ While the \$750,000 cost of a single bus is higher than that of a diesel bus (~\$500,000)⁵, maintenance costs of the Proterra are on average 30% cheaper than the maintenance costs of a diesel bus. The average lifetime maintenance cost of an electric bus is \$.60/ a mile, versus \$.85/mile for an average diesel bus.⁶</p> <p>The cost of 30 Proterra Catalyst E2 buses totals to about \$22.5M. The additional charging ports will cost up to \$50,000⁷ each with a total cost of \$1.5M. Total operation and maintenance costs for 30 buses over a lifespan of 250,000 miles (12 years) is approximately \$4.5M.</p> <p>If the gravel lot does not provide enough parking for the drivers that would normally drive themselves during peak hours, high estimates for the construction of a parking garage give a cost of about \$28,000⁸ per space, or \$14.2M for a garage with 500 parking spaces. Building a parking garage will reduce the amount of square footage required to house the cars for passengers and will remove the necessity for development within the canyon. Between the bus fleet and parking garage this liberal estimate adds up to about \$42.7M; or 7.21% of the \$592M price tag of the proposed gondola system. If the bus fleet is completely replaced after 12 years the cost will total \$71.2M; or 11% of the gondola project. Furthermore, this project could be expanded if my estimates are too low to accommodate the amount of commuters without ever coming close to the price of the gondola project.</p> <p>The EIS suggests that gondolas will carry 35 people and leave every two minutes from the station, transporting a total of 1050 riders per hour. The buses that are currently used have a capacity of about 50 people. To match the capacity of the gondola, the canyon would need to run about 21 buses per hour (~3 buses per minute). The construction of the gondola will cost approximately half a billion of taxpayer dollars. The average cost for a public transit bus is anywhere between \$500,000 and \$800,000 USD depending on the fuel used. Even if the state were to add 30 additional buses to its current fleet, the total cost with a liberal estimate would be about \$24,000,000, or ~5% the price of the gondola system. *Doesn't include maintenance or replacement costs but those are mentioned</p> | 32.20C; 32.20F; 32.2.2I; 32.1.1A; 32.2.2B; 32.2.6.3F; 32.2.9A; 32.1.2H | A32.20C; A32.20F; A32.2.2I; A32.1.1A; A32.1.2H |

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| | | <p>above*</p> <p>I love Little Cottonwood Canyon and would hate to see it forever tarnished by following through with one of the two solutions proposed. The two proposed solutions are not iterable, scalable, or, worst of all, temporary. The solution I proposed is much less damaging, and doesn't effect the watershed or viewshed. On top of that, is it much simpler to implement, and much cheaper. It can also be scaled further in the future to meet capacity, and could be a model for a solution in Big Cottonwood Canyon. Beyond winter, my proposed solution provides an option for summer use as the canyons continue to get more popular.</p> <p>I hope I have brought light to another possible solution to the problem at hand, and that your team will strongly consider weighing all possible options and impacts. However, if it comes down to the road being widened vs a gondola, I would take the road being widened 100 times out of 100. Thanks for your time.</p> <p>Stay Stoked, Mitch McDermott</p> <p>Works Cited (via Brian) https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1118&context=trec_seminar https://escholarship.org/content/qt5pj337gw/qt5pj337gw_noSplash_f8a62967aab7706cad0210204e946ce7.pdf?t=moa5jb https://slideplayer.com/slide/6068778/ https://insideevs.com/news/337499/watch-proterra-electric-bus-conquer-utahs-steepest-roads/ https://www.publicpower.org/periodical/article/electric-buses-mass-transit-seen-cost-effective https://afdc.energy.gov/files/u/publication/financial_analysis_be_transit_buses.pdf https://afdc.energy.gov/files/u/publication/evse_cost_report_2015.pdf https://wginc.com/parking-outlook/ ****There's a useful graphic in this one****</p> | | |
| 28847 | Mcdermott, Raymond | As a resident of Sandy living next to Wasatch Blvd the n between little cottonwood and big cottonwood, I am opposed to the installation of a gondola. Although the traffic is bad at times, the proposed solution does not address the problem in an appropriate level to the cost of the project. I believe it could be a good option if it could be done in a much more affordable way, was free to use and park, and was not compromised due to the weather and avalanche mitigation that closes the road now. If these issues were addressed, I would be willing to reconsider my opinion on the topic. However, for now I am not in support of the project. | 32.2.9E; 32.2.4A; 32.2.6.5H | |
| 37202 | McDermott, Ryan | I am a lifetime resident of Utah and oppose the Gondola. Better, less invasive solutions exist (expanded bus, carpooling, tolls) that will have less impact on the canyon. I am disappointed but not surprised this is the solution UDOT picked. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 33119 | McDonald, Aubrey | Find another way to relieve the traffic. NO gauntlet. | 32.2.9E | |
| 33477 | McDonald, Dianne | I believe that the gondola system is the best choice. It will provide the best transportation for the ski resorts with minimal impact on the environment. The alternative adding lanes and busses will impact the canyon and with a shortage of bus drivers is not feasible. The road would still be closed by avalanches whereas the gondola is unlikely to be affected. | 32.2.9D | |
| 28874 | Mcdonald, Jack | Build the gondola! I'm a local skier, born and raised. Those who say the locals don't want this are very incorrect. I want to be able to ski my home resorts without sitting in traffic for three hours. The people who moved here and built a mansion near little cottonwood don't count as locals. | 32.2.9D | |
| 31505 | McDonald, Lori | As a sixty-four-year-old Utah native, I've experienced watching Salt Lake explode. Yes, the canyons, especially Little Cottonwood are very busy, yet I adamantly do not think a gondola is a solution. A gondola only accommodates the commerce of Snowbird and Alta, yet we have a beautiful canyon with many trailheads and many uses. I am a back-country skier and climber. I think incentives to carpool, improved (ideally electric) bus schedule and system, and considering a small toll like Millcreek Canyon would be more effective and less damaging solutions. We must change behaviors and not cause irreparable damage to accommodate commercial interests. Thank you for your consideration. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2Y | |
| 31783 | McDonald, Megan | <p>Please don't build the Gondola.</p> <ul style="list-style-type: none"> - The gondola would have a huge negative effect on one of Salt Lake City's biggest economic drivers: dispersed recreation (hiking, climbing, running, backcountry skiing). This is more difficult to quantify than resort skiing, but is a huge factor when people choose to visit and/or relocate to Salt Lake City and is surely the largest economic driver in our local canyons - Access to climbing areas will be compromised for the next decade while the area is under construction, and some may be permanently affected or lost - The building of the gondola will come with the destruction and/or removal of irreplaceable and historic word-class climbing and views - The gondola is not an equitable solution and will perpetuate environmental marginalization and injustice in the Wasatch Front - The building of the gondola is fiscally irresponsible, with half a billion in initial construction costs alone | 32.2.9E | |
| 26666 | Mcdonald, Sarah | This is utterly ridiculous from every standpoint but from those who stand to make the most money off of development (the same people destroying every other part of the state). It's the safest and most reliable public transportation? [REDACTED]. Refusing to put any worthwhile money and effort into developing our EXISTING public transport has led to this. It's an easy, easy fix. What can transport 40+ people at a time, as well as hold their equipment? What can employ drivers, technicians, ticket checkers, and more? What doesn't destroy the beautiful canyon with endless construction and red tape? What do we ALREADY have? Busses. We don't need a [REDACTED] gondola any more than we need less water in the Great Salt Lake. If you're going to be this publicly corrupt, at least do it in an | 32.1.2B; 32.2.2B | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | intelligent way. This is just blasphemous-and if the plans do get approved, I hope to God that some concerned citizens will continue their plans of sabotaging your shotty development and construction plans. | | |
| 35350 | McDonald, Sarah | Utterly ridiculous to implement this gondola plan. Your corruption is as plain as day, implementing tolls and decreasing bus rides. The world looks down upon the likes of one who would destroy natural beauty for the sake of a fortune you will not hold on to for long. | 32.2.9E | |
| 25807 | Mcdonough, Darby | I am happy to hear of the choice of a gondola vs. widening roads within the canyon. I think the environmental impact, future travel and culture can benefit from a gondola. I would like to see added stops for the gondola(s), or considerations of multiple gondolas/cars, to allow for short term or offside ramps at points up and down the canyon, for hikers and non-skiing users of the canyon to have access to the gondolas. This will include the increased users from locals and visitors, alike. I can see increased use of the canyons just from the gondola installations, as adds a unique nature experience that hasn't been offered before. | 32.2.9D; 32.2.6.5G; 32.20A; 32.1.2D | A32.20A |
| 26564 | Mcdonough, Jason | Buses are the better route - let's consider low hanging fruit with less environmental impact! | 32.2.9A; 32.2.9E | |
| 35598 | McDougal, Ashley | Adding a gondola to this beautiful canyon is going to do nothing but put more money into the hands of the ski resorts. There is no doubt that even with efforts not to, the watershed will be affected by this, native animals that call this canyon home will be negatively affected and that the gondola will most likely only serve the middle and upper class due to the toll. This gondola is not for the general public and their tax dollars should not be used to spearhead this project, especially when they have been vocally against it since the beginning. Take this opportunity to show Utahns that we are ACTUALLY grateful for this land we get to live on and that we want to not only keep it alive but nourish it to thrive. Months of construction is going to do nothing but damage this environment. | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 38081 | McDougal, Gary | Interconnecting from Park City can provide parking and a long-term solution. The Future will eventually result in a connection between resorts and canyons. Better to do it now. There are more worthy UDOT projects that benefit our community. | 32.2.9D | |
| 38115 | McDougal, Karen | I have lived in Utah my entire life. I don't think it's fair to subsidize ski resorts and tourists at my expense. Heber and Park City could be a good alternative for a long-term solution. The Gondola will not be adequate now or in the future. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 37512 | McDowell, Douglas | The development plan to build a gondola will be a major detraction and disruption to the outdoor recreation scene that makes little cottonwood canyon a destination for climbers worldwide. I've traveled from Texas and now Tennessee to climb the immaculate roadside granite boulders of LCC. The major problem I see is the lack of safe parking near the boulders. If the development of the gondola would require a trail system from a lower parking lot to the bouldering, has the cost of development of that trail been accurately assessed? What is the cost to develop that trail? Would the length of the trail reduce the access to climbers? I've heard many different variations of the plan at this point and yet the common thread is that they all serve the big ski resorts at the expense of the climbing roadside. The millions of dollars spent by visiting and local climbers alike is overlooked when the city weighs the decision to cave to private ski resort interests. Climbing tourism is difficult to measure, but healthy organizations like Access Fund and Salt Lake Climbers Alliance as well as the financial success of climbing gyms in the area should show how large of a climbing advocacy group there is. Please consider the fact that SLC is destination for outdoor bouldering and rock climbing and that would all change if the access was restricted because the implementation of the gondola did not take into consideration the climber's core needs for roadside access to an historic climbing area in North American rock climbing culture. | 32.2.9E; 32.1.2D | |
| 31051 | McDowell, Jackie | I have worked in the canyon for 35 yes and used to ride Uta until they stopped running a bus directly to Alta. I also am concerned about tax payer dollars being spent on something that serves a handful of businesses. Also I live near the mouth of little cottonwood and the traffic uptick to this 2500 parking structure will deeply impact me and my whole neighborhood. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 28464 | Meachern, Nick | In the responses to comments, udot made it abundantly clear that they are responsible for moving people safely and efficiently. Even if the Gondola is the best way to do this, which it is not, this rationale does not give UDOT clearance to ignore ten thousand public comments rejecting the gondola. Additionally it does not give UDOT the clearance to ignore the environmental degradation of a gondola. Please consider abandoning this project all together and turn over the EIS to the USFS, the public land managers who act with everybody's best interest in mind. | 32.2.9N; 32.2.9G; 32.2.9W; 32.28D; 32.2.2PP | A32.2.9N |
| 33963 | McElmurry, Brook | I am completely against this pork project that serves very few but costs an enormous amount. | 32.2.9E; 32.2.9N | A32.2.9N |
| 31101 | Mcelmurry, Cody | It is a disgrace to me that this gondola has come this far. LCC has always been a place for me to enjoy the privacy of nature, I would no longer go to my childhood canyon if I had to watch 30 people looking down on me from any point in the canyon while I try to enjoy whatever activity im up to. Not to mention the habitat that's going to be displaced and disrupted from this project. For two ski companies UDOT wants to turn my beloved canyon into MORE of a tourist attraction than it already is. We can all agree that the last few years the canyon has been ruined with people. This won't fix the traffic, this will only drive in thousands of more people daily to our already overcrowded slopes. It's a shame to me that UDOT has ignored the locals opinion on this, it's clear to me that everyone is opposed to this. But still they want us to fund this project with our own tax dollars. What a disgrace. Go ahead and pretend like you're having this comment period to actually listen to our opinions on this matter, but I know the people at the top don't care. It's about their pocket books at the end of the day. The traffic isn't even bad 95% of the year. So many better options to solve the traffic issue on busy days. Require people to ride busses to ski resorts? Bus lane? Train under the road? It's all possible. Just find a way to keep my canyon local and not a tourist trap. If you read this far, thank you. | 32.2.9E; 32.20C; 32.2.9N | A32.20C; A32.2.9N |
| 28031 | Mcentire, Maddie | Please please please don't make such an enormously expensive and permanent decision right now. The people who use the canyons the most have spoken!!! No Gondola!!!!!! Let's start with something more simple like shuttles before we skip over to the most atrocious and gaudy option. | 32.2.9E | |
| 25783 | Mcentire, Trevor | I am a Salt Lake County resident and I do not want a gondola in Little Cottonwood Canyon | 32.2.9E | |

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| 36462 | McEvoy, Mike | <p>The gondola should not be built in any form. I am a resident of Sandy and both a skier and a hiker. My wife and I enjoy the canyons a great deal. A gondola will not solve the problems of congestion in the Little Cottonwood canyon. And it will have no impact on traffic during the summer and provide no service for recreation areas and trail heads This should absolutely not be funded by Utah Taxpayers. Snowbird and Alta should fund all of this project.</p> | 32.2.9E; 32.2.6.5F; 32.2.6.5G; 32.2.7A | |
| 36689 | McEwan, Kelli | <p>I work in little cottonwood canyon and haven't been able to keep all or your options/revisions and information straight. It's also been hella depressing to try to read the information that would vastly upset the day to day flow of my life. I want to be objective but also reiterate what I feel like is the experiential side of the public that hasn't really been addressed as well as going back to the original problem were solving for.</p> <p>The problem is traffic as I understand it. but the reason there is traffic is because this area is pristine, and beautiful and nearby a thriving city. I really don't think brining anymore city than we have to up canyon is in our best interest. I'm not a save our canyons person, be I am someone that wants to know when is enough.</p> <p>I also believe in working harder not smarter. We have so many easy minimal physical changes that can be implemented today or in a shorter period of time: * incentives weekday use, ski resorts brining back weekday passes, working with companies to incentives sending their employees to the mountains during non peak skiing. * the last two years have been pretty surprisingly less traffic in the canyon. Something you'd expect would the opposite with covid making carpooling less desirable. What was different the last two years was the two resorts taking turns on parking reservations. It's a simple low cost solution, that works off existing infrastructure, and requires a handful of entry level workforce to achieve (which would be automated with gates etc). Those two things alone would alleviate immediate stress, and buy SIGNIFICANT time of city grown, and raising for funds for appropriate infrastructure.</p> <p>* Everyone really wants the buses to be the solution, we really really want it. There's problems with getting workers to the union and getting enough drivers now and that's super unfortunate, I wonder what can be down to make the job less demanding more part time, with still significant benefits. It's type we start thinking a-typical and questioning the business status quo and do better for the working class. * We also need more parking at park and ride areas, with proper protection of our vehicles from break ins and catalytic converter theft. It doesn't alleviate any stress if we are too paranoid to take the bus.</p> <p>In regards to the existing proposals it seems like we have completely forgotten what we are solving for. * Traffic just at the base of the canyon at any of the proposed locations just moves the traffic there. to an area of public people did nothing to receive this massive project in their backyard. * Traffic in the canyon can take a a considerable amount of time on accident and bad road nights, but to have a gondola that takes more time in travel time let alone loading and unloading than driving the canyon (even moderate red snake levels) is so completely assinine it missing the goal of what you were setting out to solve entirely. * That brings me to the point on how classist this would really wind up being as well. You want lockers down at the base station, with no work through on more lockers at the resorts, you're relegating people using public transit to have everything on their person. No car for storage, no lockers for storage... that's all in a hope to drive sales of food, rentals and retail up at the resorts but let's already realize a huge demographic currently cannot afford that. * the people that can afford that are already paying for preferred parking, and won't be side by side the working class at all, and we all know it.</p> <p>If we are solving the problem for the rich, then there is a beautiful new exclusive resort named Wasatch peaks ranch they can go ski. If we want to keep being inclusive, we need to get more creative with offerings, cost, pay/compensations. If we had a system in place for parking that was fair from a planing, first come first serve, money, opportunity perspective I think we are over a decade or more out on needing to solve for bigger infrastructure projects.</p> <p>But if we insist on infrastructure I think snow sheds are great, I think buses are great (in the summer too, that stops at trail heads), I'd just suggest a sticker/barcode pass for car windows for an express lane for those with appropriate tires, and or parking reservation or employee) and then a side lane for those to pay a visitors toll, have their tires checked, and or check if they are carpooling, or can buy parking etc...</p> <p>I can confirm that the skiing product goes down already on fully parked out ski days. Gondolas would only add more skiers... that would give the resorts an argument to expand, which maybe we should but I don't think we need to more than we need to have opportunities for people to ski on a ghost town Tuesday, etc.</p> <p>Also let it be known I rather more resorts, than larger resorts, as we all hate large corporate ski hills like Vail, and once they are too big they are public nuisances that cannot be stopped.</p> <p>I think it's interesting you're solving for the ski resorts problem and seemingly getting surprised that the public in which you work for is getting upset and you're solutions. Put it back on the businesses, and work with the legislator to have sustainable expansion and better business practices. It sucks that we have suck a cool area where everyone wants to come ski all the time, and have been aiming to cater to a more affluent demographic... however, it should to some degree be accessible for everyone in the valley and what has been proposed misses the mark for right now. It's a tall order of what you've been given and I wouldn't want to be in your position. I do however hope smaller solutions are treated as real solutions before massive ones that are hard to take back.</p> | 32.2.9e, 32.2.9a, 32.1.2d, 32.20c | A32.20C |

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| | | Thank You. Kelli | | |
| 30514 | McFadden, Brian | Additional encroachment on natural spaces for the sake of further enriching a handful of business owners is NOT acceptable. This is abhorrent and will lead to further destruction of very sacred places. There are other options for public transportation that are much less impactful and work just as well, if not better. DO NOT ALLOW THIS TO BE APPROVED. | 32.2.9E | |
| 29194 | Mcfadden, Kevin | I vehemently oppose the construction of a Gondola in Little Cottonwood canyon. The canyons along the Wasatch front provide a variety of recreational opportunities outside of skiing. Any project built to facilitate one opportunity needs to be balanced with how it impacts the others. The area around Alta has already been severely altered by having the skiing infrastructure present. The harm to the canyons natural beauty can be justified since other parts of the canyon remain relatively untouched. However the Gondola option would spoil the beauty of the remaining areas. It's the option with the worst impact on other recreational opportunities. That reason alone is enough for me to oppose the Gondola. In addition, the enormous price tag can't be ignored. Spending half a billion dollars to facilitate two private businesses is irresponsible when we face much more serious problems that deserve funding. Two bills aimed at preserving the great salt lake passed earlier this year totalling a combined 50 million dollars. This project would spend at least 10x more than that. The difference in proposed funding between saving the great salt lake and building this Gondola is a severe indictment of our priorities. The cost for the minority of wealthy Utahns that would benefit from the Gondola and the severe impact on the natural beauty of the canyon makes it impossible to justify choosing the Gondola option. | 32.2.9E; 32.1.2B | A32.1.2B |
| 28330 | Mcfadden, Molly | Whatever alternative is enacted will need more parking at the base of the canyon. Why not experiment with enhanced bus service with more convenient parking before embarking on the very expensive gondola plan? | 32.2.9R; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S |
| 35099 | McFadzean, Richard | I support the Gondola Alternative B (Starting at La Caille). I am not a fan of adding tolls to Little and Big Cottonwood Canyons, but I understand there needs to be incentives to get canyon goers to use the preferred alternatives. A toll system adds cost and administration to both the users and to the operators of the system and I'd prefer to avoid these costs. I'd prefer to see other alternatives employed to limit access during crowded periods. I also believe some users deserve priority, for example, homeowners and employees working in the canyons. I don't care for the bus alternatives. I have a concern about the phased implementation proposed. I believe every effort should be made to get to the final configuration as quickly as possible. This will reduce costs and minimize the confusion associated with changes during the course of the project. I hope our local politicians will not get more clout than the public. I've been concerned that a number of our politicians don't support the proposed alternative. I understand you need to work with our elected officials, but I hope you won't let sway you away from the preferred alternative after your comprehensive analysis. In Utah, this concerns me. Finally, I have a concern for making access to the canyons affordable, particularly to middle and low income individuals. The canyons should be accessible to all and I'm increasingly concerned that some of the activities currently offered in our canyons are getting too costly for individuals with more limited means. Skiing, in particular, is getting so expensive that many cannot enjoy the sport. I'd also like to see the resort owners in Little Cottonwood Canyon participate in the financing of the project, both it's initial capital costs and for some of the costs associated with operating the system. Thanks for doing a comprehensive analysis and for sharing the results of you study with the public. Nice job! | 32.2.9E; 32.2.4A; 32.5A | |
| 29355 | Mcfarland, Adam | I support UDOT's preference for the gondola as proposed. Traveling through the Alps, I've seen many areas that have used each of the recommended solutions, road with avalanche sheds, trains, and gondolas. The gondola is by far the least invasive of the three options. I think the cause of congestion in LCC is due to under development. If we continue with this line of thinking, minimal change to current infrastructure, instead of finally acting big, we will continue to suffer from grid lock in the canyon and the surrounding neighborhoods. For example, I'm currently hesitant to take the bus because the base facilities are overcrowded, causing me to rely on my car for storage and as a place to take a break during the day. Ironically, organization like Save our Canyons have continually fought and won limited development at Snowbird and Alta's bases. Their "wins" have caused more traffic in the canyon. We need to acknowledge the draw of LCC and the number of people who will travel there and enjoy it, regardless of the congestion. We need to manage this demand through appropriate development and recognize that small changes, like appropriate base facilities, adequate public transportation, and developed facilities at trailheads, will help people enjoy the mountains and wilderness rather than detract from it. | 32.2.9D | |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
|------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|----------------------------------------|
| 35523 | McFarland, Angela | Vote YES for the GONDOLA! The gondola system proves successful: just look at Switzerland and Italy. Gondolas prove accessible to all; citizens and tourists feel part of the community, enables everyone to enjoy the mountains and their beauty. I don't ski, but I'm willing to pay taxes for the gondola. It will be a huge improvement toward easing traffic and reducing accidents, as well as improving access for those who ski/don't ski. It's an equal-citizen-opportunity. Even if I don't use the gondola regularly, I'm willing to pay taxes for it...let's not move backwards in progress. We need to keep up; use Europe as an example, and get on with getting on in the 21st century. | 32.2.9D | |
| 35277 | McFarland, Chris | Hello, I am a Utah citizen, voter, and [REDACTED] resident. I am also an avid outdoorsman, runner, hiker, backpacker, climber, and lover of Little Cottonwood canyon. The gondola is an exorbitantly expensive project with exorbitant environmental impacts. In addition, it will be funded by taxpayers and will only benefit two privately owned ski resorts. The challenge with traffic in the canyon can't be mitigated with a gondola that only serves the ski resorts. We need a more comprehensive solution that seeks to reduce traffic, while also helping a larger percentage of users reach their destinations. Please consider increased bus services that stop in more places along the canyon (i.e. trailheads). This alone would reduce traffic while still supporting a larger percentage of the population. This combined with private vehicle tolling would reduce it even further. Thank you for listening to the overwhelming percentage of the Utah public who is against the gondola proposition. I appreciate your time. Chris McFarland [REDACTED] | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.4A | |
| 25504 | Mcfarland, Flynn | This is obviously corrupt and not what the public wants! This serves only the private companies and developers, while leaving a huge impact on the beauty and land of LCC. There must be alternative solutions worth trying before making this the only option! Don't play into this obviously poor decision | 32.2.2PP; 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 37311 | McFarland, Kara | Please don't vote to put a gondola in LCC. While it may seem like a solution it causes the canyon much more damage and is only considering ski resort traffic. There is so much more to Little Cottonwood than resort skiing and it depresses me to see the possibility of it being permanently altered. No gondola! | 32.2.9E | |
| 30039 | Mcfarland, Kathy | I have not seen any information about the impact of a gondola on the traffic problems along Wasatch Boulevard, 9400 South, and Fort Union Boulevard. I feel that a gondola will not improve this problem in any way. Those wishing to access the gondola parking lot will still back up traffic on these feeder roads, so everyone who lives near or uses these arteries will be negatively impacted. And, if a gondola is needed, why don't the ski resorts pay for it? It boggles my mind that this should be a taxpayer concern. I am definitely against a gondola as a solution. | 32.2.6.5E; 32.2.7A | A32.2.6.5E |
| 32905 | McFarland, Robert | Please DO NOT build the Gondola. I am a resident of Millcreek, Utah and voting citizen. The gondola is an expensive, environmental disruptive solution to Little Cottonwood Canyon that only benefits Snowbird and Alta resorts. It does not help any hiker, climber, runner, bird watcher, mountain biker, or any other user who wants to access the beauty and resources in the lower canyon and as such will not reduce the traffic for 3/4 of the year. Please consider less impactful options such as increased bussing before choosing the destruction of a gondola. Thank you for your time. | 32.2.9E; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 33517 | McFarland, Tom | No to gondola. Yes to updating Wasatch Blvd from Fort Union to 9400 So to a four lane road - extend the existing four lanes to the south. I've lived just west of Wasatch near Bengal Blve since 1977 and have been expecting Wasatch to be improved to 9400 So. I've owned property in the [REDACTED] since the mid 1960s. The problem in the canyon is too many people. That results in too many cars, buses, Gondolas, etc. The Gondola solutions proposed do not resolve the traffic on Wasatch problem. It will now bottleneck at a parking facility. And on those powder days when the road is closed/limited much of the ski terrain is closed due to avalanch potential. Should not be funded by tax payer/state government money. Benefits a few and two business entities - Alta & Snowbird. Regards. | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9Q; 32.6A; 32.7B; 32.7C | A32.1.2B |
| 32341 | McFarlane, Kurt | Make Little cottonwood A toll road. I don't want my tax money going for the people that drive little cottonwood or big cottonwood. If The city and county doesn't want the gondola then make it a toll road and make the users of that road pay for it. | 32.2.4A; 32.2.2Y | |
| 29324 | Mcgann, Fiona | don't build a [REDACTED] gondola plz and thx | 32.2.9E | |
| 36404 | McGauley, James | Josh -- UDOT's data does not support the need to expand Wasatch Blvd or to construct a gondola/garage complex as described in the final EIS report. You know this is true because we discussed some of these details in my meeting with you, Terry Warner of HDR and Jon Nepstad and Chris Bender of Fehr & Peers on September 15, 2022 in HDR's office. The flawed data needs to be examined in great detail before any changes are initiated. My comments refer to, but are not limited to, these documents: | 32.1.4J | |

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| | | - The SR-210 EIS Traffic Study by Fehr & Peers, May 2019 (revised July 2019) which covers the segment from Fort Union to the 210/North Little Cottonwood Rd. junction - The Draft Vehicle Mobility Analysis for the LCC EIS, April 3, 2020 which deals with the segment beyond the 210/North Little Cottonwood Rd junction - The La Caille Station Traffic Study by Hales Engineering, September 18, 2020 which describes the road design modifications used in the Final EIS Respectfully, but disappointed /James McGauley | | |
| 33929 | McGauley, James | Josh -- UDOT's data does not support the need to expand Wasatch Blvd or to construct a gondola/garage complex as described in the final EIS report. You know this is true because we discussed some of these details in my meeting with you, Terry Warner of HDR and Jon Nepstad and Chris Bender of Fehr & Peers on September 15, 2022 in HDR's office. The flawed data needs to be examined in great detail before any changes are initiated. Respectfully, but disappointed /James McGauley | 32.2.6.2.2A; 32.7O; 32.2.6.2.2T | A32.2.6.2.2A; A32.2.6.2.2T |
| 34821 | McGee, Japheth | We should not be afraid of new innovative projects. The Gondola is a clearly innovative project. The gondola would be an amazing draw for the canyon and allow people to get a beautiful view of the canyon they would otherwise miss. Build the gondola. | 32.2.9D | |
| 29501 | Mcgee, Kyler | Yay! Thank you!!! | 32.29D | |
| 27035 | Mcgee, Liam | As expected, government just followed the money instead of listening to the people. To be fair, the first step implementation should of expanded buses is a god first step, but the gondola makes no sense. There's still going to be traffic at the base of the gondola station. More importantly, it's going to ruin the very best part of SLC, the access to incredible mountains and nature just minutes from the city, by scarring the landscape of LCC. A gondola also only solves specific issues with transportation: the ones that the big resorts that have money to pay legislators, care about. I hope UDOT and the state of Utah can reconsider and make an informed choice that benefits everyone, instead of just looking for money. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |
| 29930 | Mcgettigan, Jana | NO! NO! NO! NO! NO! NO! | 32.29D | |
| 32390 | McGibbon, Melissa | Please don't ruin the canyons with a gondola. If you drive around the Cottonwood Heights neighborhoods, you will see that everyone who lives here is opposed to the gondola. What we need is fewer people in the canyons, not a way to get even more people crowding the resorts. Skiers and snowboarders hate the gondola idea. If it goes through, it will be a sure sign that our opinions really don't matter to you. Instead, the resorts could implement tee times or the DOT could start charging to go up the canyons and regulate access. | 32.2.9E; 32.2.2K | A32.2.2K |
| 28208 | Mcgill, Collin | I don't want \$400 of MY tax dollars to support the corporate owned ski resorts. Who benefits here? Definitely not the working Utahn... | 32.2.9E | |
| 34145 | McGinley, Ciara | No to the Gondola. It's not the answer. It destroys the view -disrupts migration patterns. Doesn't serve the entire canyon. Is the most expensive and least effective option. | 32.1.2D; 32.2.9E | |
| 25368 | Mcgirk, Shannon | I am devastated by the news that there could be a gondola in Little Cottonwood. I was born in the valley, I grew up in the canyons, and I believe that a gondola is not only an improper use of money and resources, it is an insult to the beauty of these canyons. I do not, in the least, believe this is the most responsible decision. I want an improved bus system. I want the canyons to be respected. I want their beauty to be preserved. And a gondola is a direct insult to these canyons. And I am heartbroken by this news. Please, please consider the option to improve our bus system in any attempt to preserve OUR canyons. | 32.2.9A; 32.2.9E; 32.2.2PP; 32.2.9N | A32.2.9N |
| 32289 | McGough, Edwin | Gondola not a good idea. Taxpayer money for two businesses. Bad for environment and will certainly ruin the aesthetics of the canyon. | 32.2.9E | |
| 36923 | McGowan, Chelsea | So not build a gondola, the environmental impact alone is too devastating. People won't use it. People are too stubborn and going to drive up the canyon anyway, even if there is a few because of convenience of driving their own car. Create more bus times and a bus lane and people will actually take the bus. | 32.2.9E; 32.2.9B | |
| 38581 | McGregor, Martin | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.9A; 32.1.2C | |
| 29514 | Mcguire, Brian | BUILD THE GONDOLA!!! I love how it will reduce traffic and keep the canyon more clean and peaceful. | 32.2.9D | |
| 31883 | McGuire, Flynn | A gondola is not a plausible option due to the disruption to the environment, time course, and financial disruption to one of the biggest draws and economic powerhouses in Utah. Please be more creative. Best, Flynn McGuire | 32.2.9E | |
| 34322 | McGuire, Lindsey | I am submitting my comment as one of the countless voices standing up for little cottonwood canyon during this difficult time. Utah is my home, and LCC is a central, special, irreplaceable part of the community here. I do not believe any drastic, permanent changes to the canyon are helpful solutions to the problems the canyon faces. The people have spoken, and we believe that less invasive options are quite plausible and should be exhausted before further considerations are | 32.29R | A32.29R; A32.1.2H; A32.2.6S |

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| | | made. Anyone I know who cares for LCC would be willing to make sacrifices to save the integrity of the canyon, such as carpooling, reservations, bussing or other means of reducing traffic. These alternatives are much more realistic and considerate of the environment and Utah residents. I hope the decisions made can reflect how the people feel. | | |
| 29447 | Mchaas, Rebecca | I have lived in Park City for 14+ years and have seen the traffic and congestion increasing exponentially each year. I am in favor of and believe the highest and best use of funds and long term viability to the environment and overall public safety is to construct the Gondola as quickly as possible. Thank you for the opportunity to comment. | 32.2.9D | |
| 26938 | Mchenry, Stephanie | Please no! | 32.29D | |
| 32787 | McHenry, Susan | I don't think the gondola idea is good. Billion dollars for a few is very narrow minded and such a waste. Enhanced bus is friendlier to all. Help with hiring drivers and a fleet of buses environmental friendly. | 32.2.9E; 32.2.9A | |
| 37219 | Mchugh, Dermott | I am concerned about the gondola project. I do not feel that a bus program or other program that is less impactful to the canyon overall has been given sufficient attention. I think the gondola will make me use the canyon less and not be a good option. | 32.2.9E | |
| 26358 | Mchugh, Jim | The gondola is an outrage waste of taxpayer dollars. The Resorts created this mess, therefore they need to adjust their business model to eliminate/reduce the problem. The carrying capacity of the Resorts has been exceeded. Growth is not endless. UTALEC POLICIES are a malignant cancer to our Community. | 32.2.2K; 32.20C; 32.20B | A32.2.2K; A32.20C |
| 30483 | McIllece, Preston | The proposal of a gondola is yet another sad example of corporate greed being put ahead of appreciation of nature. I am VEHEMENTLY against the construction of this gondola. For a FRACTION of the money, we could drastically improve our public transportation system here locally including up the canyon which would both help ease the traffic burden and would preserve the incredible nature in the canyons that is loved by hikers, climbers, and wildlife alike. | 32.2.9E | |
| 28708 | Mcilwaine, Melinda | The impact of a gondola system in LLC to be built with taxpayer money is a huge boondoggle and give away to the ski resorts. While climate change is a death knell for the ski industry in not many years the gondola will be an eyesore in the canyon for millenia. The disturbance in the bottom of the Canyon will be huge and the impact on wildlife severe. There are much less impactful solutions. As a user of the canyon who does not frequent the ski areas, I object strongly to this project that will just expand the ski industrial zone. | 32.2.9E; 32.2.2E; 32.13A; 32.2.2PP; 32.2.9N | A32.13A; A32.2.9N |
| 33579 | McIlwaine, Melinda | This gondola is a give away to Alta and Snowbird to be paid for by our tax dollars regardless of weather we use the resorts or not. The ecological disruption of the landscape and wildlife will be huge. Winter is vanishing along with the ski industry but this man made aberration will be around for decades. There are other less destructive alternatives. I strongly protest with a resounding no to this gondola. | 32.2.2E; 32.2.7A; 32.2.9E; 32.13A | A32.13A |
| 33589 | McIlwaine, Melinda | This gondola is a give away to Alta and Snowbird to be paid for by our tax dollars regardless of weather we use the resorts or not. The ecological disruption of the landscape and wildlife will be huge. Winter is vanishing along with the ski industry but this man made aberration will be around for decades. There are other less destructive alternatives. I strongly protest with a resounding no to this gondola. | 32.2.2E; 32.2.2PP; 32.2.7A; 32.2.9E; 32.13A | A32.13A |
| 29016 | Mcilwaine, Melinda | I am submitting a comment regarding the proposed gondola in Little Cottonwood Canyon. This outrageous idea places Snowbird's interests above those of other canyon users and promises to be a huge environmental impact on water and wildlife. The ski industry will soon be obsolete due to climate change but the impact of this project will last for years and years. | 32.2.9E; 32.2.2E; 32.1.2D; 32.1.2F; 32.13A | A32.1.2F; A32.13A |
| 25347 | Mcintosh, Bailey | This has a huge environmental and recreational impact on the land. I do not support this project. | 32.2.9G | |
| 34430 | McIntosh, Benjamin | Hello UDOT, I am commenting on this issue because I believe the gondola is not an acceptable option for Little Cottonwood Canyon. Please review the comment listed by the Salt Lake Climbers Alliance. I could reiterate these points in my own words but I believe the Salt Lake Climbers Alliance has clearly outlined all the issues I would make. I encourage the use of tolling and the use of an eclectic bus system for the traffic problems in the canyon. I spend a lot of my time rock climbing and bouldering in the canyon and would not like to see the damage it would bring to the landscape. Thank you for taking to time to review these comments and I hope that you come to the conclusion that there is a more fiscally responsible and better alternative than the gondola. -Ben | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 37463 | McIntosh, Makay | Against gondola ? I little Cottonwood canyon, it caters to a small group of people, not everyone in Utah skis | 32.2.9E; 32.1.2D | |
| 37011 | McIntosh, Steve | I think it is incredibly irresponsible to burden the entire state of Utah for a project that is essentially only needed for fifteen days a year, I need only look at the Big Dig project in Boston to understand how this proposal will not only double or triple in cost, but also double or triple in the estimated timeline from beginning to completion. A preliminary budget estimate provided by UDOT of 550 million dollars is guaranteed to be well in excess of a billion dollars before the project is completed. Dave Fields from Snowbird compared the Light rail project to the gondola project. While i admire the comparison, the Light rail was built primarily with federal dollars and was rushed through to accommodate the anticipated influx of visitors due to the 2002 Olympics. The burdening of the taxpayers is simply not a valid comparison and does nothing but increase the traffic in Big Cottonwood Canyon which already has more traffic numbers than Little Cottonwood and puts the cost squarely on the taxpayers backs, unlike the light rail system. I am not a fan of this project since I believe it does not do enough to solve transportation issues state wide and sincerely hope the legislature will deny the funding of this behemoth which will only cause more travelers to come to the state of Utah and exacerbate an already dangerous situation in both Little Cottonwood and Big Cottonwood. As someone who travels both canyons multiple times every day, I feel I am eminently qualified to proffer an educated opinion as to the realities of the two state highways. The necessary widening of Wasatch Boulevard to accommodate this project will only serve to put more vehicle traffic at the mouth of both canyons thereby causing an inordinate amount of traffic that cannot be cured between the Gravel pit all the way to 9400 South. Years ago, before the 6200 | 32.2.9E; 32.1.2B; 32.2.7A | A32.1.2B |

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| | | <p>S interchange was built traffic had to exit at 3300 S. Yes, it was a bit inefficient, however you were always moving and the canyons operated in a much more orderly fashion. in my opinion, the current speed on Wasatch Boulevard from Ft. union to the La Caille sign is too high and should be reduced to 35 mph to align with the current speed limit of the rest of the road from 3300 South to 11700 south. One may wonder why that particular section had the speed limit raised? Simply to put more skier traffic up Little Cottonwood canyon to benefit the continually growing Snowbird ski and summer resort. Wasatch Boulevard is a high-speed neighborhood road which has the potential for catastrophe by increasing the number of lanes. Crossing at 3500 E. is already extremely dangerous to access Golden Hills park, and there have been fatalities. My feeling to control traffic is to increase the cost of a day pass for visitors so as to lessen the number of vehicles at the mouth of the canyon and give the residents of the state a reduced rate for recreating. What happens when the 2,500 parking stalls in the garage are full and the transfer stations for the buses are full? Well, at that point the gondola rides up the canyon empty due to the traffic being unable to get to the station. There are answers to effectively manage both canyon roads, however, the installation of a gondola in one canyon at the expense of the other canyon is not prudent and simply must be denied.</p> <p>Thank you for the opportunity to comment</p> | | |
| 27220 | Mcjames, Megan | <p>Why not try making highway 220 a toll road first? It would be low impact to the environment, tires could be easily checked and unsafe vehicles turned around and a fee would incentivize carpooling. If this solution doesn't work you can always go further but why start with a gondola. No gondola in our canyon!</p> | 32.2.9E; 32.2.4A | |
| 28722 | Mckasy, Meaghan | <p>To say I am opposed to the gondola in LCC is an understatement. I completely agree that the traffic and crowding must be addressed. The increase in the last decade is astonishing. That being said, a gondola that only serves the two ski resorts for a limited time of the year, is not the answer. This is not a good use of taxpayer dollars. Improvements to public transportation and financial incentives for carpooling should be prioritized. Please, do not install this gondola to serve two private organizations in an industry that may not exist in our lifetimes due to climate change. Put the public and our planet first.</p> | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.7A; 32.2.2Y; 32.2.2E; 32.2.2PP; 32.2.9N | A32.2.9N |
| 25626 | Mckay, Emily | <p>I love visiting Little Cottonwood Canyon. This past winter was great and the traffic was very reasonable because of the new parking reservation systems instituted by the resorts. The parking reservation system coupled with improved bus transport is the best option here. I don't want to park at the base of the canyon and get on a crowded gondola to get to the resorts. Also, it is unfair to the cities of Sandy and Cottonwood heights to put 2,500 parking spaces in their community. DO BETTER UDOT.</p> | 32.2.2PP; 32.2.9A; 32.2.2K | A32.2.2K |
| 37591 | McKay, Ronald | <p>NO, NO, NO to the gondola. I predicted months ago that the gondola would be UDOT's choice- because of course it is the obvious "feather in the cap" for the stake holders with the most to gain- politicians and big business. Funny how "conservative principles" go out the door when it comes to flashy projects. Spend over \$550 million (at least!) of TAXPAYERS money to benefit who? Very conservative. It is a garbage choice that is unnecessary and a blight on a beautiful and unique landscape. And to those Snowbird and Alta locals that support this- shame on you. These comments are a waste of time, as you've already made your decision. I sure hope the lawsuits pile up on you. Good luck.</p> | 32.2.9E | |
| 36370 | McKay, Sean | <p>I specifically moved here for the amazing climbing. Please don't take that away from us!</p> | 32.2.9E; 32.1.2D | |
| 29802 | Mckay, Will | <p>I do not believe the gondola is economically viable solution. I will not elect/re-elect an official that is in favor of this. It's too low capacity, does not operate in the summer, and is too larger of an environmental impact. My vote is that canyon traffic should be regulated to only buses Friday - Sunday. No cars except for those with residencies at Alta or Snowbird. General public must take buses. This would equate to an increase in buses driving the route and would not require a road widening or a construction of a amusement park-esc gondola that serves a purpose only a few busy days a winter season.</p> <p>I'm a mountain guide in the canyons and make almost my entire income taking people into the backcountry environment which people travel from around the world to experience. A gondola will taint that experience.</p> | 32.2.2B; 32.2.9E | |
| 27584 | Mckee, Charli | <p>To whom it may concern,</p> <p>As a resident of cottonwood heights, and an avid recreational user of little cottonwood canyon, I strongly urge against the construction of the proposed gondola system to transport users to and from Alta/Snowbird.</p> <p>I understand the critical concerns that the gondola will disrupt ecosystems, pose threat to a fragile watershed, and to no real account contribute to the problem of traffic in the canyon.</p> <p>I frequently back country ski in this canyon, and therefore a gondola will not limit my, or many other skiers traffic up the canyon. There are many trails and rock climbing crags that if not directly effected by the construction of this gondola, will continue to not be accessible in any season by this eye sore of transportation.</p> <p>The time for a road widening project seems far more realistic to solve a problem of congestion, and cost a large deal less from my and local residents tax payer dollars. I fear the gondola will create more issues in limiting access to the mountains and trails of little cottonwood, and directly effect vulnerable communities.</p> <p>Please do not subject our community that is in a majority against the gondola the burden of cost and continued problems for our beloved little cottonwood canyon.</p> | 32.2.9E; 32.4B | |
| 32707 | McKee, Ron | <p>I would prefer that my tax money [not] be spent on the gondola which only supports the ski industry. It would be much better to improve the road and increase bus service.</p> | 32.2.9B | |

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| 32009 | McKell, Mark | Very few Utah citizens want a gondola in Little Cottonwood Canyon. It is too expensive and is not favorable to the public. Explore bus or other, more efficient and less costly options. The gondola is not wanted or needed. Find other options. | 32.2.9E; 32.2.9A | |
| 25844 | Mckellar, Ian | Have you considered making the bus services to the ski resorts adequate and imposing a carpool limit on drivers up the canyon? This feels like a very aggressive and expensive solution when there are other more obtainable solutions that would not require any construction and could improve public transportation throughout the valley | 32.2.9A; 32.2.4A; 32.2.2Y; 32.2.2PP | |
| 31821 | McKendrick, Kayce | I'm against the gondola, for the reasons that it is too expensive, it's only for the benefits of skiers, it does nothing for the access of hikes, climbs, and other recreation in the canyon, and the gondola will only subsidize the ski resorts. I would rather submit to a mandatory shuttle system with frequent bus stops and give up the ability to drive up the canyon, then destroy the canyon with a gondola that will only serve a select few. | 32.2.9E; 32.1.2D; 32.2.2B | |
| 35494 | McKenna, Lynne | Please listen to the thousands of Utahns who love the majesty of the Cottonwood Canyons, which will be ruined if the incredibly invasive, expensive Gondola is constructed. Only a small number of UTAHNS, those who ski, will benefit from a transportation solution which will only deliver passengers to Alta and Snowbird, and only operate during ski season. Many Utah skiers, myself included, would rather see clean energy buses, road tolls, with lower cost tolls for locals, and a limit to the number of Icon and Epic pass-holders, (primarily from our of state!) who are allowed at the resorts each day. Improved bus alternatives, discount fees for car pools, charges for parking and other solutions abound. The massive cost to Utah taxpayers, for a project that will primarily benefit rich ski resorts, is unacceptable. Please pursue more reasonably priced solutions, and redirect other tax money to solve much more pressing issues, like affordable housing, childhood hunger, homelessness, and the demise of the Great Salt Lake. Please make decisions that improve the canyon experience, and benefit all Utah taxpayers, rather than Alta and Snowbird shareholders! Thank you, Lynne McKenna | 32.2.9E; 32.1.2D; 32.2.6.3F; 32.2.4A; 32.2.2K | A32.2.2K |
| 31195 | McKenna, Lynne | Given the rapid climate changes that can no longer be denied, it seems very short- sighted to spend at least \$550M to build an ugly set of towers.ruining the majesty of Little Cottonwood Canyon, when skiing will not even be available 25 years from now. This project will benefit no one but Snowbird and Alta, and will ruin the Canyon for everyone else. If the plan is only to offload at the resorts, this means all others will drive cars up the canyon anyway. The overcrowding should be reduced with clean electric buses, canyon tolls FOR NON UTAHNS flooding the Canyons, and road improvements. Buses can be used for other routes as needed. Flexibility and the ability to upgrade services in response to actual needs is key, Please eliminate the Gondola project now, in favor of solutions that benefit Everyone, not just ski areas which will not even exist in 25 years, or probably less, given the speed of climate changes we are already experiencing. Perhaps making this a ballot issue for all Utahns to decide is a better step at this time. Thank you for listening to the majority of UTAHNS who oppose this project! | 32.2.2E; 32.2.9E; 32.2.4A; 32.2.9N | A32.2.9N |
| 25966 | Mckenna, Matthew | I am opposed to the plan to build a gondola plan. It does not allow enough parking or move enough people to provide a noticeable benefit relative to its financial and environmental cost. It benefits resort owners and private investors for a gamble. Ultimately we may have to accept that the canyons have a maximum capacity (as lift lines at the resorts exemplify) and what we're trying to do here is just not wise. I view an equivalent investment in bussing, shuttling, and public education as a better investment, along with tolling that scales down the more seats of a vehicle are filled | 32.2.9A; 32.2.9E; 32.2.4A; 32.2.0B; 32.2.2Y | |
| 34765 | McKenna, Rhonda | I am not a fan of the idea of a gondola. I don't want my tax dollars subsidizing an expensive sport that promotes tearing up the mountains of Utah. Buses can be used. | 32.2.9E | |
| 30538 | McKenna, Sean | The gondola is the dumbest plan I've ever heard of. If there's going to be a gondola built, then Snowbird and Alta must pay for the entire cost! Traffic is not a daily problem in the Canyon and the proposal even includes a massive toll on the canyon road, which is obviously the only way anyone would ride the stupid gondola on the 95% of days that there is no traffic on the road to worry about. If UDOT is going to fund a project then it should be a train that is tied into the trax system. Or electric busses and avalanche sheds. Avalanche sheds are a needed feature on the road for safety purposes, regardless of any alternative transportation method. And busses are MUCH cheaper and can be run to match demand. \$500 million paid by tax payers for a gondola for the benefit of 2 ski resorts is insane. | 32.2.9E; 32.2.7A; 32.2.2I; 32.2.6.3F; 32.2.9K; 32.2.9A | A32.2.2I |
| 28788 | Mckenna, Sean | Please do not go forward with this gondola plan. This proposal is a drain of taxpayer funds. | 32.2.9E; 32.2.7A | |
| 31423 | Mckenna, Thomas | Has UDOT Committee calculated the additional property tax to Utah taxpayers to build the proposed gondola? Do taxpayers who do not ski pay additional taxes as well? Additionally, what percentage of the costs to build the gondola will be paid by the resorts benefiting from the additional revenues? Appreciate any information you can provide. Thanks and kind regards. Tom McKenna -- This e-mail was sent from a contact form on Utah Senate (senate.utah.gov) | 32.2.7A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 27408 | Mckenna, Thomas | Has UDOT committee calculated the additional property tax cost to Utah taxpayers to build the Gondola and will taxpayers who do not ski be taxed as well. Additionally, what percentage of the costs will be paid by the ski resorts who benefit with additional revenues? This will no doubt affect lift tickets which seems fair. | 32.2.7A | |
| 34785 | Mckenzie, Bella | Do not build this please | 32.2.9D | |
| 33120 | McKenzie, Catherine | We must try other things such as tolling or limiting cars during storms before installing a gondola! | 32.2.4A; 32.2.2K; 32.2.9E | A32.2.2K |
| 35322 | MCKENZIE, JEFFERSON | The gondola option would interfere unnecessarily with the view shed and would add taxes for all to benefit few. | 32.2.9E | |
| 36392 | Mckenzie, Neil | Under no circumstances would a Gondola help. Gondola should NOT BE AN OPTION. It's going to be a massive eye sore on a beautiful canyon, only to zip tourist up with out actually solving any traffic problems | 32.2.9E | |
| 26905 | Mckeon, Mckenzie | NO GONDOLA!! I climb AND ski, and while I agree the line to get up to the ski resorts is absurd but putting a gondola in will only make the lift lines even worse! The 'snowbird fast pass' is ridiculous. This also disrupts a lot of beautiful natural climbing spots and won't really solve the problem. It will just allow even more people up at the resorts and bring traffic out onto wasatch. I beg you to find a better option, this is not it | 32.1.2B; 32.2.9E; 32.6D | A32.1.2B |
| 29622 | Mckeon, Susan | Absolutely not! Offer more bus services up the canyon. | 32.2.9A; 32.2.9E | |
| 30154 | Mckerrow, Andy | The gondola is state money being used for a tiny minority of state residents for a fraction of the year. Improving the highway provides a year-round benefit to all residents. The gondola is the wrong decision and I will never use it. I stand with the majority of Utah in opposing this elitist and discriminatory waste of state funds. | 32.1.1A; 32.1.2B; 32.2.7A; 32.2.9E | A32.1.1A; A32.1.2B |
| 26918 | Mckinlay, Ashley | Taxpayer dollars should not be used to pay for a gondola for private companies to profit from. Do not use taxpayer money to build this gondola. Let the resorts pay for it. | 32.2.7A | |
| 32703 | McKinney, Eliza | I am concerned that the state prioritizes greed over well-being. The gondala will be damaging to our already compromised environment, it will spend millions of dollars that could benefit people in our state who need food, housing, and healthcare (literal life or death situations), and it will do so little to actually improve traffic. To focus even as much time and money that has gone into this project already is a huge waste of vital resources. We need actual innovation to meet climate disaster and our widening class disparities, not tax-funded moneymakers for the rich. Please do NOT build this gondala, we need you to protect our home! | 32.2.9E; 32.1.2B | A32.1.2B |
| 26512 | Mckinnie, Robert | The Gondola is a boondoggle to increase traffic at the ski areas. The ski areas cannot accommodate any more traffic. They are already obscenely overpopulated. I quit buying tickets several years ago because of long lines and mismanagement of the ski slopes. Now they are using demand pricing to sell cheater lines to rich people. The state has no interest in increasing the mess. In order to promote the upper canyon it is ruining the lower canyon. There will still be hours-long traffic jams from the canyon backed up on every access road. The valley is already overpopulated with skiers and the state is promoting the importation of additional skiers. Just like water and air, ski slopes have exceeded the available resources and continued overpopulation will only make matters. You are asking me to stop using water so you can sell it to new users. I have already stopped skiing because it is no longer sustainable. It's time that government agencies start serving the existing residents better and stop promoting businesses which exceed the limits of the region's resources. Increasing traffic to the ski areas is not sustainable and simply hastens the collapse of the valley. | 32.1.2B | A32.1.2B |
| 32883 | McKinnie, Robert | The gondola is a boondoggle to subsidize the ski resorts which cannot handle existing traffic, much less any additional traffic. It is an unwarranted and wasted extravagance of public funds. It will: Cost over a half billion dollars (not considering inflationary cost increases); Only make stops at two private ski resorts: Snowbird & Alta; Remove no more than 30% of car traffic from the canyon road; Operate only during the winter ski season; and Permanently mar the inherent beauty and public lands of Little Cottonwood Canyon. The UTA needs to get back to Real World matters like improving and expanding public transportation. The gondola boondoggle does not fit here. | 32.2.9E; 32.2.9A | |
| 30705 | McKinnie, Robert | There is no reason to develop resources to pack more skiers into LCC. It cannot handle the skiers already there. This is merely a boondoggle to subsidize the resorts which are over crowded to the point that they are offering premium lift tickets to cheat by avoiding the lift lines (another indication that further growth is unsustainable.) I stopped skiing there years ago when it was still fun. Ski areas should increase capacity before trying to increase volume. This includes lifts and skiable terrain as well as access to the areas. | 32.1.2B; 32.2.0C | A32.1.2B; A32.2.0C |

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| 30710 | McKinnie, Robert | Any increase in traffic to the LLC will only increase the gridlock on the tributary streets and roads. This does not serve the local population. The UTA has failed for years to alleviate the problem. This is merely a boondoggle to subsidize the ski resorts. The government should find better uses for the public funds which could benefit the entire area population. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 33531 | Mckinnon, Steven | I very much OPPOSE the plan B alternative Gondola. I believe that more time and study needs to be done based on our decreased winter snow pack from the effects of climate change and the great salt lake. The increase of traffic in all parts of Sandy would not be acceptable. I personally will be putting support group together to have a large constituency of citizens attend and protest to the Appreations committee at the next legislation session on no funding for the Gondola. We need more alternatives to reduce the traffic problems in the canyon and busses do work. The two resorts that would benefit from this alternative B proposal should address the parking and number of Skiers on the most demanding ski day's. Thank you for taking my comment. | 32.1.2B; 32.2.2E; 32.2.2K; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |
| 31633 | McKinnon, Toni | I am against the gondola. It is ridiculous to spend money on a gondola when there are better options. Taxpayers should not fund a gondola that only benefits 2 businesses. There are many roads in our state that need repairs and upgrading. They are more important than a gondola that has a limited benefit for select people and a monetary value for two former corrupt politicians and two ski resorts. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 30179 | Mcknight, Saxton | <p>I think that this plan would make the little Cottonwood Canyon suffered tremendous loss. The little Cottonwood Canyon is no Aspen and it will never be. The government is so worried about how much money they're making and not about what it's doing to nature and to the locals. I have always been so in love with going up into the mountains and being able to look out and see no man-made structures. This ugly concrete man made structure will be obstructing my view. Why would you want to do this because of " traffic". The climbing community that surrounds the little Cottonwood Canyon is small, but mighty the amount of people that enjoy this the way it is in the way that it's supposed to be. The world is so worried about how much money they're going to make. They're not looking at how much fossil fuels that this project will use an amount of carbon that will be in our atmosphere. also destroying more and more wildlife and natural habitat that this place and habits. Will you people ever learn.</p> <p>This isn't going to help this is just gonna hurt so [REDACTED] the [REDACTED] sky bridge or whatever the [REDACTED] it's called.</p> | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B; 32.10A; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 25948 | Mclain, Katie | I vote no for the Gondola, it is going to be an eyesore and seems to only help the resorts | 32.2.9E; 32.2.9N | A32.2.9N |
| 31250 | McLaren, Gary | <p>To Whom It May Concern:</p> <p>I was happy to see the vote against the gondola in Little Cottonwood canyon. Just a friendly reminder why a gondola is a bad idea. It doesn't actually solve congestion it just moves it to a different spot. It becomes and eye soar in one of our most picturesque canyons. And the the gondola would be paid by tax payers to allow two private corporations to profit from its use. The above our why it needs to never be considered an option again.</p> <p>Thank you,</p> <p>Gary</p> | 32.2.9E; 32.2.6.5G; 32.2.7A | |
| 34676 | McLaren, Matt | <p>I am strongly opposed to UDOT's preferred Gondola alternative B as a solution for decreasing congestion in LCC. There are better low cost solutions which have either not been tested or fully implemented.</p> <p>Some of these lower cost solutions include but are not limited to a toll on all non-resident personal vehicles entering LCC - not just above entry 1. Duplicate Solitude's usage of a sliding scale with an inverse relationship between the price of the toll and the amount of people in the toll paying vehicle. This would also encourage car-pooling. Payment of a toll would grant that vehicle the right to park in any legal parking spot in LCC and is not tied to the purchase of a ski pass. All funds generated from tolls would be used to mitigate the cost to tax payers for avalanche path snowsheds, enhanced bus service, traction enforcement and improved trailhead parking and facilities.</p> <p>In addition, implement a toll seasons pass option, with the opportunity to purchase a LCC parking seasons pass predicated on having a UDOT Cottonwood Canyon sticker and qualifying 4x4 or AWD vehicle. Grant these qualifying vehicles the ability to bypass the toll station/traction enforcement line. While on the subject of snow tires, how about enforcing snow tire/traction laws with the same vim and vigor alcohol laws are enforced in Utah? It is a low cost high benefit solution which keeps non winter worthy cars off the highway.</p> <p>As a former resident of the [REDACTED], dealing with powder day traffic is a known entity and an accepted cost of living there. The direction of travel for the vast amount of trips being made by neighborhood residents is the opposite direction of ski traffic. This is sn inconvenience you learn to plan around. Cottonwood Heights residents and government have opposed both the widening of Wasatch Boulevard and the gondola. They accept the tradeoff between occassional traffic backing up into the neighborhoods compared to the permanent negative impact of widening Wasatch Boulevard and building a gondola.</p> <p>The gondola is not a cost effective solution, particularly when better congestion mitigation solutions outlined above have not been fully implemented. It's obvious the cost estimate of the La Caille gondola solution (\$391 million) would end up costing at least 2-3x that amount given current inflationary pressure and significantly higher borrowing costs. The visual impact to LCC is unacceptable and degrees of magnitude worse than the visual impact snowsheds and a 3rd lane for busses would represent. A gondola cannot run during interlodge restrictions or during avalanche mitigation efforts. If a gondola is truly needed as a</p> | 32.2.9E; 32.2.2Y; 32.2.9A; 32.2.2M; 32.2.7F; 32.17A; 32.1.5B; 32.2.6.3C | A32.2.7F; A32.2.7C; A32.2.6.3C |

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| | | <p>seondonary emergency egress, why not run one over the ridge to BCC, or Summit or Wasatch counties? As currently constituted, the LCC gondola offload points are fixed and limited to just Snowbird and Alta. Buses have a ton more flexibility. For example the BCC bus stops at the Spruces Campground. Finally, the idea of gondola sponsorships earning \$4m million annually is laughable.</p> <p>While I appreciate having a forum to state my opinion regarding UDOT's preferred soltion, this whole process has the wiff of insider dealings. Powerful developers/ex-legislators/ski resort management using public funds to subsidize a solution which benefits them while they a carry none of the cost is the very definition of corporate welfare. I'm tired of Snowbired holding the threat of developing the north side of LCC below Mt. Superior, or Alta threatening Grizzly Gulch access, as leverage to pursue their self-interest unimpeded. Cynically decreasing ski bus frequency this winter is the icing on the cake. Salt Lake County, Salt Lake City, Cottonwood Heights and the Town of Alta have formally opposed this plan but in the end this will shake out like the prison move, it's a fait accompli.</p> | | |
| 37204 | McLaren, Michelle | <p>The proposed gondola plan is a large waste of tax dollars, cuts into the visual aesthetics of Little Cottonwood, harms our precious natural resources, and only stands to serve a small fraction of canyon users who utilize it for skiing and snowboarding during winter months. It seems that increased bus transit with more stops throughout the canyon (or other alternate solutions) could serve not only skiers at the two resorts, but those who visit the canyon year round and desire to backcountry ski, snowshoe, hike, bike, climb, birdwatch, etc. The gondola only serves resort-goers and is a strenuous impact on the tax paying citizens of Utah as well as the canyon. Wouldn't it be better to increase/improve bus operations and hours of the day for a much smaller investment while reallocating much of the proposed gondola budget to improve mass transit throughout the rest of the Wasatch Front? Perhaps two rail lines for the FrontRunner? Additional rail lines? Utah's governing authorities could provide solutions that majority of Utahns (not just those who support two ski resorts) can benefit from - especially as our population will begin to reach 4 million people by 2032. This seems like a narrow-minded proposal which aims to benefit the few and privileged who can afford to ski at these two corporations, line the pockets of legislative landowners where the parking garages will be built, impact the aesthetics and wildlife of the canyon, and not address/fix the underlying issue with overcrowded canyon use.</p> <p>I know this solution seems exciting and like a fun way to advertise tourism to our great state. However, for the reasons above, please reconsider and think long-term about the impact of your decision to support on current residents, future generations, wildlife, water resources, erosion components, and sustainable solutions.</p> | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.7A; 32.2.2I | A32.2.2I |
| 34279 | Mclaskey, Janel | We do NOT want this! Make the resorts and/or pass holders liable for the bill if you move forward. | 32.2.7A | |
| 37964 | McLaughlin, Pat | This is a waste of public money to subsidize two privately owned ski resorts for 3-4 months of the year. In 20-30 years, skiing in Utah will be much less than it is now due to climate change. Spend the \$1B (you know it will cost at least that by the time it's done) on fixing the Great Salt Lake or no one will come to Utah to ski ever again. | 32.2.2E | |
| 28730 | Mclaughlin, Rebecca | Get it done! | 32.29D | |
| 37921 | McLaughlin, Sharon | No to gondola and no to tax payers paying for it! | 32.2.9E | |
| 27299 | Mclelland, Scott | The gondola is not the right choice. The idea of using taxpayer dollars to install an eyesore that permanently mars a beautiful canyon just to service a few wealthy corporations yet does little or nothing to mitigate congestion is folley [folly] and unfair to Utah taxpayers and the people who live in and around the canyon. The gondola is an extreme measure that once executed will change the canyon forever. From what I've seen the majority of people that live and work in the canyon, state officials as well as people from all over who enjoy LLC recreationally are opposed to this absurd proposition. Why should this pet project of the wealthy few overturn the voices of the majority who will ultimately be paying for it? There are other options that should be explored first. This is not a decision that should be made with haste. | 32.2.9E; 32.2.9N | A32.2.9N |
| 33559 | McLeod, Max | The proposed Gondola plan is a shortsighted and inequitable plan. Not only is it an immense cost to taxpayers, but it completely disrespects the landscape and the people who live here. The only people that it serves are those who stand to make money in construction costs and the resort owners. Choosing a plan that permanently affects and destroys the natural habitat and affects the people who use the canyons for all other activities is a massive failure of imagination. Enhancing bus routes and limiting the use of private vehicles is the only acceptable solution. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.13A; 32.4B; 32.5A | A32.1.2B; A32.13A |
| 26884 | Mcmillan, Kathleen | There is too much opposition and way too much potential damage to the natural environment. It's not worth it, please listen to the people and do NOT develop the gondola system. | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 27800 | Mcmillan, Lauren | Hi, back again. The gondola isn't a solution the people want. It's for one short season a year, and it only serves resort skiers. Every other visitor in the canyon that doesn't resort ski, visits the canyon at other times of the year, will have to look at an expensive gondola that they don't even use. People have spoken that they want a bus system like Zion. | 32.2.9E; 32.1.2B; 32.2.2B | A32.1.2B |
| 27229 | Mcmillan, Lauren | I remember when UDOT had a contaminant spill of some sort from the I-80 construction work (I think it was sometime in 2021) that went into the water at Tanner Park. Luckily that water isn't drinking water. I'd be concerned about any spill potential in LCC from gondola construction. | 32.12C | |
| 26474 | Mcmillan, Lauren | I'm back here again to express my disappointment with UDOTs decision to move forward with the gondola plan. I'll be back again tomorrow. | 32.2.9E | |
| 27928 | Mcmillan, Lauren | I don't want to have to pay to get on a gondola to go ski. Skiing is already expensive enough. I love the bus system, it's been great. | 32.2.9E | |
| 25673 | Mcmillan, Lauren | Please don't do this. NONE OF THE PUBLIC WANTS THIS AS A SOLUTION. Bus system like Zion please. It's a proven successful solution. | 32.2.2B; 32.2.9N | A32.2.9N |
| 30198 | Mcmillan, Sylvia | It is projects like this that will be the death knell of Utah as a beautiful state to visit let alone live in. Greater access to our parks, canyons, deserts only diminishes them over time. Limit the access fairly. Save our Great Lake, our mountains and our land. You're letting the locusts eat/destroy everything of beauty right before our eyes for a few dollars and cheap publicity. | 32.1.2B; 32.1.2F; 32.2.2PP; 32.2.9E | A32.1.2B; A32.1.2F |
| 28879 | Mcmorris Mcmorris, Alec | As someone that has been recreating in big and little cottonwood canyon for the last 20 years. I am fully against the gondola project and the impact it will have on canyon capacity among other things. In my opinion the improved bus service, avalanche shed, and toll booths are much better options. If we were truly caring about the environment we live in, we would limit the capacity of people allowed in the canyon on peak ski days. | 32.2.9E; 32.2.9A; 32.2.9K; 32.2.2Y | |
| 32095 | McMullin, Amber | While the gondola would be cool, it really feels like a waste of taxpayer dollars. A toll in the winter months, or passes, or carpool incentives, seem like a much better approach before the hundreds of millions being spent on a gondola. The quotes were especially concerning, with the numbers being calculated prior to major inflation and rising costs over the past two years. | 32.2.2Y; 32.2.7A | |
| 31940 | McMullin, Annette | "Do No Harm", the primary tenet of medicine, should be the informing slogan for UDOT. Climate change is pressing down on Utah, no water is drying the Great Salt Lake which further reduces snow pack. The mountains and trails are already overrun by the hordes of people in Utah. Stop and think of this place in twenty years. On a dusty air day, a toxic environment. Dead lawns, golf courses and city parks throughout the city. Ongoing fights over finite resources. You want to move people up the canyon to ski the powder, on the rare days there is any. Stop thinking in such a narrow perspective. Your Gondola will be an obsolete White Elephant, standing as an incredulous blunder to the stupidity of man. Please wake up and do the less harmful alternative, we are sure it's out there. Annette McMullin | 32.2.9E | |
| 27609 | Mcmullin, Annette | Mayer Jenny Wilson is right. It costs too much money, does not serve the general public, forever disrupts the canyon. UDOT is self-serving. They want if for themselves, not what is best for the canyon. We call on the legislature to say no gondola and put this rest. | 32.2.9E | |
| 31389 | McMullin, Annette | In 20 years there will be no water, no snow, no decent air in Utah. So why worry about a Gondola? Let's focus on real issues that are pressing down on the ability to live safely in Utah. | 32.2.9E; 32.1.2B | A32.1.2B |
| 32003 | McMullin, Joseph | Why would we be spending massive amounts of public funds to benefit a couple out-of-state, already rich ski resorts. Very bad idea. | 32.2.7A; 32.2.9E | |
| 32098 | McMullin, Paul | I have concerns relating to the costing of the gondola project. While I see from the EIS summary sheets that have been published over the last year or two that the gondola makes a lot of sense from a road congestion and transportation time paradigm, I'm skeptical of the projected costs. First and foremost, why is the cost of this gondola going to fall squarely on the shoulders of taxpayers like myself, when it is going to benefit the ski resorts the most? I understand that they fall within Sandy city boundaries, but how much money (through taxes or direct contributions) are they going to put towards this project? I find this particularly irksome as skiing and snowboarding tend to be hobbies for wealthier people. I would rather have my tax dollars go towards public works that people from all economic backgrounds would benefit from. Secondly, I am concerned with the quoted costs for the projects. The stereotype of transportation projects costing well above projected expenses is all too prevalent. I am concerned that this project will live up to this stereotype as the quotes that I've seen through the EIS summary sheets have not changed throughout the years. Material and labor costs have gone up significantly over the last few years, and it feels ignorant and deceptive to not have a publicly available estimate of the impact on the estimated costs. For these two reasons, I am against the gondola project in its current form. | 32.2.7A; 32.2.9E | |
| 26983 | Mcmullin, Ruth | I want my kids in the future to be able to enjoy the nature and tranquility of little cottonwood canyon without a gondola. I want to be able to climb and hike the paths I did as a child. I think this is a very poorly made decision. There are way more cons than pros to this. Please think about our future in recreation and how this will impact it. Instead of a gondola expand the public transit system. | 32.1.2B; 32.2.2PP; 32.4B; 32.2.9E | A32.1.2B |
| 32104 | McMurdie, Geri | I know the Gondola is unpopular, but I support it. I don't know how wider roads, more Buses and more traffic, closed roads during snow storms equals better for the Canyon. The Gondola will be a summer and winter option and will give people hesitant to drive the canyon roads a chance to experience its beauty in safety and with low impact to the environment. | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26420 | McMurtrey, Cali | <p>Hello, I have major concerns about the gondola project. I do not think enough alternatives were studied.</p> <p>I know, for example, one reason I drive is that I don't want to take my gear on a bus. Asking the ski resorts to provide more overnight gear storage would be a HUGE help for local skiers.</p> <p>Parking reservation systems have not had time to be sufficiently tested. Carpooling systems (for example, smaller public vehicles, beyond busses, or incentivized private carpooling) haven't been explored. Staggering opening times for Alta and Snowbird (one opens at 9, the other at ten, alternating, for example) hasn't been tested.</p> <p>Operating a gondola has many of the same drawbacks as the bus (you have to carry your gear, you have to plan around the operating schedule, etc). I am not convinced that it will actually reduce canyon traffic. The modeling done hasn't taken human behavior into account.</p> <p>I am not in favor of UDOT paying for or sponsoring this project at all. We have so so many other needs. Build a gondola for I-15 and I'll back that. But please keep it out of the canyon.</p> <p>Please consider the other alternatives listed above, or others you come up with. Thank you.</p> | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.3A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 32168 | McMurtry, Benjamin | I am not in favor of the gondola for many reasons, which I'm sure you have already heard before. If the problem is too many private vehicles then put in a toll to discourage cars and add buses as an alternative. | 32.2.9E; 32.2.2Y; 32.2.9A | |
| 33379 | McNall, Charles | Oh so many things. I oppose the Gondola as it goes against my religious beliefs of not allowing things that will make the canyons a mess, ruining community resources to climbing, hotboxing people into tin cans that are still subject to wind conditions and benefiting a few select organizations while a majority of taxpaying citizens oppose the project. Wasatch should be 30mph like in sandy, millcreek and foothill. Staggering start times for resorts has worked awesome in big cottonwood. It's about time Snowbird opens at 8am. Everyone lines up for snowbird at 6am anyways... A mini gondola should be placed over each person in charge of approving and implementing the gondola. | 32.1.2B; 32.1.2D; 32.2.6.5K; 32.2.7A; 32.2.9E; 32.2.9N; 32.4B; 32.6A | A32.1.2B; A32.2.9N |
| 30663 | McNamara, Mark | I support the Gondola proposal as set forth by UDOT. I believe this proposal will have the least environmental impact and will likely be used by the public. Bus options are not desirable. | 32.2.9D | |
| 33683 | McNay, David | I don't support the gondola because it only hurts what I'm in the canyon for and doesn't benefit me as a hiker and climber in any way. This is a ski resort problem and should be resolved by the ski resort through carpooling and business solutions that don't harm other users of the canyon and future users of the canyon. Please reject the gondola until the ski resorts have had a chance to solve their problems, and I think you'll see that the need for the gondola as a solution is false. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 32778 | mcneil, andrew | A Gondola in Little Cottonwood Canyon is a ridiculous idea on par with dredging Utah Lake and creating islands to develop housing or continuing to let the farmers farm and residents grow grass in counties north of Salt Lake City at the expensive of the Great Salt Lake. A combination of increased bus service and automobile toll is a much better solution. Now I'm hearing bus service in going to be limited rather than expanded; also ridiculous. | 32.2.9E; 32.2.9A | |
| 37157 | McNeil, Mia | The Gondola project is not accepted by the citizens of Utah and this is clearly demonstrated. We have written letters to representatives, held meetings with government officials, created activist groups, and shown how much we care. When Little Cottonwood Canyons first posted about this proposal, all people saw was the Gondola being pushed for production. The comment section was full of upset people and explanations why this method will not work. Millions of taxpayer dollars all across the state of Utah will go towards this project (\$550 million to be exact, but probably more). Including thousands of people who do not actively go up LCC. Such as citizens in lower income communities, other counties, and those who don't actively participate in outdoor recreation. This is a blatant biased project towards not only tourism, but also towards the ski resorts. The production would also cause environmental damage and takes years to build. This means years of the same problem, but with the additional issues of production. Overall, I do not want this proposal to be accepted. The citizens of Utah do not want the Gondola. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 36482 | McNeil, Mindy | I don't personally know anyone in favor of the gondola. The people who want the gondola seem to all have a financial stake in having the gondola built and that is definitely the minority. Please, please listen to the overwhelming majority and stop any movement to installing the gondola. There are many options that should be instituted before a gondola. It appears the gondola is not an actual solution for managing the transportation "problems" of Little Cottonwood - it only benefits a few and better options are out there. | 32.2.9E; 32.1.2D | |
| 28590 | Mcneill, Ginger | I have lived in Salt Lake for 65 years. The first 20 were in a small town called Granite at the mouth of little Cottonwood canyon. I cannot even imagine why ANYONE would want an ugly gondola running up the beautiful canyon. I realize many of our legislators love developing anything, anywhere to make even more money. What will happen is they will get this monster running, charging more and more each season, while busses and cars still continue up the canyon. Why can't we continue with reservations and/or tolls? When we want to visit the ocean for a time, we need to reserve a place to stay. Busses are provided for anyone. NO gondola please. | 32.2.9E; 32.2.4A; 32.2.2K; 32.2.2Y; 32.2.9A; 32.1.2B | A32.2.2K; A32.1.2B |
| 28212 | Mcneill, Mallory | It is very clear that the Enhanced Bus Service Alternative is the way to go. Much cheaper and Minimal to no damage will be done to the surrounding area preserving the canyon. There is currently no funding for the gondola and we already have shuttles. Instead of buying and building a whole new system just enhance our current shuttle situation. No to the gondola! | 32.2.9A | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32164 | McNevin, Ryan | Hello there, I have a few questions about how this gondola is going to be affected by avalanches during the winter time. I noticed in the EIS that there is an average of 11 hours per season where the canyon is closed due to an avalanche. I understand that the gondola is going to be an alternative and the idea is that it will be able to run and fully functional during this time of closing the canyon. However, what structural changes are going to be made so that the gondola can withstand any dangers, such as an avalanche? Also, how will the maintenance be funded after the gondola is finished to make sure that the structures are able to withstand an avalanche? Will there be employees checking on this regularly? If there is a big issue, who will fund the repair? How long does UDOT expect a delay in the gondola safety to affect travel in the canyon? | 32.2.6.5K | |
| 32156 | McNevin, Ryan | Hello there, I am commenting here to inquire more about how the gondola is going to affect the watershed in LCC. Is there anything that is going to be done to mitigate any waste runoff or protect the watershed itself? I am a resident of the SLC area and I am worried that the 600,000 people that this water is utilized by are going to be put in danger when this gondola project is started. Are there any initiatives being done to help protect the watershed? How will construction companies change their practices to maintain clean drinking water? Please let me know. | 32.12A | A32.12A |
| 26817 | McNulty, Jamie | I do not believe that our canyon needs a gondola. As someone who has lived up canyon, and now in the salt lake valley I of course desire a more convenient and less busy commute to access little cottonwoods deep and epic powder. Thus far, both Alta and Snowbird have done very little to incentivize car-pooling. I believe that taking a small, more cost effective step would be to add a tolling booth at the mouth of 210. As the buses fly through in their own lane, people would think "Ah \$25 to drive up alone? I'll hop on the bus next time. The canyon is only so big, and the two resorts can only handle so much capacity. Installing a 600 million dollar tram is only going to invite millions of more people per year which the ski areas, nor the land, can support. I urge you to consider the irreversibility of this project as it will overtake a canyon landscape that has won over many a soul. Once the gondola is installed, what's next? | 32.1.2B; 32.2.2Y; 32.2.4A; 32.2.5.4, 32.2.9E | A32.1.2B |
| 30389 | McNulty, John | I believe the gondola is a gross overreaction to a problem that only occurs less than 10% of the year. Please preserve the beauty of Little Cottonwood Canyon for all current and future generations by reconsidering and examining other solutions such as tolls, increased buses, and incentives to promote bus use. Thank you for your consideration. | 32.2.9A | |
| 26533 | McNulty, ThomasA | How many times do we have to repeat this process. The answer is clear. The taxpayers do not want to pay for private industry's newest toy and We Don't want our canyon destroyed at the cost of these resorts. The answer will and always will be no to the gondola. UDOT please make the moral choice and side with the community beliefs. | 32.2.9E | |
| 37617 | McNutt, Hannah | Please do not move forward with the gondola. I want my daughter to be able to experience the natural beauty as we did. People are still going to drive up the canyon and I don't think our tax dollars should go to something that is going to negatively impact nature. | 32.2.9E | |
| 32851 | McOمبر, Rob | No gondola. | 32.2.9E | |
| 35475 | McOmie, Donald | I don't want to pay for a gondola that I will never ride. It has been years since I've been up Little Cottonwood Canyon. | 32.2.7A | |
| 28431 | Mcpeak, Janell | XY | 32.2.9D | |
| 28553 | Mcpherron, Shawn | No public transport solution is viable until they solve 2 issues. First, there must be made available lockers for storing gear at each destination. Today, very few short term lockers are available and rental of a long term locker has a multi year waiting list. 2nd, any solution must be capable of operating during 90% of avalanche conditions. Stopping a gondola, or the road during avalanche abatement is never going to reduce the traffic that impacts the mouth of the canyon. | 32.2.3A; 32.2.6.5H | |
| 37868 | McPherson, Aidan | I think that the gondola would damage not only the residential area near the bottom of LCC, but also the ecosystems of the canyon that are enjoyed by many people year-round. | 32.2.9E | |
| 30777 | McPherson, Myles | It's a terrible idea. Get better busses. | 32.2.9A | |
| 28894 | Mcphie, Jason | The gondola is not needed for that cost to tax payers and to merely serve 2 wealthy ski resorts for traffic that only happens 15-20 days a year. There are so many important traffic and other projects that we could address as a state for \$600 million to a billion dollars. We can address traffic with tolls, busses, and other creative parking ideas near to resorts. We would simply be pushing the traffic down the canyon into the city. Make the resort pay for their parking needs. Make them build appropriate parking on their sites. We should preserve the canyon not build giant metal towers that destroy the visual beauty. We should not spend that amount of tax dollars on this topic. Let's spend it on better overall Utah serving issues. Do not find this!! | 32.2.9E; 32.2.9A; 32.2.2QQ; 32.1.2B; 32.2.2Y; 32.7B; 32.2.7A | A32.1.2B |
| 30092 | Mcphie, Jason | NO GONDOLA. That idea is not a good use of our tax dollars. This parking issue is the responsibility of the resorts. Use tolling, busses in the busy season and parking strategies like windows of time for arrivals. The beautiful canyon should not be changed for Mickey Mouse ride and tourist attraction. We can do better things as a state with a billion dollars. (We all know it will not come in at budget of \$600M). Is a Little Canyon so treat like one. | 32.2.2K; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E | A32.2.2K |
| 31863 | McPhie, Jason | No gondola. Wrong use of tax dollars. 20-50 Days of traffic for \$600,000,000 dollars is not acceptable. The proposed gondola would only remove 30% of the cars. Not appropriate use of our Utah Tax dollars. Use tolls, parking reservations. Snowbird and Alta can pay for the parking and traffic issue with their own profits. | 32.2.9E; 32.1.2B; 32.2.2K; 32.2.2Y | A32.1.2B; A32.2.2K |
| 30533 | McPhie, Vanessa | No gondola. I live very near Little Cottonwood Canyon and there is NOT a traffic problem in the canyon that warrants \$600,000 million dollars of tax payers money. The resort should fix their parking lots to handle the amount of skiers that want to entertain along with bus use. The optics are clear and they scream that is is a relationship to pad pockets of a few... our canyon and the people that love the natural beauty deserve better. There are 10 - 25 days that there traffic and we all know when they are. We all plan accordingly. This project looks like corruption. Follow the money.. | 32.2.9E; 32.2.2QQ | |

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| 38226 | McQuay, Diane | I have been a resident of Cottonwood Heights for over 30 years. I live just a quarter mile west of the mouth of Big Cottonwood Canyon, just off of Fort Union Boulevard. For the past 3 years or so, my neighborhood has experienced 3-4 weekends of skier traffic blocking Fort Union as they try to get up into either Big or Little Cottonwood Canyon. For us, it's a minor inconvenience as we have other streets to use. Wasatch Boulevard does need help . I am completely opposed to the Gondola up Little Cottonwood Canyon for many reasons. The most important reasons are: 1. The Gondola will do absolutely nothing to improve traffic on Wasatch Boulevard as cars will still be driving to the Gondola parking structure. 2. Building a huge parking structure in a purely residential area is abhorrent. No matter how it is constructed, it will be a huge eyesore and ruin the neighborhood. This is a quiet, rural area served by a narrow 2-lane country road. The Gondola and parking structure does not improve the traffic. It only moves the traffic (assuming that the skiing public will be willing and/or able to fork over \$40 per person to ride the Gondola) to a narrower 2-lane road. The late afternoon traffic jam, when all the skiers leave at the same time, will be worse than the current situation. #3. Building the Gondola in a highly sensitive area, a watershed area no less, will cause irreparable damage and the scars will be visible for decades. #4. And the most obvious reason, the plans for this Gondola is to serve 2 private companies, no one else. Why in the world should us taxpayers, most of whom live on very tight budgets, spend hundreds of millions of dollars on transportation up the canon to 2 private ski resorts - not to any of the popular trailheads, not to any of the popular campsites and picnic areas and not even to the town of Alta itself Please reconsider the optio of increased and improved bus service plus tolling during ski season weekends. That will entice people to carpool or use buses. And if all the ski resorts in Big as well as Little Cottonwood Canyon would enact parking reservation systems, as Alta has, all of these improvements will substantially reduce traffic alont Wasatch and up the canyons. I speak for many, many neighbors with this letter. Not one wants the Gondola. Please reject the Gondola. | 32.2.9E; 32.2.6.5E; 32.1.2D; 32.2.2K; 32.2.6.5G | A32.2.6.5E; A32.2.2K |
| 36972 | McQuay, Gabrielle | UDOT please reconsider the construction of the gondola. It is going to have irreversible negative consequences on our beautiful mountains and will only be benefiting two ski resorts. Our tax payer dollars should not be spent in such a wasteful way. We are also at risk contaminating our watershed, not something we can take a risk on. We are already facing water scarcity issues and are continuing down points of no return. As a member of this community for the last twenty-five years, I do not support the building of the ineffective and inefficient gondola. Please find an alternative solution to addressing the traffic in the canyons that does not require the destruction of them. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 34600 | McQuide, Stephen | I am a winter resident of Murray, here for the unsurpassed skiing. I am in favor of the gondola. They seem to work fine in the Alps, and will find acceptance here. | 32.2.9D | |
| 27686 | Mcrae, Amelia | This seems like an over the top, expensive option and visually unappealing to our canyons. What other solutions have been discussed? I would personally like to vote on other alternatives. | 32.2.9E; 32.2.2PP; 32.2.9N | A32.2.9N |
| 32555 | McRae, Loch | The gondola is not necessary | 32.2.9E | |
| 37076 | McRae, Rachelle | The gondola accomplishes nothing that buses can't do. During busy times, just require people to use a shuttle like they do at Zion/Arches. The gondola only benefits the ski resorts so public money shouldn't be used for them. | 32.2.9E; 32.2.9A; 32.2.2B; 32.1.2D | |
| 31199 | McRae, Shannon | Please listen to those of us that call this place out home. Don't destroy the wild natural beauty of this land just for convenience sake. It's a privilege to drive up the canyon to go to a ski resort. There Hass to be another way. I realize people come from all over the world to enjoy our ski resorts here in Utah but that shouldn't require us to destroy land to conveniently put a gondola up the canyon. Please consider other options like time slots and bus systems. | 32.2.2K; 32.2.9A | A32.2.2K |
| 31371 | McShinsky, Joseph | Glad to see the gondola will be used. Awesome that Utah is moving forward with good big projects like this. | 32.2.9D | |
| 32119 | McSweeney, Sinead | I am opposed to the construction of a gondola in Little Cottonwood Canyon. A gondola would horribly scar the stunning natural beauty of Little Cottonwood Canyon, which is tremendously valuable to residents of the Salt Lake area and tourists alike. The natural beauty of the canyon is not a commodity that can be weighed up against time spent or dollars lost in traffic. I am an avid skier, hiker and resident of a neighboring area. Easier access to the resorts on powder days and less congestion in my neighborhood is not even nearly worth the permanent marring of the outstanding, invaluable beauty of Little Cottonwood Canyon. | 32.2.9E | |
| 29286 | Mctaggart, Casey | Please, as a local climber and outdoors advocate, consider the damage to the climbing community and natural spaces that will happen. We urge to consider other options and not build a gondola. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B; 32.13A | A32.1.2B; A32.13A |
| 31418 | McVeigh, Cam | I am incredibly concerned about the environmental impact of a gondola being built in LCC. How would it affect native and migratory bird populations? Would it be free or low cost to ensure all socioeconomic groups could access the Wasatch Mountains? What mitigation strategies will be used to ensure ecosystems are not disrupted? How does the gondola provide access to the Wasatch for outdoor activities besides skiing? Climbing, hiking, and back country skiing areas will be disrupted or destroyed in order for the gondola to be built. The gondola is a terrible idea, environmentally and economically. | 32.2.9E; 32.2.6.5G; 32.2.4A | |
| 27193 | Mcvey, Aimee | The proposed gondola heavily burdens the taxpayers of Utah with most benefit going to tourists and select ski resorts. What about the climbers, hikers, runners, and Backcountry skiiers who want to use the canyon? How does this gondola relieve that traffic? Would a gondola not just move traffic from the canyon out to neighborhood roads that would then need to be avoided by locals? The gondola does not seem to have nearly enough capacity to limit traffic in the canyons. Why build something that won't fix the traffic problem? How about the eyesore? The boulders and climbs this gondola will destroy? The animals it will drive out? The gondola simply does not make any sense for the traffic issue and will definitively not solve the problem at the enormous cost to Utah citizens. | 32.2.9E; 32.2.6.5E; 32.2.4A; 32.1.4K | A32.2.6.5E |
| 34814 | Mead, Brodie | I moved to Salt Lake City 7 years ago for school at the University of Utah, but falling in love with Little Cottonwood Canyon was what kept me around. The idea of putting a gondola up the canyon breaks my heart. I live here for the beauty and nature, not to participate in a theme park. If this gondola actually goes through, I will move away from Salt Lake city and this state. There are a lot of developments that have popped up in the short time I've been here, and this will be the final | 32.2.9E | |

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| | | <p>straw. I look forward to using the even less frequent bus system this winter to get to Snowbird, just to prove that there are other options for this canyon, as there always have been.</p> | | |
| 25741 | Meadors, Jared | <p>I oppose both any widening / expanding of the existing roadway and certainly any sort of ridiculous boondoggle of a gondola idea. If the estimates are \$550 MILLION--which is already eye-poppingly ridiculous--you can bet it will likely end up costing well over a BILLION. (Google Boston big dig and Honolulu rail project if you aren't familiar with this concept.)</p> <p>I vote for NEITHER the road widening nor the gondola. I vote to simply LIMIT the cars allowed up the canyon on particularly busy days--either by simply shutting it down and not letting more cars in until cars come out--or implementing a floating / fluid toll system that simply increases (from zero to infinity)--as demand increases--ultimately reducing demand until it meets the target supply available.</p> <p>I'm a snowboarder and have been using the canyon for boarding / skiing, biking and hiking for over 30 years. And the last few times I went boarding--over the past couple of seasons--I was stuck in crazy long traffic lines coming out of the canyon--which sucked--but was completely voluntary. Not ONE single time during that long drive down did I ever think: "Man, I really wish there was GONDOLA running up the middle of this BEAUTIFUL--PRISTINE--canyon--so that more commute back down would be faster--or so that the ski resort owners could make more money. Not ONCE. EVER.</p> <p>And why in the [REDACTED] would UDOT ever ask taxpayers to SUBSIDIZE the ski resorts while destroying the natural beauty of the canyon in the process? That's just crazy talk.</p> <p>It certainly appears that--ski resort owners aside--the VAST majority of canyon users do NOT support a gondola--or ANY OTHER major infrastructure project in the canyon. So... sounds like a good time for a class action lawsuit to tie this project up in the courts for decades. Running up the costs even higher.</p> | 32.2.9E; 32.2.9C; 32.2.2K; 32.2.7A; 32.2.9N; 32.1.2B | A32.2.2K; A32.2.9N; A32.1.2B |
| 36196 | Meadows, Emily | <p>As a passionate environmentalist, concerned community member, and trained professional planner, the proposed alternative gondola raises many questions and concerns for me.</p> <p>I recognize the time it takes to read through each public comment so I will try to be brief but in my opinion, the purposed solution does not actually solve the problem at hand. Systemic changes can take years if not decades to change and from my perspective, the problem at hand is traffic in the canyon due to the increased population of residents in the Salt Lake area, escaping to the mountains becoming more popular, along with the culture of residents driving personal vehicles every where they go. This habit of driving a car is largely a result of inefficient public transit services and the convenience of a car. However, the gondola will not solve this issue, rather it merely serves as a very expensive and unnecessary bandaid solution, pushing the traffic issue further down the canyon onto Wasatch Blvd.</p> <p>I believe the phased solution approach is necessary and can help illuminate both the REAL problem and an effective solution. Improving bus services, and bus stop infrastructure, and creating a BRT system would be my first suggestion for combating the traffic. If busses came frequently and on time, more people would be motivated and incentivized to take the bus rather than their own car.</p> <p>Tolling is another solution that should be considered and trialed before we resort to an outrageously expensive gondola that will both require invasive infrastructure, and only serve a small portion of the population.</p> <p>The gondola is not the right solution for the issue at hand and I do not believe many people will use it, thus not solving the problem of congestion in the canyon.</p> <p>I hope UDOT will truly consider the other alternatives which are less invasive to the natural habitat of the canyon and that will actually promote behavioral change. I hope that they will recognize that the gondola will only serve ski resorts rather than creating more equitable access to the mountains, and I hope that public comments will be listened to and taken seriously-- or else the public engagement process is worthless and many people will give up trying to be involved and engaged citizens in their communities.</p> | 32.2.6.5E; 32.2.9R; 32.2.9E; 32.1.2F; 32.1.2D | A32.2.6.5E; A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2F |
| 26707 | Meadows, Mark | <p>As a long term resident who has driven the canyon for over 50 years ---- I like the idea and I am supportive of it. Just because the Mayor does not like - well she does not speak for me. keep moving forward.</p> | 32.2.9D | |
| 34830 | Meadows, Taylor | <p>To all concerned,</p> <p>I thank you for reading my comments and giving the people that love and use Little Cottonwood Canyon a platform to share their voice.</p> <p>I also thank you for efforts to begin experimenting with low-cost, low-impact solutions to congestion and overcrowding in LCC. During the first round of public comments, I strongly voiced that other solutions NEED to be fully tested before committing to massive projects like the gondola. I stand by my previous statement and urge UDOT to favor non-invasive, low-cost solutions to surge congestion on select days of the year in LCC.</p> <p>I am, however, very disheartened to know that my voice was disregarded in the last round of public commenting. Once again I raise my voice in strong opposition to the proposed gondola for Little Cottonwood Canyon. I will expound on several points why the gondola is NOT the right solution for Little Cottonwood Canyon.</p> | 32.2.9R; 32.2.9N; 32.2.9E; 32.2.7F; 32.1.2D; 32.2.4A; 32.2.6.5E; 32.4B; 32.17A | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N; A32.2.7F; A32.2.7C; A32.2.6.5E |

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| | | <p>First, as I alluded to above, the gondola is in direct opposition to the voice of the people. LCC belongs to the people of this state and county that contribute tax dollars for its maintenance, protection, and care. The voice of the people matters when it comes to the management of this canyon as well. Per a Hinckley institute poll, 80% of Utahns OPPOSE the gondola. No gondola IS the voice of the people. Additionally, political opinion is being disregarded. Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski, and the majority of the Salt Lake County Council, among others, have carried the voice of their constituents in opposing and condemning the gondola. The voice of the people must not be ignored.</p> <p>Second, the gondola is a tax-payer's responsibility, while the benefit goes to private ski resorts. Little is known to the public what financial burden is placed on the the benefactors of this proposal. All indicators thus far suggest very little while, we, the Utah taxpayers, will foot the bill whether we ski on powder days at Snowbird and Alta or not.</p> <p>Third, the gondola comes with an unfathomably large sticker price when it is only intended to help alleviate congestion for a select number of days. The stress and frustration of powder-day and weekend traffic in the canyon is a real problem, but 30-50 days out of 365 doesn't warrant an estimated \$550 million dollar, multi-year project. If we are only fighting congestion problems 10-15% of the year, why do we need to spend hundreds of millions of dollars to try to address it? Many estimates suggest that the price tag could be substantially more than estimated as well. The potential benefits of the gondola to Utah taxpayers do not outweigh its impressive costs.</p> <p>Fourth, the gondola is a tourist attraction with no practical value for locals that will pay for it. The gondola as proposed does not create more convenience for resort users. Perhaps a dad no longer has to sit in traffic both ways to ski at Snowbird with his kids and wife, but he will have to wait in traffic to get parked, then wrangle his kids to the bus, then wait for the gondola, then finally wait on the gondola cab to the resort. Then he has to do it all over again on the way home. And what about all the ski boots and other pieces of equipment? I strongly believe that dad will try the gondola once with his kids, then never do it again because of the logistical nightmare it becomes. Sure, the shiny new gondola brings a new "Disneyworld meets Planet Earth" to our own Wasatch for the droves of tourist skiers that visit. But they make up only a portion of our resort traffic, and they don't have to pay for the gondola to be built.</p> <p>Fifth, the gondola grossly ignores other uses of the canyon beyond those who can afford to ski at a resort. Backcountry skiers, hikers, snowshoers, sightseers, and other user groups are completely ignored by the gondola proposal. Even though these users are responsible to pay for the gondola, they reap no practical value from its presence. It solely benefits for-profit ski resorts that are already overcrowded beyond skier satisfaction.</p> <p>Sixth, the gondola may suggest traffic alleviation in the canyon, but the road will remain open. As long as that is the case and individuals can arrive to the resort in roughly the same amount of time, there is no compelling incentive to ride the gondola and deal with the inconveniences of doing so. Instead skiers can keep their belongings with them and worry about putting on their ski boots once arriving at the resort. I strongly believe that the gondola will quickly become a seldom, if-at-all, used option for the majority of resorts users.</p> <p>Seventh, the proposed solution pushes more traffic into the neighborhoods of Sandy and Cottonwood Heights instead of reducing strain on these areas. Not to mention that congestion farther out into these neighborhoods will also impact the already apparent congestion approaching Big Cottonwood Canyon.</p> <p>Eighth, the gondola will destroy and compromise world-class climbing areas. Though effort has been made to mask the damage that will be done to the local climbing areas, the gondola's construction will forever alter climbing access in LCC. During construction of the gondola, access will be restricted, alongside the irreversible changes to world-class boulders in particular.</p> <p>Ninth, and perhaps most important, the gondola further destroys a magnificent piece of the natural world that has already been greatly impacted by humans. We've already done irreversible damage to LCC. Let's not fall into that trap again by tearing it up even more without considering the damage we're doing and the additional stress we put on the area by shoving more people into the canyon.</p> <p>I appreciate the opportunity to make my voice heard. I stand united with the majority of Utah in strongly and vocally opposing the gondola, pleading you to consider the voice of the people who you represent as public-sector servants.</p> <p>Thank you, Taylor Meadows</p> | | |
| 26517 | Measom, Amber | This is not the best way to serve any other canyon visitor EXCEPT skiers so there needs to be a way to get people up the canyon and add stops easily. NO to a gondola! | 32.1.2B; 32.1.2D; 32.2.6.5G; 32.2.9E | A32.1.2B |
| 29391 | Mecham, Paul | <p>Let me argue against both of the two existing solutions. Let us open the project to private proposals on either or both alternatives. The overriding requirement would be that not one penny of the cost would come from taxpayer funds, at any level, at any time. The total funding would have to be private investment and later user fees. My best guess is that no private contractor could or would ever even think about putting his own money in this without huge government backing and/or guarantees.</p> <p>Now to my proposed alternative: I propose that the state convert the road up the canyon from near the mouth of the canyon to the top, into a limited access</p> | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.7A | A32.1.2B; A32.2.2K |

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| | | <p>highway. There would be a barricade and booths at the start that would allow only properly ticketed vehicles to enter the canyon. Tickets would be sold by the state by internet or even drawings. Allowance would be made for permanent residents and employers with specific limits on number of entries per day and number of passengers per vehicle to prevent them from gaming the system by becoming their own taxi company. Other users (skiers, tourists, etc.) would have to obtain their own tickets. The total number of tickets that would be made available for sale would vary from day to day, based upon season, weather, road condition forecast, etc. Bad road conditions would mean fewer tickets available, fewer vehicles and, therefore, manageable traffic flows. Income from ticket sales would cover road maintenance, booth staff, ticket sales costs, and ticket number forecasting. Road maintenance would be limited to its present footprint. No funding would ever flow from the limited access highway to the state general fund. Nor would any funding ever flow from the general fund to the limited access highway. The administrative organization would probably remain a state agency.</p> <p>End result: The users will be the ones to pay for the highway travel (along with having some inconvenience). The taxpayers who are not users will never have to subsidize the users (nor be inconvenienced). If any of these want to be tourists, they can become a user for a day and buy their own ticket. The canyon appearance will not be damaged beyond its present level. Startup cost (booths and system) is minimal (and reimbursable from the highway organization). Continuing outlay for taxpayers is zero. Money saved over the other proposals can be used on something that benefits all citizens of Utah, not just the canyon users, like saving the Great Salt Lake.</p> | | |
| 28092 | Mecham, Sherry | I do not want the gondola | 32.2.9E | |
| 35996 | MECKLENBURG, CYNTHIA | <p>The data that UDOT is using in its Final EIS as the basis for its recommendations to widen Wasatch Blvd. and to construct a gondola is flawed. It does not support either initiative.</p> <p>The relevant documents are:</p> <ul style="list-style-type: none"> - The SR-210 EIS Traffic Study by Fehr & Peers, May 2019 (revised July 2019) which covers the segment from Fort Union to the 210/North Little Cottonwood Rd. junction - The Draft Vehicle Mobility Analysis for the LCC EIS, April 3, 2020 which deals with the segment beyond the 210/North Little Cottonwood Rd junction - The La Caille Station Traffic Study by Hales Engineering, September 18, 2020 which describes the road design modifications used in the Final EIS <p>This data needs to be reexamined in detail before any of the proposed projects are initiated.</p> | 32.2.9E; 32.2.9L | |
| 32356 | Medeiros, Jason | The gondola is not a transportation solution that will adequately serve the taxpayers who are relegated to fund it. If AltaBird wants a gondola, they should pay for it. A real, comprehensive transportation solution would be better received by the general public if it served the public in a meaningful way, that is, if the solution included both LCC, BCC and the Wasatch Back. | 32.2.9E; 32.2.7A | |
| 32625 | Medina, Patricia | We don't need to pay for transportation services for a handful of people on a limited basis. The cost is exorbitant (and not my problem). The damage to the environment is unknown but the look is dreadful. The service area is limited. It will be expensive to ride. This project does not benefit Utahns. | 32.2.9G | |
| 35224 | Medlin, Zach | No to the gondola. Less invasive and less permanent solutions first. I am a back country skier and tax payer. I do not want infrastructure that singularly supports two private businesses. | 32.2.9E | |
| 31899 | Medukic, Silvana | As a resident of Sandy with views of Little Cottonwood from my window, I strongly oppose the building of a Gondola. Not only for the negative visual impacts and commercialization of a pristine and natural landscape, but because there are other environmentally friendlier alternatives that won't disrupt an entire ecosystem of flora and fauna in the canyon. I would gladly support electric buses as have been implemented in Zermatt, Switzerland. Or, additional bus service to-and-from the ski resorts to the canyon base. Little Cottonwood is such a beautiful place for all recreationalists, from climbers to hikers, snow shoers, cross country and downhill skiers. The wild and untouched alpine landscape is one of the main reasons my family has purchased a home here, and we would prefer to see it remain that way with no further visual impact. | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 28867 | Medwick, Thomas | I am opposed to the gondola option for LCC. Why should tax payers have to shell out money to support Snowbird and Alta Ski resorts. I also think it would be an eyesore to a beautiful canyon. Where is the resorts going to make up the money for their parking fees? | 32.2.9E; 32.2.7A | |
| 35674 | Meegan, Sean | Please skip gondola and bus fighting - just restrict single occupancy vehicles from LCC between 7a and 12p every Saturday Sunday and Holiday and on weekday mornings where NWS official 6 AM snow report is 6 inches or more at top of LCC. | 32.7A | |
| 31753 | Meegan, Sean | Please prohibit single occupancy vehicles from canyon from 7am to noon on every Saturday/Sunday/Holiday/Christmas to New Years and on weekdays where 6 or more inches of snow is reported on official NWS 6am report for upper canyon. | 32.2.2B; 32.7A | |
| 34477 | Meegan, Tanya | I am absolutely against the gondola for a number of reasons. First it is an enormous amount of taxpayer money that only has impact for one canyon. Big Cottonwood canyon is perhaps more heavily impacted with traffic since Ikon, yet the gondola will not provide a solution to that at all. Second, the gondola only is a traffic solution for two resorts in the canyon. It does not address overcrowding in the white pine area. I am a longtime pass holder of the LCC resorts and have noticed a much better traffic pattern with the implementation of reserved parking by the resorts. Other solutions like increased bus service and no single rider vehicles up the canyon should also be explored more fully before using tax payer money for a problem that exists relatively few days of the year. Finally, the impact on the watershed is unknown and dangerous for all of the residence of the essay has front. | 32.1.1A; 32.2.9E; 32.1.2B; 32.2.6.3C; 32.2.2K; 32.2.4A | A32.1.1A; A32.1.2B; A32.2.6.3C; A32.2.2K |

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| 35692 | Meehan, Nikki | I am for the gondola , I think it's a great idea! | 32.2.9D | |
| 31336 | Megown, Kevin | I don't want a gondola To expensive to tax payers out of pocket expense -to impactful on the environment and visual views of the canyon -not going to work for sending skiers up fast enough for skiing -I won't go skiing at Alta nor snowbird any more. Have skied both for more than 20 years and will not go up that canyon again. That said I don't think the people who want the gondola care what the people in the valley want. - I have lived in the valley for more than 20 years and can't imagine seeing a cable run up the little cottonwood canyon with massive stands to stain the ecology and view shed views. | 32.2.9E; 32.2.7A | |
| 26590 | Mehne, Steve | Putting a gondola up restricts roadside access for backcountry use and purely serves the resorts. This will not allow people of all activities to use the public land which sits on either side of the road. This is not the best solution and further increases the inaccessibility to the PUBLIC land which is trying to be utilized by the land owners (the public). This will restrict access to public land and make it more difficult to access. It is an over the top bourgeoisie solution to a simple problem. | 32.1.2B; 32.1.2D; 32.2.2Y | A32.1.2B |
| 28024 | Mehregan, Brian | The proposed gondola solution has many flaws but most seriously it does not reduce friction in the travel to and from the top of Little Cottonwood Canyon. In order to make the gondola a viable and useful solution, it would need to be more convenient than the current options, such as a car. PLEASE consider other options with less impact before spending nearly half of \$1 billion of Utah taxpayer money. | 32.2.9E; 32.2.4A | |
| 36350 | Mehregan, Robert | In alignment with the Salt Lake County Council, I strongly agree that the Gondola Alternative B proposal should be put on hold until additional alternatives have been put in place and properly studied. Considerations are as follows: A. The enhanced bus service, as recommended by UDOT, is in effect and a proper study on usage occurs; B. Updated analysis of S.R. 210 recreational use and impact data, in coordination with the United States Forest Service and an updated Management Plan for the area; C. Tolls for road usage, as recommended by UDOT, are in effect and a proper study on usage occurs D. Further plans for S.R. 190 congestion are insufficiently addressed in the FEIS | 32.2.9R; 32.2.2Y | A32.2.9R; A32.1.2H; A32.2.6S |
| 27793 | Mehregan, Robert | I do not wish to see Little Cottonwood destroyed by a senseless gondola when there are much more reasonable options for all users of the canyon. Increased bussing, tolls, stricter traffic/weather enforcement are all great mitigation techniques that were overshadowed by a lengthy campaign by the private respites that do not benefit all users. | 32.2.9E; 32.2.4A | |
| 35490 | Meier, Heather | This is disheartening that altering the natural beauty of this canyon can even be a notion or option. You will never get another canyon formed to replace the one you destroy with wider roads or a gondola. Reign back on the traffic flow. Incorporate more busses. Have odd and even days. Be respectful and responsible in preserving the natural beauty of the earth for generations to come! I am completely against UDot doing anything up this canyon!! | 32.1.2F; 32.2.2K; 32.2.9A; 32.2.9E | A32.1.2F; A32.2.2K |
| 29535 | Meikle, Cameron | I firmly believe that the little cottonwood gondola is a handout towards the two ski resorts at the top of Little Cottonwood Canyon. The cost (surely over the projected 600 million) is coming directly out of tax payers. Moreover, that money could be used for developing schools or other areas that prove to be have better economic development than a gondola. From the environmental perspective, the gondola will be detrimental to an already precarious watershed for Salt Lake City. The head of public utilities has already voiced water concerns over the project. And, sadly, the EIS passes over the superfund site at Tanners Gulch and how the gondola is going to deal with the station that needs to be built there. UDOT needs to re-review this EIS statement and understand that it does not fully paint the environmental impact nor the economic impact (or lack thereof) of the gondola. Truly a waste of a watershed and tax payer money. | 32.1.2B; 32.1.2A; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N; 32.16A | A32.1.2B; A32.1.2A; A32.2.9N |
| 27582 | Meiling, David | Hello, I am at a loss as to the decision to move forward with the Gondola option. Everything I have seen online and in meetings that have been held concerning this has been overwhelmingly against the Gondola option from what I have seen. The statement put out recently makes it sound like the majority of the people living in the area that will be affected are FOR the Gondola option. From the comments received what percentage was against the option versus for? This seems like another case of the Developers getting in with the decision makers and just pushing a project through. It also mentions that UDot does not have the funds for this project. This is a project to help the Ski resorts specifically. They are what are causing this traffic congestion problem. I do not think anyone disputes that fact. Why are these options not being funded completely by the Ski Resorts? God knows they have the money and are the ones who will be benefiting once more people are able to access the mountains during the peak traffic times in the winter. In the end this will cost over a Billion dollars and the taxpayers of Salt Lake will foot the bill. Very frustrating to see everyone saying no, no no and the politicians just continuing with "everyone wants the Gondola option so here we go..." Waste of my time sending this but I feel compelled to at least have my objection noted in the notes and comments of this farce. Clearly a decision was made years ago. W. David Meiling  | 32.2.7A; 32.2.0C | A32.2.0C |
| 27155 | Meinhold, Bridgette | I do not support the Gondola in LCC, which will benefit the ski resorts and no one else. Please listen to your constituents. We want better bus service, and better parking. | 32.2.9E | |

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| 29661 | Meinzer, Chris | I've live in salt lake county and have been an avid visitor of both big and little cottonwood canyon. I, as well as my friends and family oppose the gondola completely. | 32.2.9E | |
| 25840 | Meinzer, Nicholas | This is madness. Over half a billion dollars for a project that the citizens of a democracy overwhelmingly do not want. The damage to the canyon bottom will be a tragedy. I've spent many happy days in green light those quiet cool woods. To think it will be adulterated by a lift line cut saddens be deeply. The canyon traffic issue is a sign that the land is receiving enough visitors; this project is simply engineering over-use. I don't ski at Alta or Snowbird any long because their are too many people; I hike and climb in the Cottonwoods. Why should my experience be detracted from to provide convenience to patrons of a private businesses? Please, please don't do this to my happy place. | 32.2.9E; 32.2.9N | A32.2.9N |
| 33784 | Meister, Breann | Please take into consideration the canyon itself is enjoyed by many, and making it quicker for resort patrons to travel a few weekends in the year should never be a priority. Please consider other options that will not forever change the canyon experience for those who utilize other recreational activities. Don't be greedy. Preserving all that makes Utah such a special place for EVERYONE, not just skiers, should be taken into full account. Thank you. | 32.1.2B; 32.1.2D; 32.2.2PP | A32.1.2B |
| 35761 | meixell, lynne | A gondola is an expensive solution. I prefer busses and multi-vehicle cars | 32.2.9E; 32.2.9A; 32.2.2Y | |
| 37431 | Mejia, Emma | I oppose the plan to build a gondola in Little Cottonwood Canyon. I worry that the environmental damage that comes from building this gondola will be significant. There are less invasive and expensive alternatives, one of which would be expanding the bus service up the canyon. Little Cottonwood has always been a place for people to enjoy being in a completely natural setting, and adding a gondola would take away from this. | 32.2.9E; 32.2.9A; 32.1.2F | A32.1.2F |
| 37462 | Mejia, John | Please do not build a gondola up Little Cottonwood Canyon. We have plenty of other alternatives that will not require a massive, years-long construction project that will kill thousands of trees and snarl traffic indefinitely. We can work with the resorts to create sustainable, long term options. | 32.2.9E | |
| 37845 | Melancon, Matthew | As so many others have already commented, this "solution" is not satisfactory in any way shape or form. It is incredibly costly and unreasonable that the money for this project come from taxpayer money when two private entities are the primary beneficiaries. There is overwhelming opposition from the public to this proposal. The proposed gondola line will have a permanent effect on the viewshed of the canyon. As a photographer, this poses a significant problem for my subject of choice: landscape. The alteration of the canyon visually will significantly impact my work, the potential to photograph and profit from the images taken from the area. The value of the canyon extends far beyond aesthetic appeal however; a majority of water in the Salt Lake Valley comes from little cottonwood canyon. A construction project in this canyon has a potential to contaminate a large volume of the area's potable water supply. In a state with serious water supply issues, this is completely irresponsible. As stated in other comments, the gondola will only serve the upper part of the canyon and will not solve traffic issues for the backcountry skiing community. For these reasons and myriad other reasons detailed by wasatch backcountry alliance and so many others in this forum, I am vehemently opposed to the construction of the gondola. Don't put the burden of half a million dollars (or much more) on the citizens of Utah. Expand the bus service during the winter season. Protect the natural beauty of the wilderness that is Little Cottonwood Canyon. It is our responsibility to preserve the land for the appreciation and enjoyment of future generations. | 32.1.2D; 32.2.7A; 32.2.9E | |
| 36884 | Melby, Lindsey | Do not build the gondola!!! Respect the future of our canyons! This cannot be undone!!!! Please!!!! Conserve for our planet, future generations, and ourselves! Please don't prioritize big ski companies. | 32.2.9E | |
| 30944 | Melby, Yvette | I support the construction of this gondola, as long as it also allows for climbers/hikers to still access the canyon in individual vehicles. The boulders in Little Cottonwood are iconic and access to them needs to remain open. Please also consider bike lanes. Thank you. | 32.2.9D; 32.2.6.5D | |
| 36015 | Melchior, Andrew | I was born in raised in the mouth of Little Cottonwood Canyon. The Gondola is NOT what the people want. This is not the best solution and I hope an alternative solution can be implemented. Even just requiring parking reservations at Alta last year really helped limited the traffic. Please do not proceed with the Gondola. | 32.2.9E; 32.2.2K | A32.2.2K |
| 36001 | Melchior, Shannon | A gondola simply is not the answer. All the issues and comments verify that a gondola is overall a poor choice. I have made previous comments explaining alternative ideas that would work and contribute to the solution of traffic up the canyon. A gondola is not how leaders should be spending an exorbitant amount of taxpayers' money. | 32.2.9E; 32.2.7A | |
| 37935 | Meleta, Kenneth | The proposed gondola is the wrong choice. If the purpose of the EIS has narrowed to "get more paying customers to Snowbird and Alta at any cost" than the project purpose is helplessly, fundamentally flawed. However, I believe the proposal falls short regardless. The proposal does nothing to solve the congestion that occurs before reaching the gondola base and the mouth of the canyon. Riding the gondola actually involves additional unappealing steps for users to take in order to continue their journey up canyon. If someone has already waited in immense traffic by the time they reach the gondola base, are they likely to turn off the main road, search for a parking spot, walk from the parking spot to wait on line for the gondola, then ride up from there? I believe this process will not encourage anyone to opt for the gondola over driving themselves, and that's before people find out that the gondola ride won't even be free. It is not a mobility alternative. It is a gimmick. An ungodly expensive gimmick. Even if funded with tax payer money, it is obvious we will still be charged to even use the unwanted monstrosity. The utter lack of transparency about this crucial | 32.1.2B; 32.2.9E; 32.1.2D | A32.1.2B |

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| | | <p>detail is incredibly alarming. If this information was widely known, you would even lose the support of the tiny minority of naive onlookers who support this misguided blunder. It is misguided to go through with this solution that is so outrageously expensive to build, expensive to ride, expensive to operate in winter, expensive to operate in the summer, and it is downright criminal to consider asking the taxpayer to foot the bill for such a tourist trap and Ski Utah marketing tagline.</p> <p>It is also shortsighted to seek solutions for Little Cottonwood that can't also be repurposed in Big Cottonwood in the future. When additional barriers are created for traveling into LCC, users will flock to BCC. Compounding the problem in one canyon will not be an indicator of success for this project, as much as I know it would be touted as one when this inevitably happens. Not only will the gondola fail to fix the core issues in LCC, it will not provide a viable blueprint to apply to BCC.</p> <p>The detrimental effects the gondola would have on literally all other user groups other than paying winter season resort guests should be so obvious that I'm angry I even feel the need to touch on it. All canyon visitors including but not limited to backcountry skiers, snowboarders, snowshoers, hikers, fisherman, mountain bikers, road cyclists, photographers, rock climbers, boulderers, trail runners, road runners, and anyone simply looking to escape the city to experience the mental and physical benefits associated with existing in nature, will be negatively impacted by the irreversible decision you are making by recommending the gondola. It will be an eyesore and its construction threatens natural and recreational assets that predate and will outlast the viable Utah ski season in the future.</p> <p>Other less-destructive options exist, and must be considered and implemented first, but even doing nothing is better than the gondola. Your legacy will not be remembered well for rushing this decision to appease those who stand to profit the most from the gondola. The gondola will be an everlasting stain to be lived down by those involved. A failure. An embarrassment.</p> <p>Thank you for pretending to read and consider these comments.</p> <p>Ken Meleta</p> | | |
| 31578 | Melis, Roberta | Improving bus transportation (number, frequencies and use of electric bus) large parking by the entrance of the canyons, should improve the traffic in the canyons. Close number of vehicles allowed | 32.2.9A; 32.2.2K | A32.2.2K |
| 26281 | Mellema, Rebecca | I believe that the gondola is a poor decision. While I absolutely hate the traffic up to the ski resorts, I believe that there are better ways of dealing with the given situation rather than building the gondola. Making the buses more accessible, or incentivizing using public transportation with a discount or something. | 32.2.9E; 32.2.9A; 32.2.2PP | |
| 28683 | Mellin, Grady | Please don't build the gondola! | 32.2.9E | |
| 38648 | Melsen, D | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.6.3F; 32.2.9A; 32.2.6.5E; 32.2.7A; 32.2.2E | A32.2.6.5E |
| 32599 | Melton, James | I am against the gondola because I think there are some very effective ways to control traffic in the canyon. Charging a toll to drive up the canyon will reduce traffic a lot. | 32.2.9E; 32.2.4A | |
| 35737 | Meltzer, V | prefer having more bus options rather than gondola | 32.2.9E; 32.2.9A | |
| 27062 | Melville, Cynda | I'm a Centerville resident, not a skier. I don't like the idea of a gondola up the canyon. I am against state funds going toward the maintenance or upkeep of a gondola. | 32.2.9E | |
| 36210 | Melzer, Kyle | This gondola would be an atrocity. Using public funds to only service private resorts is outrageous. Not to mention the impact on the beauty of the canyon. Create bus only lanes and potential toll vehicles. A gondola is an irreversible mistake. | 32.2.9E; 32.2.2Y; 32.2.7A; 32.1.2F; 32.2.9A | A32.1.2F |
| 29634 | Memcott, Doris | I don't approve of the gondola. Why should Utah taxpayers subsidize rich out of towners, when I can't even afford to ski?! | 32.2.9E | |
| 29633 | Memcott, Heidi | I disagree with a gondola in Little Cottonwood Canyon. It is not a reasonable method of transportation for skiers. The cost will be to Utah taxpayers for the enjoyment of out of town visitors. How about electric buses like Park City? We should use taxpayers \$ for improving lives of people who live here, and the undeniable climate change impacts on the wasatch front. | 32.1.2B; 32.2.2E; 32.2.2PP; 32.2.6.3F; 32.2.7A; 32.2.9A | A32.1.2B |
| 36335 | Memcott, Wendell | The Little Cottonwood access issue has been the topic of much discussion and everyone involved should be thanked for their effort and everyone should recognize that not everyone will ever get the resolution they would personally prefer. One of my concern with the gondola solution is the comment I have read frequently is that the gondola car can load 35 people and depart every 2 minutes. I would assume this has been tested and can in fact work but I can not believe that 35 skiers wearing ski boots with skies, poles and backpack can move forward and load that many people in 2 minutes. I would hope someone would actually visit a site where this is actually being done. I have not heard any discussion about where the loading station might be located or where the parking for that many vehicles will be built. I think it will also necessitate building a lot of day use lockers at the resorts. A lot of skiers take a lunch, drinks, etc. that they currently store in their cars until needed as well as a place to put their heavier coats as the day | 32.2.6.5G; 32.1.2C; 32.2.9E; 32.2.3A | |

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| | | <p>warms up.</p> <p>The other thing I am concerned about is the growing access needed during the summer (and other good weather times of the year). Currently when you drive up the canyon in the summer, all parking areas are filled as well as any pull off areas and parking space along the highway. I don't believe there is a plan to transport people up the canyon and get them down to the bottom of the canyon where a lot of summer visitors would want to be or start from. Summer use of the canyon has begun to increase as quickly as winter use and I think we should anticipate continued growth as we do this planning.</p> <p>Like most people, I don't think widening the road is a feasible solution because of the natural impact on the canyon and it would basically shut down the canyon for a large portion of the year for an unknown number of years.</p> <p>I appreciate everyone's effort and hope my comments can provide thoughts that will be useful.</p> | | |
| 29557 | Menasco, Linda | <p>I think it a waste of money to put a Gondola in the Canyon as It will only serve the interests and pocketbook of a few. I would like to see NO Cars allowed in the canyon. All persons who want to use the canyon should only be allowed to enter via buses. That operate every 15 minutes. There should be a minimum fee only that would cover purchase of the buses, maintenance and salaries to drivers. The money we save by not having the gondola could be used for the initial bus purchases.</p> <p>Linda Menasco</p> | 32.2.2B; 32.2.9E | |
| 27391 | Mendel, Katelyn | <p>I would like to comment on the expectation of public actual use of the gondola. What is the percentage of locals driving up the canyon and travelers? If the gondola plans to charge its riders to use this method of transport how many locals and non locals will actually use this method of transport? If people are already paying for equipment, day pass, food, stay etc. will people be willing to pay for another inconvenienced way to get up the canyon? Driving to park a car to haul all your equipment on and off a gondola to stand next to a group of people for 20-30 minutes to get up the canyon will not be a preferred choice. Not only will it be physically more difficult, financially more difficult, but now that we live with new viruses people should not be forced to be in these enclosed spaces.</p> <p>The gondola will not be the preferred option of use for people to go up the canyon and can easily be compared to the trax system. For example, employees of University of Utah hospital are given a free pass on trax in hopes to reduce the parking complications, traffic, and promote cleaner air. For most employees this method of transportation includes driving to a station, riding trax, then a 20 minute walk to their place of work. It would be important to note how many people use this method of transport or still choose to drive themselves to work. Very few use the trax and most all of the employees choose to drive to work. This will be the same for the gondola. Not only will in cost almost 600 million to build but the solutions it proposes to try to help will in the end not be used. It is much easier to have a car on a ski day with equipment and will cost less.</p> <p>My request is that you have a logical look at what locals and non locals will choose and if they will in the end choose to pay a fee for each of their riders to use it. Or will it be similar to other failed transport methods. This idea is not new and people do not change. People are not going to drive to a parking structure then pay to ride a gondola the walk with all their ski equipment to get to the slopes they want.</p> | 32.2.4A | |
| 33826 | Mendenhall, Bo | <p>I am against any gondola as I feel it serves a small potion of the population and lines pockets of a few. Ultimately all of the options all will have an impact on the environment - you have presented that, and I feel the gondola is not in line with what these canyons mean to this area. Clearly big business is again trying to push what they want, not what is best for the environment or the people of this area/state.</p> | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 36284 | Mendenhall, Guy | <p>I have lived in cottonwood Heights and Sandy .. I cannot think of a worse thing than to jam the roads with more traffic , more tourists. The go saola only serves one entity full of greed .. Snowbird ! No Gondola!!</p> | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |
| 30598 | Mendenhall, John | <p>NO to the Gondola!!!</p> | 32.2.9E | |
| 28068 | Mendenhall, Kirk | <p>This week UDOT announced their preferred alternative to handle traffic congestion in Little Cottonwood Canyon was a \$500 million gondola, an approach that underscores UDOT's continued lack of concern for anything other than traffic flow. Unfortunately, that option is still the worst possible solution.</p> <p>It is a public subsidy of two ski resorts, coming at a time where the future of the skiing industry is at serious risk due to climate related warmer winters and diminishing snow pack. The congestion is only a problem for 15-20 days a year, and as the skiing season will undoubtedly continue to contract in the future, the problem will become even less frequent. A gondola does little to reduce canyon traffic generated by non-skiers, and it will only push the congestion further down into Cottonwood Heights.</p> <p>The 262 ft towers would be a permanent blight on the beautiful, natural scenery that is the canyon's greatest, and irreplaceable public asset. The blasting, digging, and construction of the gondola will almost certainly contaminate the water in the stream.</p> <p>There are so many better things, with real benefits to the public, that half a billion dollars of taxpayer money could do to reduce our air pollution. I am firmly opposed to the gondola boondoggle and agree with SL County Mayor Wilson that this idea should die.</p> <p>Sincerely,</p> <p>Kirk Mendenhall Magna, UT</p> | 32.2.9E; 32.2.2E; 32.2.9I | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34135 | Mendiola, Greg | I am opposed to the current referred gondola option. I feel it is an extremely expensive way for public to fund a solution that will only benefit two private companies. I think increased bus service should be given a trial before such a massive and and expensive project is undertaken. I have skied at Snowbird for 49 years, and over the last ten have seen alarming decreases in snow pack. Will the resorts even be viable in ten more years. Will the gondola end up just being pumps in the desert? | 32.2.2E; 32.2.9A; 32.2.9E; 32.6A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 26506 | Mendiola, Heather | I'm apposed to the gondola but am pleased that a phased approach is being taken. Tax payers should not be paying for a project that only serves the ski resorts. Ski resorts should be paying for it. This money can serve the community in much better ways. There is no taking back the damage that the gondola will do. Let those who use the canyon can pay with a toll fee (I use the canyon regularly all year). Also increase buses. It sounds like these options will be tried before permanently destroying LCCs beauty! | 32.2.2Y; 32.2.4A; 32.6A; 32.2.7A; 32.2.9A; 32.2.9E | |
| 25328 | Mendoza, Ronan | As someone who has spent literally there whole life in Utah this is heart breaking. | 32.29D | |
| 31724 | Menefee, Colby | NO GONDOLA. All of Europe successfully relies on public transportation for a HUGE portion of their mass transit, why can't we figure this out, for a single road? Have none of you made a call to France, Germany, Japan, or literally any country with a successful transpo system? Come on guys. Do the work that we pay you to do. | 32.2.9E | |
| 25406 | Menicke, Gabe | Don't do this please | 32.29D | |
| 26518 | Menk, Sean | I am opposed to the gondola option which has been selected. It is completely unfair for UDOT to burden the taxpayers with the cost to pay for infrastructure that supports TWO PRIVATE businesses. These businesses already operate on leased forest service land (I understand Snowbird owns some of their land but not all of it). I am submitting my comment to be clearly opposing the gondola because I do not think it will reduce congestion only move it down the canyon. Please do not move forward with this alternative. | 32.2.9E | |
| 26919 | Mennitt, Troy | As a resident of Sandy, Utah; I support the Gondola Alternative B. | 32.2.9D | |
| 32761 | Mensink, Janice | Please find a common sense alternative to the gondola. I support Jenny Wilson's ideas 100%. | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 30398 | Menssen, Kimberly | The gondola will not meet the needs of the community and will forever scar our beautiful canyon. As a Cottonwood Heights resident, avid hiker and trail runner, skier, and rock climber, I urge you to consider an option that would help the community year-round and would have a smaller environmental impact. The gondola is an expensive and ineffective idea and not a solution our community wants. Please listen to the local citizens! | 32.2.9E | |
| 31879 | Menzies, Miranda | With respect to the Gondola Option B, I believe it will increase the total numbers of people in the canyon while decreasing wildlife and vegetation diversity. Doing this at the expense of taxpayers, to benefit private entities, is a violation of the public trust. As a tax payer, I believe a market based solution should be followed. | 32.20C; 32.2.9E | A32.20C |
| 29471 | Mercado, Hector | Hello, my name is Hector Mercado, Im calling from North Ogden here in Utah. My email address is [REDACTED] My comment about, I was listening to/watching the EIS report, I cant remember if it was the report or what, but um my main concern is funding. I do not travel to Little cottonwood canyon, nor I ski, i dont visit the resorts and im sure that 1000s of people around Utah do not do it. So this project will plan and move forward without considering funding. I dont see anything that talks about funding. there was a blurb about funding and I dont want to end up paying for something I do not, Im not going to use. Most of this project, a lot of funding for this project has to do with all the expanding of Wasatch Blvd - never travel wasatch blvd, i have nothing to do with it, Why is wasatch blvd connected to this project? I think wasatch blvd can be separated, I want to push something like that cuz its a common roadway. But the project about little cottonwood canyon doesn't concern me, ya know, so I think this will be something maybe tourist should be funding for this, and maybe the people who are currently going to be using the gondolas or expanded busing systems or whatever. Um I'm concerned about this. I vote. I'm a citizen here, I pay taxes. I think the way this is being approached, planning for something that you don't even know how much its gonna cost... its like I want i want I want, and I need and I need and I need but do I have money for it. No I don't have the money so what kind of system is this? I cannot do that. If I want something and I have the money then I say ok well I'm gonna go and buy a pair of shoes, I have the money, but I don't go ok I want a pair of shoes, I don't have the money but I'm gonna still buy it. Or put it on a credit card maybe... | 32.1.2B; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28923 | Mercado, Hector | I do not support the proposed gondola project. My reasoning is that only a small minority of people who can and are willing to ski or visit that area will benefit from this tax payer funded project. Why should anyone who will never use or visit this are be forced to accept something that is going to negatively impact their economic situation? I propose to widen the roadway and raise revenues by taxing those who will use the roadways and bus system. That will include tourists. Why I as a tax payer have to economically support the whims and wants of others when I will not benefit at all. No on gondola project! Yes on improving the existing system and only funded by those who directly benefit from it. | 32.2.9E; 32.2.7A; 32.1.2B | A32.1.2B |
| 32453 | Mercer, Kadin | I am for Gondola. It will improve the environment. | 32.2.9D | |
| 38122 | Merch, J | I'm very against the boondoggle that is a gondola in LCC. It's a very myopic view to an issue that may help solve traffic a problem that is 4 months of any given year. It won't help those who recreate anywhere other than the resorts. It doesn't address the increase in traffic into areas that are also ill-equipped to handle the inevitable issues further down the canyon. It also sours the mouths of the masses who understand that politicians who pushed this option will also profit from it. I think any one of the other options will not only better serve us, but will also help the entire 12 months of the year rather than 3-4. | 32.2.9E; 32.2.6.5F; 32.2.6.5G | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35544 | Merchant, Jessie | Please don't build a gondola. The canyon is beautiful and a gondola would destroy it. Create a bus lane or restrict cars going up the canyon. | 32.2.9E; 32.1.2F; 32.2.9B; 32.2.2B | A32.1.2F |
| 31843 | Meredith, Chase | Build the gondola. It will be better long term. Eco friendly, no more sitting in traffic to get up the canyon. Access when the roads are closed. Great for powder days. | 32.2.9D | |
| 34486 | Meredith, Chase | Build the gondola! Way better than busses, free up the canyon road and put people on an aerial ropeway!! | 32.2.9D | |
| 31620 | Meredith, Karen | I am not in favor of the Gondola Proposal for Little Cottonwood Canyon. It makes as much sense as the tunnel I have recently heard of. A lot of talk has been about getting more and more people up the canyon to the resorts. I feel skiing at Snowbird and Alta is very unsafe because of the number of people on the slopes now--more people will make the skiing experience even less desirable. There are several options: snow sheds, tolls to enter the canyon, more UTA Busses and possible a reverse lane for the buss and car traffic. If the gondola is the only option, then Snowbird and Alta should pay for it. Tax payer's funds should not be used to benefit the few and elite. However, I also think whatever is done to Little Cottonwood Canyon needs to be done for Big Cottonwood Canyon. Solitude and Brighton are not as big as Snowbird and Alta, but are dealing with the same problems. This is evident when Little Cottonwood Canyon is closed. Please truly consider other options. On another point, why was the ski bus service cut for both canyons this year? | 32.2.9E; 32.2.7A; 32.2.2Y; 32.2.9A | |
| 35753 | Merino, Carl | The idea of a gondola traversing little cottonwood canyon is absurd and is only money driven by the investors in the gondola concept. The number of gondolas to move adequate numbers of people would be extensive, and would become very intrusive on the beauty of the canyon. This would be a permanent and large scale solution to a problem that only exists during certain and limited times of people either going to or leaving the ski resorts in the morning or afternoon. I have had ski passes to Snowbird and Alta for years and there is only about 2 hours on Saturday and Sunday during the ski season when the traffic becomes very bad. This only occurs during December, January, and February, or roughly 12 weekends or 24 days out of the year, that simply does not justify destroying the beauty of the canyon so a former state legislator can cash in! | 32.1.2B; 32.1.2F; 32.2.9E | A32.1.2B; A32.1.2F |
| 37948 | Merino, Misky | I would like to comment AGAINST the construction of the gondola. The construction of the gondola is a recipe for disaster -specifically for the health and well-being of the wildlife, land and humans. Not only is the construction wasteful it has potential for contaminating the watershed and destroying habitats for animals. Expanding access to bus passes and carpooling should be the first step in reducing traffic and pollution! Please stop putting profits before the health of our people, land, water and animals! Many problems are linked to the construction of the gondola and the damaging effects are not worth it! | 32.2.9E; 32.2.9A | |
| 34703 | Merkle, John | This project is tragic to the beautiful nature of the canyon that took over 10,000 years to create. The idea that it's non-invasive is false. You're bringing in 100,000 tons of metal and cable INTO nature. That's invasive. The canyon currently only suffers bumper to bumper traffic 25-30 days out of the year and those days typically being weekends during the high season ski months (January- March). Not worth it. This idea is wasteful and I don't support this. | 32.2.9E | |
| 27989 | Merkley, Meg | \$35 cost is expensive for a family of 6. This is going to benefit the wealthy and the resorts. Why isn't is cheaper and running all year long? Please reconsider a different option to help with traffic congestion. | 32.2.9E; 32.2.4A; 32.2.6.5G | |
| 26182 | Merl, Jake | For once... can we make a decision that isn't completely fueled by greed?? The public could not be more clear, NO GONDOLA IN LCC! | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28717 | Merlotti, Lisa | I vote no on the gondola. Skiers come to visit which is great but it will spoil all our gorgeous views for summer hiking. I vote no. | 32.2.9E; 32.2.9N; 32.4B | A32.2.9N |
| 25382 | Merrill, Kathleen | No gondola. I ride the bus over 50 times a ski season. The bus system works! Make the buses mandatory for skiers and snowboarders on heavily trafficked days (weekends/holidays). And create a bus lane. The ski resorts are already deterring patrons by paying for parking. Improve the bus services! More, frequent busses with bus lanes is our answer! | 32.2.9E; 32.2.2B; 32.2.9B | |
| 33235 | Merrill, Kenneth | The shortsightedness of this proposal is astounding. Ruining a beautiful natural feature of the SLC metro area for the sake of a relatively small group of people (and probably wealthy people at that) is beyond offensive. Leave LCC alone. | 32.2.9G | |
| 35214 | Merrill, Madison | I am opposed to the gondola. I think it'll have terrible impacts visually and ecologically to the canyon. I also find it hard to believe that it's an efficient solution... does udot really think that people are going to stand in lines to bus to the gondola? If people have to get on a bus, it would be much better to ride it all the way up the canyon. Also I can't seem to find an analysis of the the public comments... What percentage of the public comments opposed the gondola? How is udot factoring public opinion into their decision process? Thank you. | 32.2.9E; 32.2.9N | A32.2.9N |
| 26827 | Merrill, Olivia | The gondola will significantly impact the wildlife and ruin the beauty of the canyon! It won't do much to lessen travel times! | 32.2.9E | |
| 31748 | Merrill, Thorn | I don't think that the gondola is the answer. I would ruin much of the natural beauty in LCC and would destroy many of the areas people like to recreate in. I think a better solution is to increase park and ride capacity out of the canyons and increase bussing. | 32.2.9E; 32.2.9A | |
| 25297 | Merrill, Thorn | The gondola is not the answer! | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34683 | Merritt, Ted | I do NOT want or support a gondola. I also do not want to or support widening the road. Make LCC AND BCC both toll roads and use the revenue to expand bus service and make it free. CHECK TIRES AGAIN!!! There are SO many ways traffic can be improved without spending half a billion tax payer dollars so Snowbird and Alta can make more money... SHAMEFUL | 32.2.9A; 32.1.1A | A32.1.1A |
| 26253 | Merritt, Troy | Cleaner air, cleaner water, most efficient and cheaper ! An incredible view enhanced by incredible engineering! Fight off the rich libs and put up a gondola please! | 32.2.9D | |
| 32081 | mershon, scott | <p>To whom it may concern,</p> <p>As a member of the outdoor community and a taxpayer of Utah, I am extremely interested in the project regarding Little Cottonwood Canyon. The canyon is one of Utah's greatest gems and deserves protection. The canyon is not Disneyland, it is a pristine mountain environment and should remain as such. It is time we stopped modifying our environment and started to modify our behaviors.</p> <p>I appreciate the efforts taken by UDOT and other parties to solve the traffic issues that woe this canyon. Phased implementation though enhanced bus services, tolling, and restrictions to single occupancy vehicles are a great start. Significant effort should be taken to implement these ideas and others before moving onto the construction of a gondola or other costly ideas.</p> <p>The goals of this project are to improve mobility, reliability, and safety in 2050. Issues with mobility and safety are largely related to the presence of two large ski resorts at the top of the canyon. The ski resorts are the reason a large number of people flock to the canyon and people create mobility and safety issues. This project has many beneficiaries. It benefits resort goers, trailhead users, residents of the canyon, residents below the canyon, people driving to work, the tourism industry and associated companies, and the ski resorts themselves. While it does benefit many groups, Alta and Snowbird ski resorts are the main beneficiaries. They will likely see increased revenues and as the main beneficiaries, Alta and Snowbird should be required to pay the cost of these projects. Tourism benefits the state, but the gondola is designed with private resorts in mind. Why should taxpayers, many of whom will not step foot in Little Cottonwood Canyon, be required to fund this project. Whether the money comes from the state or federal government, the problems associated with Little Cottonwood Canyon are caused by the traffic heading to ski resorts. As such the ski resorts should be required to solve the problem they are causing.</p> <p>It is true that other canyon's, Mill Creek for example, have traffic issues; however, none compare to that of Little Cottonwood Canyon. Ski resorts are the primary reason for traffic and safety issues and should be regulated. It should be the task of the ski resorts, not anyone else. An ideal system to regulate parking is explained in the next paragraph.</p> <p>Guests at the resort wishing to drive themselves would purchase a parking pass prior to their trip along with their ski passes. Pass holders desiring to avoid this would be able to ride buses. Each parking pass would have a canyon entrance and exit time. Pass holders would only be allowed to enter the canyon at their specified time. Monitoring equipment would be placed at the canyon entrance and steep fines would be assessed to those in violation.</p> <p>This system could easily be programmed into an app on individuals cell phones. The app would allow users to make parking reservations, purchase ski passes, provide them with canyon and parking maps, entrance and exit times, and bus system information.</p> <p>Studies and traffic flow models would determine the number of vehicles that would be allowed to park at each resort. The same models would also determine the schedule of those wishing to park. Ski resorts would need to collaborate with UDOT and the Forest Service to include traffic destined for trailheads, residences, and other canyon users.</p> <p>Designated entrance and exit times would spread the traffic out over a larger amount of time. Parking passes, limited parking spaces, entrance and exit times would also encourage canyon visitors to use bus services. If buses, with existing road widths, were more widely used we could see a reduction in traffic similar to that of Zion National Park before buses were used.</p> <p>We should think of this canyon similarly to how we think of river management. To float the Colorado River through the Grand Canyon, one must have a reservation. That reservation tells the user when they can enter, how many people they can have with them, and when they exit. Such a strategy would preserve this canyon. Modifying our behavior and not the environment is key to preserving it for future generations.</p> <p>I believe these ideas would protect the canyon, save taxpayer dollars, improve the experience of users, and ensure continued profits for resorts. Please reach out to me to further discuss moving forward with these ideas.</p> <p>Best, Scott Mershon</p> | 32.1.2F; 32.2.29R; 32.2.7A; 32.2.2K; 32.2.2B | A32.1.2F; A32.2.29R; A32.1.2H; A32.2.6S; A32.2.2K |
| 29699 | Mertlich, Jessica | <p>I do not support the gondola plan, due to the high impact both visually and environmentally to our canyon. I would ask that UDOT is more transparent as to how they determined level of demand that would exist for the gondola. It is difficult for me to believe that there will be a significant number of individuals who would consider utilizing the gondola (particularly on a regular basis) given the personal inconveniences it poses. It will be a parking headache, same amount of traffic on Wasatch, and a significant increase in travel time both directions, even during peak hours (and even more so during non-peak hours). During winter weekdays and the entire summer, it seems the gondola will completely underutilized.</p> <p>Given the scale and impact of the project, the justification does not seem high enough to warrant this proposal.</p> | 32.2.9E; 32.1.2B; 32.1.4D; 32.1.4B | A32.1.2B |
| 34513 | Mertz, Lori | The gondola is a terrible idea. I am opposed. It will shred the canyon eco & environmentally. And, I DO NOT WANT TO PAY FOR IT!!!! I - and many to most citizens will not benefit from it, yet you expect us to pay for it. Who benefits? The ski resorts. If they want to pay for this scar, let them propose a smaller solution. Again, I am adamantly AGAINST the gondola!!!! | 32.2.9E; 32.2.7A | |
| 35645 | Meru, Melissa | I do NOT support the proposed gondola. Please DO NOT do this. | 32.2.9E | |
| 29757 | Mervine, Daniel | Good morning, I'm sure you've heard comments similar to this but I'm another outdoor enthusiast who believes that there exist better solutions than the gondola. Increasing the number of busses for instance or making taking the bus more convenient and cheaper than driving. There's more solutions that can better protect the environment, the climbing, and save money while also clearing the traffic issue. Thanks. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.4B | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31812 | Merz, Natalie | The gondola is not the best option to improve transportation issues up our beautiful canyon. It's environmental impact will be devastating and its cost is absolutely outrageous. This project is slated to be funded by taxpayers fund and thus public comment should be what drives decision making. Residents of the greater Salt Lake area have made it clear that this is not their preference. We need to think reasonably and address this issue in the most environmentally friendly and economic fashion. Not only will the construction of this be damaging to surrounding wildlife and watershed, the ongoing operation of the gondola will continue to be harmful to bird populations indefinitely. The cost will remain high for operation will only benefit the ski resorts. Expanding bus routes and requiring everyone to participate in public transportation makes the most sense. It has Proven to work well and other high traffic recreational areas such as Zion National Park. Let our canyons be known for their beauty, not their ridiculous transportation disasters. As public servants you have an obligation to listen to community feedback and this one is loud and clear, NO TO THE GONDOLA. Let's stop prioritizing the profits as a few individuals, and rather work together on a solution that makes sense. | 32.2.9E; 32.2.7A; 32.1.5C; 32.1.2D; 32.2.2B | A32.1.5C |
| 31926 | Meservy, Andrew | First off, NO GONDOLA. Dumbest idea I've heard in my life. ... My proposed solution: 1) Require resort visitors to have a parking pass to be able to drive up the canyon. 2) Limit the amount of available parking passes to the resort. The rest of the canyon can remain free for non-resort use. ... This will keep the canyon nice for everyone and discourage people from rushing up the canyon all on the same day. We don't need more infrastructure up the canyon. We need less people on a few certain high-traffic days. For example, a toll booth on the high-traffic weekends that checks for parking passes. ... I live in Sandy, less than 15 minutes from LCC, and I've been going up LCC at least once a week through all seasons for the past year and a half. | 32.2.2K; 32.2.2Y | A32.2.2K |
| 37212 | messer, Jennie | Hi, a huge issue that seems to be overlooked is the lack of parking at the base of both canyons. A gondola or increase in bus ride doesn't mean anything if there is no place to park. No one wants to ride a bus from downtown SLC to the resorts because it takes more than 2 hours. However, people and more employees could take buses if there was available parking at the base. Four years ago I worked at a ski resort for three years prior. The park n ride lots at the bases of the canyons would sometimes be too full for employees to park, despite having to be at the resort an hour before opening. Parking at the base, in order for people to take any form of transportation up the canyon, needs to be addressed first. The gondola is also a terrible thing for taxpayers to pay for, because it will primarily benefit the ski resorts. If this solution is picked, the ski resorts should foot all or most of the bill. As a skier born and raised in SLC, there should be a canyon access pass that's discounted for locals (available as an annual pass). This would encourage carpooling. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 32774 | messersmith, Scott | Just want to add that I'm a long time user of lcc and that I am NOT in favor of having a gondola. It's a giant waste of money/giveaway to corporate interests. It's a poor use of taxpayer \$'s and the alternatives are less money, more effective and will have less impact to the area. As a climber and bc skier, our voices have been completely left out of the decision. | 32.2.9E | |
| 36965 | Messina, Tim | The construction of the gondola to me seems like slapping a bandaid on the issue at hand, and only benefits those who are profiting off it. We don't need to attract more tourists to our precious canyon. It may slightly reduce traffic in the canyon (temporarily), but what about long term? We need to be thinking about long term sustainability of our canyon and it's resources. Paying bus drivers more and implementing an improved shuttle system would reduce the congestion in the canyon significantly. Creating incentives (coupons for guests who take the bus) will encourage tourists to take a bus. This alternative solution might affect the few who are making millions off the gondola. But you can NOT put a price tag on Utah's precious canyons. It is obvious that the gondola is largely AGAINST public interest. Create an improved bus system that goes to various parts of the city! Create incentives! Protect the rare beauty that exists just beyond our city! Protect our watershed! NO GONDOLA! | 32.2.9E; 32.1.2B | A32.1.2B |
| 35905 | Metcalf, Mary | I am strongly opposed to the gondola. It will be an eyesore, cost a lot of money, not stop along the way at places I like to hike, only stop at specific ski entrances, and building it will destroy the environment of LCC, not matter how careful one is. And a solution is really only necessary a few days a year - maybe 10 or 14? And it will just shift the traffic/stopped cars further into Sandy, along Wasatch, and Little Cottonwood Heights while people wait to get into a parking garage (which will also be ugly and cost \$). A toll for powder days, or all winter, plus fee-based parking at Snowbird and Alta should really be tried first- cheaper for the state, can be implemented almost immediately, fee based parking worked pretty darn well during 2021-22! Please NO GONDOLA. | 32.2.9E; 32.1.2F; 32.1.2B; 32.2.6.5E; 32.2.2Y; 32.2.2K | A32.1.2F; A32.1.2B; A32.2.6.5E; A32.2.2K |

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| | | Mary Metcalf, Sandy resident/taxpayer | | |
| 33317 | Metcalf, Michael | A parking garage at the base would be helpful to allow carpooling the peak season toll is also a good idea. But the gondola is not the answer. Follow the example of Zion national park | 32.1.2B; 32.2.2B; 32.2.2Y; 32.2.9E | A32.1.2B |
| 29636 | Metherall, Nicholas | Please don't build the gondola. You are going to destroy places that many of us have become attached to over the course of lifetimes and you are going to use our money to do it. | 32.2.9E | |
| 35662 | Metke, Linda | I am a canyon hiker, skier, camper, leaf peeper, and have been a rock-climber and trail-runner (back in the day). I prefer Plan B. I've used the skier's bus and am willing to pay a toll to use LCC road, either annually-like we do for Millcreek-or on a per-use basis. The cost of a Gondola to access only Alta and Snowbird AND complete the additional road improvements seems too much for the public to bear, especially since so many in our community do not go up-canyon at all. Linda Metke | 32.2.9E; 32.2.2Y; 32.2.9A | |
| 37295 | Metz, John | The gondola as the A and B alternative, makes no sense. The cost for both is \$100's of millions of dollars more expensive than improving existing public transit. Will take years longer, if approved at all against increasing opposition from the public. And after all that time, money and effort, the uphill capacity is less than bus service, and takes 15 minutes longer, with more transfers than either the bus or a personal vehicle. Pursue increased bus service, carpooling and tolls to increase person/vehicle density without spending half a billion dollars on a gondola. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 35839 | Metz, Skyler | Please do not put a gondola up in LCC. Please have two bus lines 1 to trail heads 1 to resorts. Please roll the roads in both LCC and BCC. Please do not apply permanent fixtures to our landscape. | 32.2.9E; 32.2.9A; 32.2.2Y | |
| 37775 | Metzger, Ryan | To whom it may concern, I believe the the Gondola Alternative B is a poor environmental choice for addressing the traffic-related issues in Little Cottonwood Canyon. This option will not do enough to reduce traffic, particularly in the summer, or on most week days at any time of the year. It really only benefits customers of 2 ski resorts. Compared to the cost incurred by Utahns, the benefits are minimal. Other options make more fiscal and environmental sense for this issue, such as: 1) Enhanced electric buses with higher frequency and improved reliability, together with strategically placed mobility hubs; 2) Tolling infrastructure; 4) Multi-passenger vehicle incentives; and traction device requirements with expanded inspection hours and enforcement. Thank you | 32.2.9E; 32.2.6.3F; 32.2.4A; 32.1.2D | |
| 37787 | Metzger, Ryan | To whom it may concern, I believe the the Gondola Alternative B is a poor environmental choice for addressing the traffic-related issues in Little Cottonwood Canyon. This option will not do enough to reduce traffic, particularly in the summer, or on most week days at any time of the year. It really only benefits customers of 2 ski resorts. Compared to the cost incurred by Utahns, the benefits are minimal. Other options make more fiscal and environmental sense for this issue, such as: 1) Enhanced electric buses with higher frequency and improved reliability, together with strategically placed mobility hubs; 2) Tolling infrastructure; 4) Multi-passenger vehicle incentives; and traction device requirements with expanded inspection hours and enforcement. Thank you | 32.2.9E; 32.1.2D; 32.2.6.3F; 32.2.4A; 32.2.2M | |
| 37867 | Metzler, Nico | I'm wholly against the gondola and believe it should be removed as an option. Basic understanding of traffic suggests that the addition of another lane (even an aerial one) will be compensated by additional people who would then be willing to drive this thus restoring traffic to the initial level. So unless total flow of people can fill the resorts in some acceptable time it doesn't offer a promising solution. This ignores that it's an incredibly costly solution to a private business problem. I'm confident that non-infrastructure based solutions, enhanced bussing, parking reservations, etc. suggested in the initial phasing will substantially improve traffic without unsure expense | 32.2.9E; 32.2.2K; 32.2.9A | A32.2.2K |
| 32288 | Meyer, Debra | Please do NOT build a gondola in Little Cottonwood Canyon. As a resident of this area, I would prefer to pay a fee to access both Big and Little Cottonwood Canyon than to build a gondola. This gondola would be devastating to local animal habitats, to the environment, the view of the canyon, the hikers, the climbers, etc. PLEASE find another alternative and please listen to the local residents who view and use these areas daily - not just for skiing. Thank you. | 32.2.9E; 32.1.1A | A32.1.1A |
| 37401 | Meyer, Drew | On average a new electric bus cost approximately 1,000,000. Plus the salary of a bus driver over ten years on the high end 500k plus maintenance over ten year approximately 50k. Multiply that by 10, and you get 10 electric buses, ten employees over 10 years and maintenance for \$15,500,000. Now I understand that this is a large simplification of the situation. But that is a minuscule cost in comparison to a gondola that only benefits the ski resorts while irreversibly changing the canyon, it's spectacular views, and cost a \$500,000,000.00. A gondola is a cool idea but not the right solution. The people of Salt Lake City have unanimously spoken against this. Please listen and be the hero's that implement a better solution, not the big ugly one. | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.6.3F | A32.1.2F |
| 34608 | Meyer, Ellie | Please do not build the gondola. The negative impacts far outweigh the positive. | 32.2.9E | |
| 31004 | Meyer, Hailey | The gondola is not a sufficient solution for the canyon for the majority of users! We don't all ski, why is the solution targeting a very small demographic? Please select an alternative that better serves more users of the canyon. | 32.1.2D; 32.2.9E | |
| 37276 | Meyer, Jill | Please do NOT pick this option of building a gondola with great aesthetic, environmental, and economic costs without doing anything to limit the number of cars driving up and down the canyon. This is a short-sighted as pumps for the overflow Great Salt Lake were in the 1980s. Unlike those wasted pumps, which are rusting in the dry desert now, this project will do irreversible damage to our mountains and eco systems, not to mention exploiting limited resources in the mountains, all in the name of profit for a few. | 32.2.9E | |

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| 27152 | Meyer, Jillian | This comment is in regards to the Little Cottonwood Canyon Gondola B project. As someone who works in Little Cottonwood Canyon, I do not agree with the decision go forward with the gondola B construction. Not only will the gondola be impactful to tax payers of Utah, it will also be extremely impactful to the Little Cottonwood environment, animals, and employees. The construction of the gondola is a destruction of the natural environment that skiers, hikers, bikers love and enjoy. As an employee who takes a shuttle up the canyon everyday for work, I feel that the gondola will hve more adverse effects than positive ones. | 32.2.9E | |
| 32062 | Meyer, Joachim | As a resident of the [REDACTED], I feel that the Gondola solution has forgotten about the locals being affected by the increased traffic on Wasatch Blvd. I see this solution as pushing the traffic issue "down the hill" creating further issues when trying to enter and exit the neighborhood during peak hours in the winter season. During 7 to 10 AM, it is almost impossible to leave the house due to the backed up traffic. This I see only getting worse with people trying to park and access the Gondola. With all the focus on Little Cottonwood Canyon, I also don't see a solution for Big. There, we have similar issues with backed up traffic in the morning. I think the solution for Little should be a test bed for Big and a Gondola seems very unlikely to work in that canyon too. I think incentives for people to carpool and taking public transportation earlier than getting the both 'Mouth' of the canyons needs to be part of the solution. Reducing the amount of cars will lead to less congestion and backed up traffic. Increase the safety with less cars on the road and make it possible to have 'daily' life happening for people living in the area close to the canyons. I think the resorts also need to stop selling the cheap season tickets with companies such as Ikon or Mountain Collective. All resorts enjoy a high attraction and I can't see that being reduced if there would be only tickets sold 'locally' to the mountain. This traffic issue increased rapidly once the resorts where part of the national chains. A return to local customer priority first would further reduce the traffic by making it a more conscious choice of where one recreates instead of 'just being cheap'. | 32.2.6.5E; 32.2.2K; 32.2.29R | A32.2.6.5E; A32.2.2K; A32.2.29R; A32.1.2H; A32.2.6S |
| 27804 | Meyer, Lance | No Gondola period. Too much money for tax payers and more people flooding our precious mountains. At the end UDOT needs to publish the vote in who is in favour and not??? | 32.2.9E | |
| 27713 | Meyer, Melissa | Using a gondola as a solution to the mega transportation problem Little Cottonwood has isn't going to be enough. People will still want to take their cars. Other incentives will still need to be done to get people to stop driving. Other limitations will need to be put in place. The gondola is an expensive endeavor that will still not fully fix the problem while it will wreck some climbs and visually be an eyesore. | 32.2.4A; 32.2.0C | A32.2.0C |
| 37863 | Meyer, Steve | This gondola benefits only two private companies. If this is such a great idea, let them finance and pay for this. Save our tax money for uses that benefit all citizens and canyon users. | 32.2.7A | |
| 32170 | Meyer, Victoria | I am a resident of Salt Lake City and I oppose the construction of the gondola. We need to protect our watershed from harmful development by supporting and increasing the existing bus and public transit system. Making buses to the ski resorts more frequent, convenient, and accessible should be the priority. It will have a lower impact on the canyon and on the water supply for salt lake county. | 32.2.9A | |
| 28501 | Meyer, Will | I do not believe the gondola is the. Est option for the environmental impact of the canyon micro climate. I am a no to the gondola. The best option would be increased busses, making parking at the resorts reservation only online. Implement tolling based off occupancy as well as require you to show your ski pass to get in. And limit parking options | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.2Y | A32.2.2K |
| 25536 | Meyers, Nathanael | I support the gondola. For about the same cost as the bus expansion it just makes so much more sense. It will remain more usable in inclement weather or avalanche scenarios, and be more environmentally friendly. Just do it. | 32.2.9D | |
| 38864 | Meysenburg, Clare | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): I agree with all the below. PLEASE NO GONDOLA! It will be costly, unsightly and serve too few people. I AM IN FAVOR OF MORE BUSES NOW! ALSO, FOR THIS TO WORK, A LOT MORE SAFE GEAR STORAGE AT THE SKI AREAS WILL HELP GREATLY: PEOPLE WILL BE MORE LIKELY TO TAKE THE BUS IF THEY DON'T HAVE TO LOAD/UNLOAD THEIR GEAR FROM HOME TO CAR TO BUS TO SKIING. THIS WILL ALSO IMPROVE SPEED OF LOADING/UNLOADING BUSES. AN EXPRESS BUS THAT DOESN'T SPEND TIME LOADING/UNLOADING SKIS AND BOARDS MIGHT BE A HIT. 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. | 32.2.2BB; 32.2.0B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I; 32.2.9E; 32.2.9A | A32.1.5C; A32.2.6.5E; A32.2.2I |

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| | | Sincerely, Clare Mevsenburg [REDACTED] | | |
| 29384 | Meza, Joel | The gondola will absolutely destroy the canyon. It will be an extensive and destructive construction period, and then spoil our pristine views just so ski resorts can line their pockets. Don't use our tax dollars to pad their bottom line. A wider road will be orders of magnitude less destructive to this gorgeous land | 32.2.2P; 32.2.7A; 32.2.9E; 32.2.9Q | |
| 29386 | Meza, Morgan | I am strongly opposed to the gondola. I oppose using half a billion of our tax dollars to destroy our canyon to allow ski resorts to line their pockets with more visitors. The construction will be devastating to the environment, and our pristine canyon will be forever spoiled with massive towers. A wider road will be orders of magnitude less detrimental to the longevity and beauty of our canyon. | 32.2.2P; 32.2.7A; 32.2.9E; 32.2.9Q | |
| 29543 | Mezo, Monique | As a resident of Sandy for more than 30 years, I've seen my share of canyon backups. For the few days/year this happens, it would make more sense to offer incentives for bus riding/carpooling and NOT a Gondola. It will be a novelty to ride it ONCE, then people will go back to their cars. Just like everything else in life, the "first come, first served (reservation system)" will DO more and COST LESS! NO GONDOLA, PLEASE!!! | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 33769 | Mi, Tom | The gondola will negatively impact the canyon for years to come and only benefits the large conglomerate companies/the sport of skiing. There are far better alternatives that have less environmental impact, like a dedicated lane for buses, among others. This directly impacts all other activities/sports in the canyon, and it's already such a controversial topic that building a gondola will cause significant disapproval among many. Please reconsider. | 32.1.2D; 32.2.2PP; 32.2.9B; 32.2.9E; 32.2.9N; 32.4B | A32.2.9N |
| 27237 | Michael Brunson, Dr. | I am totally against this project for the many negative environmental impacts. Additionally, as air pollution continues to worsen, literally KILLING UTAH CITIZENS, the UDOT should be working with UTA to improve our MASS TRANSIT, which is a total [REDACTED] joke! Invest those millions of dollars into more public transportation. That's what we need, not some cute [REDACTED] sky tram for richer folks with a higher SES! Thanks. Dr. Michael Brunson | 32.2.9E; 32.1.2B | A32.1.2B |
| 35484 | Michael Meru, Dr. | As a long time resident of Sandy and Draper, as well as weekly user of Little Cottonwood Canyon, a gondola in this precious resource would be an irreversible tragedy. I've always thought my city, county, and leaders had us as the residents of this place as their number one priority, not the already super wealthy resort owners. This canyon is special. Hikers, climbers, mountain bikers, backpackers, skiers, snowboarders, ice climbers, etc... come from all around the world not only to participate in their respective sports, but to witness the majesty of the canyon. Please, I beg of you, do not destroy it with a gondola. Sincerely, Dr. Michael Meru | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 38358 | Michael Wardrop, Bryson | <p>Hello,</p> <p>I am writing to express my local issues with the infrastructure bill proposed for Little Cottonwood Canyon and S.R. 210.</p> <p>I have the understanding that the least environmentally impactful use of the canyon alterations would be utilizing: a toll for both S.R. 190 & 210, adding snowsheds for better road clearing and avalanche mitigation. My primary concern arises when we discuss issues with expanding capacity of the Little Cottonwood Canyon generally. The Gondola has the supposed least environmental impact, as well as the lowest cost for general maintenance and repair when looked at with respect to operation, maintenance, and construction.</p> <p>I believe this may however be another problem when we start to look at the sheer amount of energy used to generate this type of machine for passenger use. I am also under the belief that over time this type of transportation loses it's capability of maintenance after approximately 20 years of operation and servicing. Without incredulous amounts of overhaul this presents a problem to the tax payer in support of the gondola system going through the Little Cottonwood Canyon.</p> <p>I understand capacity for this canyon is detrimental to the tourism industry, but looking at the amount of time passengers spend simply going to and from the canyon; I think it would be more beneficial to focus on a timely arrival for tourists.</p> <p>That aside, managing the watershed to the highest quality and spending the extra money to enforce more stringent and cleaner access through this canyon. Over time as we make the transition to clean air vehicles it may be more beneficial to change the type of vehicles allowed through the canyon as it is an ecologically dependent canyon that provides many of the residents with clean water to use. Not to mention the various changes to the canyon that will dramatically shape how the environment in this canyon is used. By removing the canyons ability for diversity in the wildlife and changing the water ecology we may see consequences further down the road that are brought on by overbuilding this canyon. As a state that is already suffering from drought I believe it may be in the better interest to invest in a more robust infrastructure that will reduce that impacts that tourism has on the climate, both locally and generally.</p> <p>Please consider these things looking forward, if you have any questions feel free to reach out.</p> | 32.2.9E., 32.2.2E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | My regards, Bryson Wardrop | | |
| 29394 | Michael, William | Yeah, William Michael [REDACTED]. You know, this is a travesty, you know, it doesn't matter what the will of the people is. It's the will of the big dollars that are coming in from the gondola company. There's some politicians and Little Cottonwood Canyon. It's just a [REDACTED] | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 26354 | Michaels, Mark | Gondola won't fix traffic. May decrease somewhat. But we need to cap daily skier visits. But oh wait, Altair doesn't want to limit their profits. But the skier experience is declining. Give the people what they want: build more ski areas outside the canyons!! | 32.1.2B; 32.6A | A32.1.2B |
| 33253 | Michaelson, Deanna | Please save Little Cottonwood Canyon! UDOT should conduct a capacity/visitor management study to better understand how many visitors LCC can support before completing the EIS. The gondola won't solve Little Cottonwood Canyon's traffic problems, but we already have solutions that are proven to work, including enhanced buses, tolling, parking reservations and enforcement of traction laws. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of Little Cottonwood would destroy the canyon's natural beauty. Committing hundreds of millions of taxpayer dollars to the world's longest gondola without a commensurate effort to reduce auto traffic in the canyon nor addressing spring/summer/fall traffic amounts to a government-paid lift for two ski resorts. This place is important to me, many people that I love, and future generations of Americans! | 32.20B; 32.2.9E; 32.2.4A; 32.2.2K; 32.2.2M | A32.2.2K |
| 36033 | Michalik, Andrew | The construction of this gondola is going to create serious environmental impacts with the potential of not even reducing traffic in the canyon. The multiple years of construction that are required for this project are going to disrupt the health of Little Cottonwood Canyon, an already delicate environment. Hauling heavy machinery and supplies up the canyon is going to condense the roads and the digging sites to put the posts in are going to ruin what makes little cottonwood so special. Also, there is no guarantee that the construction of the gondola is going to even reduce traffic in the canyon, especially if they charge people to ride it. People will still have the same option to drive up the canyon and will not want to pay for the gondola. This project is only going to get more people in the canyon and put more stress on the ecosystem there. This project is absurd and is also ridiculous that it is being paid for with tax payer dollars. If UDOT really cared about a project to benefit the people of Salt Lake City they would take that money and do something to help the Great Salt Lake. | 32.1.2F; 32.1.2B; 32.2.7A | A32.1.2F; A32.1.2B |
| 36088 | Michalik, Jason | I think installing this gondola is only to appease lazy tourists. Not only do most of the outdoor public in the valley reject this idea, most can already tell that salt lake city is the city with the worst air quality in America. Why focus on a gondola when further upgrades can be implemented for more practical public transportation. Furthermore, installing this gondola would destroy much of the wildlife that is present in the canyon. Why not utilize the road that is already in place rather than creating a larger problem. Please, please please do not install this thing nobody except rich [REDACTED] who visit twice in their life will appreciate this. | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.9A | A32.1.2F |
| 32556 | Michas, Jennifer | Honestly, this whole thing seems like a big joke to me. It's poorly thought out and won't work to alleviate the traffic issues in LCC. It reminds me of the fiasco occurring now with the Inland Port. This is a huge waste of taxpayer dollars that benefits private individuals and companies, is poorly thought out, and is ultimately useless/won't work. Please DO NOT let this move forward. My top reasons to ditch the gondola plan are as follows: 1. The gondola does not benefit the community--only private individuals and companies; 2. The gondola does not solve a transport issue. The last time I checked, the only people in Utah riding public transit are homeless or are very poor. They likely have no interest in going to a ski resort. Seriously, NO ONE will use this aside from novelty. The people who take the bus will continue to take the bus, and the people who drive will continue to drive; 3. The gondola is not efficient. It will take so long to get to the ski resorts, what's the point? People are too impatient to wait in a line to get into LCC, so they proposed some idiotic plan like a gondola. They'll be waiting in a LONGER line for a gondola than it would take to get up by car unless they get there very early. But in that case, they'd just drive because there would be no LCC traffic line, and it's MUCH faster to drive then; 4. IF you disagree with me and think the gondola will work to alleviate traffic and get more people up LCC, then the gondola creates future problems, as more development of LCC and ski resorts will be necessary to accommodate more people. There are more people than the resorts can accommodate when LCC is backed up, so there is really no current problem to solve--only future ones created; 5. The gondola will further destroy the natural beauty of LCC--not to mention wildlife habitats. What little wildlife is left in LCC will certainly move out; 6. Planning won't let Snowbird build more buildings because of "environmental disruption", yet the same is considering something FAR more disruptive and at the same time trying to get MORE people up the canyon...this makes a lot of sense. | 32.2.9E; 32.2.4A; 32.20C; 32.20F | A32.20C; A32.20F |
| 34840 | Michelkamp, Branden | I'm completely against the gondola and do not want my tax payer dollars being spent on a carnival ride for snowbird and Alta. We all know Snowbird is behind this with their shady under the table purchase of the land at the base. Please please please do not ruin the climbing and backcountry skiing experience in the cottonwoods. There are soooo many cheaper alternatives we can try first, like buses and tolls. | 32.2.9E; 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 38187 | Mick, Josh | You could fix so much more with \$600 million than 20 days of traffic a year. Education, the great salt lake? Think about it. | 32.1.2B | A32.1.2B |
| 38382 | Mickelson, Becky | My name is Becky Mickelson. I have been a resident of Sandy City for almost 50 years. One of the things that has kept me here throughout my life is my love of the mountains and the canyons that are so close and easily accessible. I want to make it known that I strongly oppose the LLC Gondola project. Despite the fact that there are traffic issues a few days a year, there is absolutely no justification to spend that much Utah taxpayer money, nor is there any justification for the detriment to the beauty and enjoyment so many people enjoy from the canyon in its current state. I know there are much less invasive and expensive ways to approach the traffic problems in the canyon. I strongly encourage you to eliminate the gondola as a viable solution. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Thank you, Becky Mickelson | | |
| 38182 | Mickelson, Josh | <p>Listen, you've gotten thousands of comments and I doubt you'll end up reading them all. I don't even know what to say that hasn't already been said by hundreds of others that love the canyon. The gondola is not the solution.</p> <p>The gondola does not serve all users of the canyon. That is beyond debate. Climbers, hikers, campers, and other recreations gain nothing from this, and lose some too. The stated UDOT purpose was to find something beneficial for all users of the canyon.</p> <p>Start with more buses, or institute a toll at the mouth of the canyon based on vehicle occupancy. People will DEFINITELY pay 8 bucks or whatever rather than 30-60 to ride a gondola. Zion national park has found great success with seasonal limitations for years. Electric buses are climate friendly and quiet too.</p> <p>The sad truth is that we're getting less powder days each year. It is only pow days and weekends where traffic is a severe problem. Frankly, people need to plan ahead. A project of this size for a problem that only occurs a few days a year makes no sense.</p> <p>NOVEL IDEA OTHERS MAY NOT HAVE SAID: Add more amenities at the resorts! If there an option for affordable and tasty meals at the resorts, more people will be willing to stay up the canyon later in the day, thus spacing out the traffic over a wider period of time and improving the general driving experience. Even if these restaurants had to be subsidized a little to be appealing, this option makes sense.</p> <p>Listen, the gondola will ruin the view. Come on. Take care of the canyon!</p> <p>There are so many special interests among politicians involved in these decisions. It hurts my heart a lot. Please step above your own selfish interests. Listen to the voice of the masses.</p> <p>Also, if you're actually reading this, I love you mate. It's probably pretty exhausting and draining getting through these all. Keep smiling.</p> | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A; 32.2.6.3F; 32.2.2E | |
| 32439 | Mickelson, Kaye | The gondola is no solution, the opposition to such is growing. UTA being without 85 drivers cutting back for ski areas this year highlights the unreasonable solutions presented in the draft EIS. Why are we not re-opening the conversation regarding cog rail as a long term and gracious solution? Let's rethink this. | 32.2.9E; 32.2.9F | |
| 36542 | Midboe, Marie | <p>I'd meant to write a well-planned comment. Time is short so I'll purge the main ideas.</p> <p>I'm a NO for the gondola. So many reasons. I believe it will also cause more problems than it solves.</p> <p>It will only serve Alta and Snowbird. So many other activities happen in the canyon and the rest of that crowd will have to stare at the ugly oversized towers they will not be using.</p> <p>If the ski areas want the gondola so bad, let them pay for it. And let them pay restitution to the rest of us for spoiling our view.</p> <p>Parking at the base to take the gondola will turn that area into a crazy rat race to get to that lot and others. That neighborhood will be ruined.</p> <p>So many people, both skiers and non-skiers, will want to ride the gondola just for the novelty of it. It will bring MORE MOBS of people, not less, to the canyons further creating more crowding.</p> <p>This will open the canyon to MORE development. When is enough enough? You're opening a can of worms here.</p> <p>Utah has done great damage to it's beautiful lands by over selling and glorifying the incredible beauty here (thank you, and NO thank you again Olympics and city planners). Salt Lake City Council's goal is to increase the population of SLC - presumably to increase tax base. Then they whine there is not enough housing (and our roads are still full of holes). Then they want to bend and break every zoning and building code to fit those coming in. Our national parks were over promoted. Now you need a reservation to get in. I see the same thing happening here with the canyons. You've over-promoted and over-sold a VERY limited resource, the Cottonwood Canyons. Do you think it will stop ant LCC?</p> <p>So many people. So LITTLE water. We don't have the water to support the population we have and those in power just want more people (read: more money, more, more, more for them - at everyone's else's expense). No thank you.</p> <p>Stop. Think. Think again. Figure out something ELSE. The gondola is NOT the answer. I agree with increased bus service and carpooling. Make a ride share site for those who might otherwise drive up alone. Encourage bus ridership. I loved that my Snowbird pass came with a bus pass. I was more than happy to let them drive and find a lot that didn't even have to be right on the doorstep of the canyon. Very convenient.</p> <p>The comment deadline is today. I've more thoughts. Please DO NOT BUILD THE GONDOLA. It is ill conceived and reckless.</p> | 32.2.9E; 32.2.7A; 32.1.2B; 32.2.9A | A32.1.2B |
| 36174 | Middlemiss, Earl | Good job UDOT, gondola is the best solution! | 32.2.9D | |
| 36455 | Middlemiss, Jeremy | <p>To the builders of Utah's future,</p> <p>I am a resident of Sandy city. I also own and operate a ski business (The Sport Loft) in Millcreek. I am writing in SUPPORT of Gondola option B.</p> <p>SR 210 if a very common topic of discussion with customers at our business. I have heard many different opinions. Though these opinions vary wildly the common theme of emotion is always attached. The majority of these emotions are linked to the participants chosen outdoor activity, with little vision for the future.</p> | 32.2.9D | |

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| | | <p>With the population growth in Northern Utah and those participating in outdoor activities of all types infrastructure in high use areas is the solution. Without the proper infrastructure the level of frustration and dissatisfaction of the users will only increase.</p> <p>Little Cottonwood is special. I've been skiing there since I was 3. My parents were both instructors at Alta before my birth. I've seen the canyon change. It's stating the obvious that most do not like change and nostalgia runs deep. Those tasked with the future however must embrace change. Change that allows Utahns and those visiting Utah to use SR 210 however they see fit within current laws. That again is why I strongly encourage you, our elected officials to implement Gondola option B, and make it the decision of record for SR 210 (Little Cottonwood Canyon).</p> <p>The Gondola option B will add safety in a way no other option can. With the exception of an underground train that would make the Cog-rail look inexpensive there is no safer option. Please remember that ALL should have access to these state and National Forest lands. For many that access may only be visual as they may not want or be physically able to go there any other way. The unique experience that the Gondola will offer will prove a legacy project. In the 1980's this can was "kicked down the road" for both Big and Little Cottonwood Canyons. It's a major reason we are where we are today. Please don't make the same mistake as your predecessors. The addition of the Gondola with the addition of the avalanche sheds will prove invaluable. For the future of the state please help all those that choose to live life elevated do so in Little Cottonwood Canyon.</p> <p>Sincerely, Jeremy Middlemiss</p> | | |
| 38360 | Middlemiss, Jeremy | <p>To the builders of Utah's future,</p> <p>I am a resident of Sandy city. I also own and operate a ski business (The Sport Loft) in Millcreek. I am writing in SUPPORT of Gondola option B. SR 210 if a very common topic of discussion with customers at our business. I have heard many different opinions. Though these opinions vary wildly the common theme of emotion is always attached. The majority of these emotions are linked to the participants chosen outdoor activity, with little vision for the future. With the population growth in Northern Utah and those participating in outdoor activities of all types infrastructure in high use areas is the solution. Without the proper infrastructure the level of frustration and dissatisfaction of the users will only increase.</p> <p>Little Cottonwood is special. I've been skiing there since I was 3. My parents were both instructors at Alta before my birth. I've seen the canyon change. It's stating the obvious that most do not like change and nostalgia runs deep. Those tasked with the future however must embrace change. Change that allows Utahns and those visiting Utah to use SR 210 however they see fit within current laws. That again is why I strongly encourage you, our elected officials to implement Gondola option B, and make it the decision of record for SR 210 (Little Cottonwood Canyon).</p> <p>The Gondola option B will add safety in a way no other option can. With the exception of an underground train that would make the Cog-rail look inexpensive there is no safer option. Please remember that ALL should have access to these state and National Forest lands. For many that access may only be visual as they may not want or be physically able to go there any other way. The unique experience that the Gondola will offer will prove a legacy project. In the 1980's this can was "kicked down the road," for both Big and Little Cottonwood Canyons. It's a major reason we are where we are today. Please don't make the same mistake as your predecessors. The addition of the Gondola with the addition of the avalanche sheds will prove invaluable. For the future of the state please help all those that choose to live life elevated do so in Little Cottonwood Canyon.</p> <p>Sincerely, Jeremy Middlemiss</p> | 32.2.9D | |
| 30364 | middlemiss, stewart | <p>It despairs me that UDOT has chosen the one of the most destructive options (The Gondola). It will only benefit a few canyon users (skiers and resort owners), but it is to be paid for by the the taxpayer. If the resorts want a Gondola, they should pay for it themselves. What could easily and quickly be implemented (at low cost) is some form of toll/ congestion pricing. This would not require any significant construction, nor would it affect other canyon users or the environment. It should be tested for a year or two before rushing headlong into a project that will irreversibly change the canyon forever.</p> | 32.2.9E; 32.2.7A; 32.2.4A | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31803 | Middleton, Richard | For years my retirement "career" was as a volunteer naturalist and school field guide in the Cottonwood Canyons. I am now semi-disabled and no longer guiding, but like to visit the canyons. The proposed gondola solution appears to me to benefit only the resorts (and at the public's expense, which in itself is outrageous). I do not see anything in this proposal which would make it easy for people with limited mobility to access all the other public lands in the canyon, even though the gondola (and waiting and loading areas) will have to comply with ADA requirements. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 30265 | Midura, Lawrence | If the Gondola alternative worked successfully for Banff Sunshine in Canada; no reason the Gondola cannot work successfully in Little Cottonwood Canyon as a similar scenario! | 32.2.9D | |
| 33033 | Miech, Anna | This is not necessary! There are other better options! | 32.2.9E | |
| 31080 | Miele, Victor | A gondola should not be built in Little Cottonwood Canyon. Building a gondola would ruin the natural setting. | 32.2.9E | |
| 33010 | Mierisch, George | A beautiful canyon open to all for hiking, camping and enjoyment should not be spoiled to satisfy the few who enjoy man's engineering feats and their own desire for convenience for expensive skiing. The gondola will be a blight to the natural beauty of this unique canyon. | 32.2.9E | |
| 31360 | Mietchen, Scott | I am not in favor of the gondola approach. I live near the [REDACTED]. My family and I are also regular skiers and have held passes at Alta for over two decades. My concern with the gondola approach is four fold. 1) - Traffic is only really bad a handful of days out of the year. Normally on a weekend after a snowfall when people want to ski first tracks. And yes, it is backed up on those days. But that couldn't be more than 10 or so days a year out of 365. I'm sorry that everyone can't get up the canyon at the same time, but that is simply not a reality. Traffic normally clears by around 10 a.m. on those days. 2) There are a dozen ski resorts in Utah - why is traffic not backed up in Big Cottonwood Canyon? If traffic is heavy, people can go to Solitude, Brighton, PC, DV, etc. Why are we creating this for two ski resorts? 3) - If you build a large parking garage at the mouth of the canyon - that still won't decrease traffic. Now everyone will be backed up onto the freeway - those ten days a year - to get into the parking garage. No one drives or exits quickly into a parking garage - you're just pushing the issue to another area. Look at the congestion created by one Chick-Fil-A on 2100 South and 1300 East. One fast food restaurant has created a mess of 2100 South. So now you'll have people backed up for miles on those first snow days to get into the parking garage. 4) - Why is it the public's obligation to allow anyone to go to the canyons and resorts whenever they want? Nature has a carrying capacity and with a growing population why do we think that anyone who wants can go to the canyon or resorts whenever they want. They tried this at Arches National Park and it was a mess. The Park just can't hold that many people at once - so they put in timed entry and it addressed the issue during the busiest days and the lines disappeared. I'm sorry that everyone can't get to the resorts when they want to - but there is no promise of that for anyone. Limiting parking, limiting timed access, increasing bus routes, charging for parking at the resorts will have an effect. The resorts charging parking last year has already altered how I and my family approach the issue. I don't understand why there aren't multiple bus loading stations located all over the valley - not just at the mouth of the canyon - for ski buses. One big ground parking lot - and direct bus line to the resorts. Timed entry if you want it, etc. I just don't understand why anyone feels the need for taxpayers, or anyone else, to build a gondola for two private businesses. Maybe the focus should be on limiting access, not increasing access. Use will change when options are limited. But for 10 days a year, when there really is a traffic problem, to spend this kind of money so everyone can get there faster is folly. The canyons just can't keep taking more and more people, faster and faster, just because a few people want it. The gondola is not the right answer. | 32.2.9E; 32.1.4D; 32.1.2B; 32.2.6.5E; 32.1.2D; 32.1.1A; 32.2.0D; 32.2.0C; 32.2.0B; 32.2.2I | A32.1.2B; A32.2.6.5E; A32.1.1A; A32.2.0C; A32.2.2I |
| 31494 | Mifflin, Jenika | I am an advocate for common sense solutions to the traffic issue in Little Cottonwood Canyon. Such solutions include increasing bus service and replacing more busses with electric busses, as those have a decreased environmental impact and don't slow when loaded on hills. Also, bus stations should be spread out across the valley so that cars do not all have to gather at the mouth of the canyon and create more traffic. I also support stricter enforcement of the traction law and the possibility of it being enforced all winter, as a large contributor to traffic is often inadequate vehicles in bad weather. This winter Alta instituted a parking reservation system for weekends abs holidays and it worked wonderfully. If Snowbird was also required to take responsibility for the amount of cars they bring into the canyon, traffic would slow flow much better. This may be the most common sense solution of all, but there needs to be a plow station in Little Cottonwood Canyon. The fact that it takes 40+ minutes for plows to get to the canyon means that the roads are already covered in many cases. Having immediate access to plows means roads could be cleared more efficiently. These are things that can improve efficiency of canyon transportation without costing taxpayers heavily and creating a whole new avenue of tourist crowding. | 32.2.9E; 32.9A; 32.2.2I; 32.2.6.3F; 32.2.2K | A32.2.2I; A32.2.2K |
| 31489 | Mifflin, Jenika | The gondola is a sad excuse for a solution to the traffic issues of Little Cottonwood Canyon. Of all the people I know in the Salt Lake Valley area, only three think it is a moderately good idea. If the planners for this project had spent any time at all in this canyon admiring the beauty of it, I don't believe they would be suggesting this at all. No one wants to climb right next to an ugly metal tower or hike to a peak just to see the whole canyon full of ugly infrastructure. No one wants to ski with all the increased tourism and crowding a gondola would bring. You have been so dismissive of the factor of natural beauty in this case, but the fact is that natural beauty is the main reason anyone uses and loves this canyon in the first place. Don't take away something everyone loves for your own agendas, that is just wrong. | 32.2.9E | |
| 36151 | Mifflin, Tyler | I believe that the gondola will only create more problems long term. I am against the building of the gondola. It is going to be a money pit for tax payers. I believe that most locals will still drive up the canyon in their own vehicles regardless of having a gondola. People would rather pay a toll or have a better bus system. If we go through with the gondola, we will waste taxpayers money, and destroy the natural environment in Little Cottonwood for a very diminished return. I hope the people over this project can see the big picture and realize it isn't all about making money. Little cottonwood canyon is a gem to the locals here. It is one of the precious places that makes Utah worth living in. Please do not destroy it! Please listen to the voice of the people, as mostly everyone is against this project. Please do not build the Gondola! | 32.2.9E; 32.2.2Y; 32.2.9A; 32.1.2F | A32.1.2F |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29223 | Migliaccio, Larry | Having people board and disembark at Snowbird is not a peaceful experience and favors the ski industry over the general public. Taxpayers should not have to fund this. Limit use of the canyon by even and odd license numbers, birthdays etc and improve roads and parking everywhere in the canyon. | 32.2.2K | A32.2.2K |
| 29059 | Migliaccio, Vincent | There are better more cost effective alternatives to this issue. We do not need a 500+ million dollar gondola to effectively move travelers up and down little cottonwood canyon. If national parks can transport millions of people a year we can do that with a single canyon. We do not agree with or want a gondola in out canyons. | 32.2.9E; 32.2.2B | |
| 27895 | Migun, Allison | The overwhelming majority is saying no gondola so why are our voices not being heard? The gondola is detrimental to the canyon environment, and the damage it will do will never be undone. There are many other solutions to fighting traffic conditions, and the gondola is not it. Please please please hear our cries, and PROTECT OUR CANYONS. It's unjust that the people who will decide the canyon's fate are the ones with money and power- and those people probably do not recreate in the canyon regularly like the rest of us. Keep our canyon's natural beauty intact, and don't ruin it with a gondola. | 32.2.9E | |
| 38582 | Mihalevich, Bryce | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 35443 | Mika, Eleanor | This is going to impact the canyon and community negatively. It will bring more traffic to an already overrun area and destroy the natural beauty. There are other alternatives that are less impactful. | 32.2.9E | |
| 33923 | Mikaelian, Jeff | At least there is no funding for the "preferred " alternative. Again, half a billion to increase the profit for 38 days of two private businesses. I have commuted up the canyon for over 40 yrs, and avalanche delays are rare. When the avy danger is that high, the ski slopes are closed due to danger, so what's the rush. Phasing in things is better. The Tolling sounds complicated and very expensive. \$25 to \$30! And the Gov handling it expensive to tax payers. The resorts are the problem and should be the ones handling the bulk of the solution. As they are starting to do, they charge for parking to encourage car pooling. If only tolling those cars going above Entry 1, then the resorts charging parking would be the simplest solution. No complicated fee structure at the bottom of the canyon. UDOT is touting safety, and all, when the problem, as stated in the EIS, is getting more people to the resort on weekends. They also know as soon as they 30% of cars off the road. That many more will take there place. End result is that already crowded weekend skiing will be even less enjoyable then it is now. Sad but true, the Canyons are being loved to death | 32.1.2B; 32.2.2K; 32.2.7A; 32.2.9E | A32.1.2B; A32.2.2K |
| 29323 | Mikell, Chris | Hate the preferred alternative!!!!!! It sucks and you already know why cause you've just ignored 8 years of public comment to not pick what we want. It sure ain't a 2 hr ride to the mtn with multiple transfers! Preferred alternative doesn't solve any of the problems for anyone else using the canyon, like hikers bikers. It is in essence a publicly funded solution that only benefits the ski areas. Of course they love that. Make the ski areas pay for the whole thing - no public money - if you going to be such [REDACTED] and not listen to what the local public wants. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 37752 | Mikell, Chris | I do not support the gondola alternative. I support adding a lane for buses only to encourage public transport and a limited set of Avy sheds along the road. I support the ski areas stepping up and providing free or very near free adequate, convenient, reliable, bus service. | 32.2.9E; 32.2.7A; 32.2.9B | |
| 30973 | Mikell, Jeff | To say I'm shocked and saddened by UDOT's decision for Gondola Alternative B as the preferred alternative to improve transportation in LCC is an understatement! I'm bewildered, frustrated, and outraged by this decision. As a resident of Cottonwood Heights, a homeowner of property immediately adjacent to Wasatch BLVD, a Construction Project Manager extremely experienced with UDOT and transportation issues, and an avid outdoorsman who very frequently commutes this corridor/LCC - I believe I'm well qualified to speak on these issues and will fight the Gondola Alt B and the expansion of Wasatch BLVD (as currently proposed) with all my energy and efforts. I agree, commend, and will fully support UDOT for the "phased approach" which will include increased and improved bus service as described in the Enhanced Bus Service Alternative, tolling and restrictions on single occupancy vehicles, the construction of mobility hubs, and other misc. improvements to Wasatch Boulevard, constructing snow sheds, and implementing trailhead and roadside parking improvements. However - The carte-blanch "widening" of Wasatch Blvd and construction of a Gondola are not acceptable options or solutions for the issues currently understood and at hand. Apart from "all" specific comments I have: 1) Wasatch Blvd - Somehow this "work" got roped into the "issue" up LCC. While perhaps they are ultimately "linked", right now the only "work" that needs to be addressed is some physical work up LCC and social re-programing on how commuters get up the Canyon. Turning Wasatch BLVD into 3-5 lanes with reduced speed limits, drainage, walls, signals highway lights are a wholesale and unnecessary change to the road, its purpose and character for which it has existed for the last 50 years. Right now we are not at liberty or need to make those changes until the phased approach up LCC is implemented and those phased outcomes measured and understood. 2) Gondola - Frankly it's an absurd idea, hatched from deep pocket influencers poised to benefit from an "amusement park" ride up LCC to their cash registers at the lift ticket and food lines. Realistically it does very little (if arguably nothing) to solve the problem at hand. The problem at hand is that for 25-50 days of the year commuting LCC isn't safe or reliable. Frankly on the worst days (20-each?) the proposed Gondola shouldn't and couldn't run anyway - due to safety. There are so many un-answered questions and limited effectiveness of the Gondola to address the issues at hand - that UDOT is now looking fully foolish and politically | 32.2.9E; 32.2.9R; 32.2.9L; 32.2.6.5K; 32.1.2B | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |

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| | | motivated to bring this concept to the finish line. UDOT needs to quickly cut and run from this concept.... put it on the top self/back burner and let it die.... So I ask - seriously? Is UDOT going to divide us and make us all fight, aggressively and divisively, for a ridiculous Gondola (that forever alters and ruins the character and LCC vista, costs \$550M, doesn't solve or address the problems)? I understand "everything" might not unfold per "everyone's" desires/wishes and I will accept that. Dump this crazy Gondola idea so I can then get on-board and support Josh and UDOT's agenda! | | |
| 26360 | Mikhalev, Mikhael | UDOT needs to address why it selected a preferred alternative that was contrary to overwhelming public support. The gondola option still relies on bus service, but creates a single point of failure for the public transportation system up the canyon. If anything breaks down in the gondola system, or maintenance needs to be performed, then the entire system is inoperable. In contrast, an enhanced bus system (with or without road widening) can be easily scaled up and down based on demand, and any mechanical issues or breakdowns can be addressed by swapping out or adding buses. This will improve reliability of the system, and will eventually open the door for environmentally friendly gasoline-alternative busses. In addition, UDOT noted that many of the comments related concerned "Consideration of all canyon users, not just resort visitors." However, UDOT appears to entirely disregard this point in selecting the gondola, which does not serve any drop off points outside of the resorts. In contrast, the bus option would be able to service transportation for rock climbing, hiking, backcountry skiing and mountain biking. This is not possible with the gondola. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.6.5G; 32.2.6.5K; 32.2.6S | A32.1.2B; A32.2.6S; A32.1.2H; A32.2.9R |
| 35020 | Miklavcic, Elizabeth | I am against the gondola. Please do not ruin our beautiful canyon. | 32.2.9E | |
| 34997 | Miklavcic, Hanelle | Building a gondola up Little Cottonwood Canyon is the most ridiculous thing I've ever heard. I have lived in Utah for over 25 years. I was born and raised here. The beauty of Little Cottonwood Canyon is unmatched. It is one of the many stunning and accessible places I love to frequent in both winter and summer. I do not want the gondola built. The money going towards this project that only benefits rich people and the ski resorts would be much better served by adding resources for better and more frequent public transit options up the canyon. If you truly want to reduce traffic in the canyon, offer more free shuttles, with faster pick up times and people will use them! Please don't destroy the beauty and delicate ecosystems of Little Cottonwood Canyon! | 32.2.9E | |
| 37270 | Miklavcic, Jimmy | I believe that the best option is the COG Rail Alternative. I realize that it is far more expensive than the other options, but I believe that, in the long run, it is the safest and efficient method of transporting thousands of riders up and down the canyon. | 32.2.9F | |
| 25700 | Mikonis, Marisa | Have you thought about implementing a ticketed entry/reservation for the entire canyon? Such as the national parks like Glacier, Arches, Etc. This will ruin backcountry access, solitude, interrupt climbing experiences. | 32.2.2K; 32.4B | A32.2.2K |
| 25676 | Mikonis, Marisa | This is not saving the environment of LCC. This is turning it into Disneyland. | 32.2.9D | |
| 34138 | Milavetz, Nicole | I feel strongly against the construction of a gondola that would destroy a watershed, and place undue pressure on Little Cottonwood Canyon, which has a finite carrying capacity. Electric buses and a phased approach is the best call for this canyon. | 32.1.2F; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9R | A32.1.2F; A32.2.9R; A32.1.2H; A32.2.6S |
| 25510 | Milbank, Christine | Please identify on a map the location of the "new, one-way access road" to the base station said to be at about 9500 South Wasatch Blvd. Do you anticipate an expanded entrance of the current La Caille driveway, or something else? | 32.2.6J | |
| 35312 | Milbank, Thomas | I respectfully submit my opposition to the gondola option currently proposed in the Little Cottonwood Canyon EIS. I am not persuaded by the reasoning offered to support the option and believe the proposal to be both misguided and short-sighted. I believe it more likely that a gondola would serve only a select few well, inescapably blemish the canyon, and squander funds intended for a forward-thinking, community-serving solution. I expect any gondola built today would simply be removed later, after proving a mistake in hindsight, compounding the damage wrought to the public treasury and lands. | 32.2.9E | |
| 31122 | Milburn, Kathleen | I have lived and skied in Utah for 50 years. I have seen the traffic increasing each year. My family always drove up. For the last five or six years I have been using the ski buses to get up Big and Little Cottonwood Canyon. I was surprised a few years ago to find a canceled route from 9400 and Highland Dr. (Park and ride) over to Big Cottonwood Canyon. During weekdays the buses are not very full. More buses, and designated area buses...ie. direct to Alta, or Snowbird would really help with the holiday/ weekend crowds. I would not drive to a huge parking lot and ride/pay for a gondola up to the ski area. I do not wish to pay millions to mess up the canyon with large developments. | 32.2.9A | |
| 25344 | Milburn, Nicholas | To whom it may concern, I, and many others, view this gondola is an unnecessary addition to the area and it's negative impact on the environment is unnecessary. I feel as though it would be better served to cancel plans for the gondola and leave the canyon in its current state. | 32.1.2B; 32.2.9G | A32.1.2B |
| 25275 | Miles, Abby | This EIS is a corrupt procedure. The gondola will clearly have a greater environmental impact than any bus system. There will be a needless plowing of trees in order to facilitate a gondola that very few will use. Many people will still continue to idle their cars in the canyon to race for first chair. Buses are a far better alternative to take cars off the road. Charge a congestion/entrance fee to private cars in order to subsidize buses. More buses more frequently is the best way to mitigate the issue. People don't take the busses at the moment because they are cramped and uncomfortable. If you run more buses, this will not be as much of a problem, especially if they are cheap/free to skiers. The gondola is a big waste of public funds, and I think the decision needs to be reconsidered. | 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9N; 32.13A | A32.2.9N; A32.13A |
| 32017 | Miles, Kathy | Yes, I like the idea of the Gondola an# anything else to reduce vehicles in the canyons | 32.2.9D | |
| 37635 | Miles, Sarah | Little Cottonwood Canyon needs something more realistic than a gondola. Please do not decimate the canyon with something so nonsensical. | 32.2.9E | |
| 29964 | Milker, Mommy | Pls don't do it [REDACTED] | 32.2.9D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29075 | Millar, Morgan | Please no gondola. It will ruin the canyon. It is an expensive unnecessary solution to a problem that only occurs a couple of weeks of the year. There are simpler solutions with less impact. Just increase busses and require cars to pay a toll during peak times. It's that simple. | 32.2.9E; 32.2.9A | |
| 30510 | Miller, Aaron | I am angered about the decision to build a Gondola in Little Cottonwood Canyon. I moved here recently for an engineering job and Little Cottonwood Canyon was one of the major reasons that brought me to the state. I am an avid climber and skier, and I understand the problems posed by the access to Little Cottonwood by the ski season, but I do not think that adding a gondola through the canyon is the correct solution. Having climbed there a few times, adding a gondola will significantly degrade the natural aesthetic of the canyon and destroy so many historic boulder and traditional climbing areas that so many love and have been responsible for fostering so many friendships. We can handle many more years of traffic during the ski season to determine a more environmentally conservative solution that meets the fiscal needs of the state while preserving the environmental needs of the canyon and requests of locals who call this canyon home. This is a special place for many people, including myself, who recreate there year-round to experience personal discovery but also meet new people and develop climbing proficiency and experience a wild and special place in Utah. The addition of a gondola, in my opinion, will not just fail in solving traffic issues, but will also significantly decrease the allure to the canyon that many locals and travelers know and love, a natural aesthetic that brings thousands to the state per year. I am all for a solution to the traffic issues, but this is not the right one, it will destroy a place that I have come to know and love, and that is an unacceptable use of taxpayer dollars to me. Please do not build this gondola in the interest of the local Salt Lake and Greater Utah area to preserve a special place for the community and to maintain an iconic canyon of the west that so many call home. | 32.2.9E; 32.4B | |
| 32281 | Miller, Allen | Gondolas are the only viable means for reducing traffic in LCC. I'm all for it. | 32.2.9D | |
| 26437 | Miller, Amelia | The transportation issue should not be solved by the gondola. There are alternative answers to this problem. For instance, carpooling, electric bussing, small parking hubs, etc. | 32.2.2Y; 32.2.2PP; 32.2.6.3F; 32.2.9E | |
| 34626 | Miller, Angelina | UDOT should consider another alternative to the gondola that will benefit more of the residents of the valley and make the traffic in the canyons better in order to improve our air quality. The best alternative for this could be a phased bus approach (ideally electric) before continuing with the gondola plan. | 32.2.9A; 32.2.9R; 32.2.6.3D | A32.2.9R; A32.1.2H; A32.2.6S |
| 34754 | Miller, Angelina | The gondola will be harmful to the natural environment and micro biomes in the canyon with the towers that will have to be placed. In addition to this it will destroy many of the established climbing routes that benefit the Utah economy. UDOT should consider a phased approach bus system instead of the gondola | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 36137 | Miller, Audrey | The gondola will not alleviate traffic up little cottonwood canyon, it will just move the traffic to the bottom of the canyon at the Wasatch Blvd intersection. Then in a few years people will complain about the traffic there. The tram up at Snowbird is closed when the wind changes direction, I'm guessing the gondola will be too? With ski season approaching soon will the gondola be operational during/after a snow storm when everyone and their mother wants to go skiing? I think that instead of the years of construction that it will take to build the gondola, the stops at Snowbird and Alta, and the parking lots required to accommodate the people that ride the gondola. Make the UTA system more accessible during and not during ski season. Encourage car pooling up the canyon. anything but a gondola. | 32.2.6.5E; 32.2.6.5K; 32.2.2Y; 32.2.9A; 32.2.9E | A32.2.6.5E |
| 30430 | Miller, Bailey | I am a homeowner and resident in Salt Lake City, and wholeheartedly oppose the construction of a gondola in Little Cottonwood Canyon. This project appears to be nothing but a taxpayer-subsidized handout to the already incredibly wealthy ski resorts. It does nothing to help access to other parts of the canyon, used by many for hiking, climbing, biking, fishing, and all other types of recreation. It will permanently damage access to and actual climbing areas. It will permanently impact the views and scenery of the valley. Do NOT let this gondola be an eye sore and burden in the canyon forever. | 32.2.9E | |
| 26320 | Miller, Bart | in favor of gondola!!!!!!!!!!!! | 32.2.9D | |
| 37285 | Miller, Ben | I am opposed to further development of any type. Please focus on improving help for early education, free school lunches, and reducing homelessness. We don't need to spend our collective resources on increasing access to the outdoors | 32.2.9G | |
| 27640 | Miller, Brian | In recent discussions of traffic in the Cottonwood Canyon, many people think a gondola will clear up the traffic. On one hand, it would work because it would keep a portion of people off the roads, helping to reduce accidents and traffic jams. On the other hand, some people think the gondola is too expensive and would not be worth it. Even though some people might take the gondola, there are still lots of people who would rather take their car up for a variety of reasons, such as tailgating, ease of use, and being able to haul as much stuff as you want. However, the answer to this big question will not be found in just one solution, but rather in a combination of many that will all work together to accomplish the same purpose. The gondola is a great idea that will help reduce carbon emissions, traffic, and impacts due to weather. A bigger road would also help by creating more space for safer driving and decrease accidents. With every option, there are drawbacks. With the gondola, a huge obstacle is the cost, both to build and operate. Some are against using taxpayer money for the huge project because it doesn't benefit all taxpayers, only ski resorts. However, experts say it is the most reliable form of transportation and will be cheaper over a 30-year period. Overall, the gondola is the best option because it is the most environmentally friendly long-term solution to a problem that would otherwise never end. | 32.2.9D | |
| 27781 | Miller, Cat | A gondola would only increase traffic at the base of the canyon as many cars would be trying to enter a parking lot at the same time. The majority of the public has time and time again voiced concern and distase for the gondola. Please listen to us. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 25981 | Miller, Cat | The gondala is a terrible environmental opention. It is just going to take away from the 3 other season of little cottonwood. Please no gondola! | 32.2.9E | |
| 29978 | Miller, Chris | The proposed solution is not inline with what the public opinion has stated, the cost is way to high, and a of Gondola will ruin the canyon. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 33319 | Miller, Claudine | The gondola is a horrible solution that only serves a limited number of people. Zions uses a bus system which works well without destroying the environment. Please use the buses, no gondola. You are making the canyon ugly. | 32.1.2B; 32.2.2B; 32.2.9E | A32.1.2B |

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| 32939 | Miller, David | No to any form of gondola. It will be under utilized and will destroy world class climbing routes and hiking trails during construction. What needs to happen is that you need a reservation to drive up the canyon. Everyone else must park at the bottom and take a shuttle up. | 32.2.2K | A32.2.2K |
| 35359 | Miller, Debbie | <p>I oppose the gondola options in any form. They will destroy the natural beauty of the area with the addition of poles, cables and the damage caused in building them.</p> <p>1) You people claim to be concerned about the environment. This does not stop the need for fossil fuels as coal drives energy here. This is a similar problem to other "green" measures. Windmills made with fossil fuel energy are fairly soon discarded and not recyclable so they lay waste.</p> <p>2) You claim to be believers in climate change and that this will help the problem. If you are correct, heavy snows will be rare in the coming decades so building this is like the money spent for flooding from the Great Salt Lake in Governor Bangerter's administration.</p> <p>3) Taxpayers should not have to pay for this idea which is primarily to benefit privately held ski resorts in order to bring in more skiers. We do not have the money currently to do this and in times of such inflation especially, money could be better spent. Hey, here's an idea: return it to the citizens who are struggling to put food on the table. Stop spending our money like there's no tomorrow. Today things are bad, but tomorrow they are going to be very bleak. It's time to plan for the greater famines to come.</p> <p>4) This will not primarily benefit Utahns. Only the well-off can even afford to ski. I say that from experience, having learned to ski at age 9, but unable to do so after age 19 because of the cost. Public transportation is already unaffordable to many of us so buses aren't even utilized as they might be. We have bigger concerns that affect more people. Subsidizing the elite businesses should not be the job of the taxpayers. If they can't afford to build it, this should nix the project outright.</p> <p>5) Most citizens (those who pay the bill) are opposed, yet you and our governor don't care about that. This appears to be a mere formality you must go through to check off the box before you do whatever you want. Salt Lake County Council opinion should hold a lot of weight here.</p> <p>At the very least, delay this atrocity. Should prosperity ever return, look at it again, but do so with all the factors in place and don't talk out of both sides of your mouth. Look at other alternatives. Climate concerns go beyond creating this additional transportation.</p> <p>~ Debbie Miller Bountiful, Utah</p> | 32.2.9E; 32.2.2E; 32.2.7A; 32.1.2D | |
| 36348 | Miller, Edwin | <p>My name is Edwin Miller, and I am a 25-year-old Salt Lake City resident. I moved here three years ago, mainly for the amazing recreational opportunities that the area has to offer. Of the entire surroundings of the Salt Lake City area, Little Cottonwood Canyon has the most amazing natural resources. The steep mountainous terrain that is easily accessible from anywhere in the region provides a place for thousands of people to recreate and escape daily life. For me, as for many others, the best part about LCC is the extensive rock climbing opportunities that it provides. The incredible climbing in LCC was one of the main reasons that I moved to Salt Lake City. One of the most essential parts to a rewarding climbing experience is being able to enjoy the astounding scenery and vantages that can be accessed only on the side of a cliff. However, this scenery is currently being threatened by the proposed gondola project in LCC. The years of construction will create an excessive amount of noise and debris, and the final product will still be detrimental to the overall aesthetics of the canyon. If this gondola project moves forward, the overall Salt Lake climbing experience will irreparably suffer.</p> <p>The gondola also poses other major problems in addition to destroying the serene beauty of LCC. Given that this project is the most ambitious of its kind, its astronomical price tag is only destined to increase. The cost of this project will mean that Utahns (many of whom do not recreate in the canyons) will have to foot an expensive bill. As of yet, it is unclear where this money could even come from.</p> <p>Practically, this project is necessary to facilitate transportation in the canyon for only a very short period every year. Additionally, traffic during winter months almost exclusively serves the ski resorts at the top of LCC. Road closures affect ski resort profits, as people are unable to travel during these times. However, given the small number of residences in LCC, the vast majority of traffic delays purely affect ski-related activities. Large support for this project by the ski resorts in LCC is to be expected, as it is a way to increase their profits without having to spend a dime. However, the benefit to canyon users will be minimal. Being a skier, I can sympathize with the frustration of road closures affecting ski access. However, these closures are very minimal compared to the overall length of the ski season, and do not significantly affect overall access to the LCC ski areas.</p> <p>During construction, it is also unavoidable that water quality in the canyon will suffer from earth-moving activities. Water quality in LCC is strictly protected, given that it is the water supply for much of the greater Salt Lake area. However, the significant adverse effects that this project will have on the drinking water of thousands of people cannot be ignored.</p> <p>Overall, it is clear that other options need to be explored first before choosing the gondola as an expensive, permanent, and environmentally damaging solution. Carpooling and bus service could be incentivized simply by adding a toll booth (like the one in Millcreek Canyon) at the bottom of the LCC. With the option to drive up the canyon with no fee, most users forgo public transportation, and often do not carpool. (This trend could be expected to continue even with a gondola. Local users will still favor driving up the canyon to a long wait to use the gondola). However, improved bussing service and the implementation of a canyon use fee are two legitimate options that have not yet been explored. The gondola project in LCC is an expensive, misguided solution to a problem that can be effectively addressed by simpler means.</p> | 32.2.9E; 32.1.2F; 32.1.2B; 32.2.9R | A32.1.2F; A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |

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|------------|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|----------------------------------------|
| 32470 | Miller, Elaine | I am totally against the gondola. The installation cost is too high, and it will not benefit most of the population of the valley. It stands to benefit the people who own the land, the developers, and the ski resorts. I have been in gondolas in multiple continents. They are to go up a hillside, not to transverse a long distance up a canyon. I have to ask who will this benefit. Who will pay the exhorbitant fees to ride it? It will only be used part of the year. This will be a terrible waste of funds and will do so much damage to our hillsides. I have to ask why UDOT chose this. Do the members of UDOT profit by this? | 32.2.9E; 32.2.4A; 32.2.9I | |
| 37137 | Miller, Elaine | I do not want our neighborhoods ruined. I do not want our canyon and watershed ruined. I do not want my tax dollars spent irresponsibly. This will be expensive and will only benefit the owners of two ski resorts for a short time each year. Why should we pay for this? Why should all of the shuttle buses have to use Wasatch Blvd? Why not have locations throughout the valley using other roads? The residents will lose. They will not be the ones profiting. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.2I | A32.2.2I |
| 32953 | Miller, Frank | Gondola cutting down 30% of traffic is not a solution but back to back bussing would be a better solution and less expensive. Engineering firms in Utah should be contracted to do the math on continual bussing and select parking areas in the valley. The benefit is to the 2 ski areas and most of the cost is born by the Utah public many of whom do not ski or board. The canyon would be scarred forever! | 32.2.9E; 32.2.9A; 32.2.2I | A32.2.2I |
| 38206 | Miller, Ian | Investment in the gondola instead of the bus would be a huge misallocation of resources. If a similar investment into bussing can make the canyon more drivable year round, support investment in bussing, and not cause the same visual disturbance the gondola will, how can the gondola possibly be justified? | 32.2.9E; 32.2.9A | |
| 25309 | Miller, Isaac | This proposed gondola is not the solution to LCCs problems. Enforced tolling, traction laws, and public transportation incentives (With more eco friendly busses) are the solution. It would be cheaper and easier to implement immediately as opposed to an expensive gondola that will take years to come into being. As an employee in LCC I know I speak for many people on this. Again, a gondola is NOT the answer. | 32.2.2M; 32.2.2Y; 32.2.9A; 32.2.9E | |
| 28236 | Miller, Jake | Listen here please folks: The crowd against the Gondola are forgetting how hard global warming is upon us. Sure, adding more busses would help the traffic, and sure, keep the canyon view free, but we have to remember our mother nature and her beauty. Busses emit carbon dioxide, most cars emit carbon dioxide, and making the road wider has a larger effect on the canyon than building a gondola. If you listen to the environmentally friendly group about carpooling more, the answer is no, we are sill burning fuel. People also need to remember that Aerial Ropeways are used heavily in the ski industry, and are basically the eco-friendly machine that makes the sport possible. It is not like we are trying to add an urban monorail system to the canyon. It is simply another ski lift. Everyone needs to forget about politics, forget about money, and think about the future of our kids and of our beautiful earth. We really need a change desperately, and a gondola would be the perfect fit. Good work UDOT. | 32.2.9D | |
| 30547 | Miller, JoLynn | I have concerns about the Gondola project. I love our beautiful canyons and believe they should be protected. However, I know the way things seem to work in our state, the ski industry will win and push forward the Gondola. Therefore, I believe it should be funded by the ski resorts it will benefit and users of the canyon, not through tax dollars. The airport was able to build the new airport without tax dollars, the ski industry should be able to do it as well. | 32.2.9E; 32.2.7A | |
| 33827 | Miller, Jordan | The gondola proposal is an all-around absurdity. First, the public has expressed overwhelming disapproval for the project. Second, the project would damage the visual appeal of the canyon. Third, the proposal does not really address traffic issues, it merely shifts those issues from the canyon to communities at the base of the canyon, arguably making overall traffic worse if there are more parking spots at the base of the canyon. Fourth, the gondola option does nothing to provide access to other locations than Alta and Snowbird in the canyon and does nothing to help with summer traffic. Fifth, it is inappropriate to use taxpayer funds to construct a gondola serving two private ski areas. If Alta and Snowbird want a gondola, they should foot 100% of the bill. Sixth, it is wrong to institute a toll in LCC as LCC provides access to large swaths of public land and access to public land should remain free. Seven, given the length of the gondola ride, there are personal safety concerns associated with being in a gondola with a group of strangers, especially at the end of the day when drinking may be involved. Eight, UDOT should attempt less intrusive options before constructing a gondola. Current bus service is inadequate because (A) they do not run with sufficient frequency; (B) there is no express bus to Alta, discouraging those skiing at Alta from using the bus; and (C) the parking at the park n rides is inadequate such that one must arrive at the park n ride by 7:30 to assure a parking spot. Fix these problems and a lot more people would use the bus system. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.7B; 32.7C | A32.1.2B; A32.2.9N |
| 36811 | Miller, Julia | I'm concerned about the amount of disruption building the gondola would cause to benefit a small group of people, tourist. If UTA is serious about fixing this issue in a way that is cost effective and benefits the most tax payers, why are they reducing bus services? I just don't believe UTA is approaching this in good faith to increase access to the LCC in a safer way if the end "solution" will cost more and perhaps deter people from using LCC. It sad to see the original purpose of this project include a theme of "Consideration of all canyon users, not just resort visitors." and end with a solution with support and with land purchased by the resorts. Will it be feasible for me a Salt Lake resident to pay the gondola fee to ski for a couple hours before or after work with friends? Or is this just a fun idea to attract more tourists? I would love to see more thought given to increased bus services, exploring electric buses, and education on how people can easily use the bus system. | 32.1.2D; 32.2.9A; 32.2.6.3F | |
| 28451 | Miller, Julie | The reason the canyons are so crowded is because of sll the tourists that come to ski. We should be charging tourists a fee, like a big fee, to be using our canyons. Making the locals pay for the tourists and the ski resorts benefit just isn't fair. It will be taking away the view in our beautiful canyon. The gondola would only benefit tourists and the ski resorts and the locals would be left with an ugly canyon and the bill. I am against the gondola. Why don't you just transport people up there by helicopter? That makes just about as much sense. Please think of the local people and the beautiful mountains and not just all the money that will be made. | 32.2.9E; 32.2.4A; 32.2.9N; 32.2.2PP; 32.1.2B | A32.2.9N; A32.1.2B |
| 25894 | Miller, Justin | This is great! Let's do it. | 32.29D | |

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| 35296 | Miller, Keturah | Hi, As a Utahn that loves LLC and all the wonderful opportunities it provides, I am fervently opposed to the gondola that is being proposed. I travel extensively and support tourism at home and abroad. The gondola project is a waste to tourism, ecology, economy and community. Please represent the best interests of all and do not further this interest. Sincerely, Keturah Miller | 32.2.9E; 32.1.2D | |
| 34752 | Miller, Lina | The UDOT proposal to build a gondola will use taxpayer money to pay for a tourist attraction that will only benefit private businesses and not give back to the Utah economy as much as proposed because the other infrastructure in the canyons is not ready to support that much influx of tourism. | 32.2.9E; 32.20C | A32.20C |
| 26800 | Miller, Margaret | I am against my tax dollars paying for the gondola that serves just a few. There will still be traffic issues- you're just moving them to the LaCaille area. Why not a train? Who wants to see the ugly tram? | 32.1.2B; 32.2.5.4, 32.2.7A; 32.2.9E; 32.2.9F | A32.1.2B |
| 35718 | Miller, Matthew | The gondola project should not move forward. The total cost of ownership and permanent environmental impact will become a burden on each citizen while only a fraction will get the benefit. Please stop this project. | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 38221 | Miller, Michael | I strongly oppose the gondola in Little Cottonwood Canyon. It will destroy the beauty the canyon provides, cost lots of money and really not solve the problem. It is a boondoggle and waste of taxpayers money. I propose a tolling system and alternative traffic options such as car pooling and more buses. | 32.2.9A; 32.2.9E | |
| 28885 | Miller, Mike | This is a waste of time and money. It's funding should go towards studies, a better, safer and wider roadway with more lanes and/or parking structures/lots rather than something that won't be used during months without snow. | 32.2.1A; 32.29RR | |
| 25334 | Miller, Oakley | As a Born and raised Utahn, a skier and an outdoorsman I find it absolutely reprehensible that this project is moving forward. Comments and opinions from citizens are vehemently against the forward development of the gondola. it will be a permanent scar on the canyon and Mother Nature. Additionally, the fact that it will be payed for using tax payer dollars but benefit only the resorts of the canyons financially is disgusting. This is a great example of corruption and the desire to fill pockets. DO NOT BUILD THE GONDOLA | 32.2.7A; 32.2.9E; 32.2.9N | A32.2.9N |
| 33550 | Miller, Olivia | Hi, I am writing to voice my disapproval of a folsom's in Little Cottonwood Canyon. It sounds horrible to use! I have used the cabriolet at the Canyons ski resort at Park City (similar concept as the LCC gondola) and it is so annoying. There are so many transitions -car-parking lot-cabriolet-chair lift- that it takes forever to get to your destination. The gondola would also spend way too much public money on a project that primarily benefits a few businesses that already get a lot if public resources and aren't suffering. Ski resort visitation has skyrocketed! And their are better uses if the money than a gondola including housing the thousands of homeless pin salt lake valley or preserving the Great Salt Lake. Or if the money is limited to transportation, improve bike infrastructure throughout the valley. It's crazy to spend this much money to help make driving to recreation slightly less congested. Plus the gondola will increase visitation and the canyon is already too crowded. Sincerely, Olivia Miller | 32.1.1A; 32.1.2B; 32.2.5.5C; 32.2.7A; 32.2.9E | A32.1.1A; A32.1.2B |
| 29956 | Miller, Patrick | Given the air quality, risk of avalanche and traffic risk in the little cottonwood; I think the chairs would help significantly in all health and safety measures. The best second measure is making it two lanes yp and down which would look less pleasant. | 32.29D | |
| 26471 | Miller, Rick | The Gondola B solution appears to shift the problem of parking, and all the side issues that come with it, from the top or near-top of LCC to the bottom. This would include: Car emissions, traffic, the building of a parking lot/structure, the loss of space around La Caille, additional UTA space required for new/updated bus stop This is of course a short list, but it demonstrates how much of the valley will be sacrificed in order to build the Gondola B solution. And all it really does is shift the underlying problem, not solve it. | 32.2.6.5E; 32.10A; 32.2.9E | A32.2.6.5E |
| 33410 | Miller, Rory | This will accomplish nothing except make the canyons less accessible for the common person and make the view suddenly an eyesore. Not to mention the environmental complications and pollution. Put our tax dollars to something worthwhile like conserving water, cleaning up trash, affordable housing. Literally anything but this | 32.1.2B; 32.2.9E | A32.1.2B |
| 29218 | Miller, Ross | No Gondola! This is a taxpayer funded grab by snowbird and alta, will not serve the county or state and will mar a beautiful canyon. Please explore bus service in ernast and ditch the gondola. | 32.2.9A | |
| 27030 | Miller, Samantha | Update the bus system. Create better and more parking. Have direct buses to resorts and others with stops along the way. With the current infrastructure the gondola won't eliminate these issues. But it will affect climbing areas greatly. No gondola! | 32.1.2B; 32.2.9A; 32.2.9E; 32.4B | A32.1.2B |
| 32936 | Miller, Samuel | Don't put this in. Nobody wants it. | 32.2.9E | |

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| 34290 | Miller, Sean | NO to the Gondola! The "solution" here is more of a problem than the problem. Too expensive to build and ride, capacity is too low, destroys views and recreational opportunities in the canyon, and this is better solved by other alternatives. Carpool encouragement, timed entry, parking fees, etc are all much better solutions that should be more thoroughly tried before the gondola boondoggle. This project reeks of a lack of due consideration for community concerns. | 32.2.9E; 32.2.2K | A32.2.2K |
| 28517 | Miller, Sonya | We do not feel the gondola is going to be a good alternative. Between parking costs and the cost to ride the gondola people are still going to choose to drive their own car or take the bus to avoid such extreme costs of traveling up the canyon. Not to mention the eye sore of having a gondola up our beautiful canyon. | 32.2.9E; 32.2.4A | |
| 28823 | Miller, Steven | <p>Hello,</p> <p>Thank you all for taking the time to consider the public opinion.</p> <p>I am an avid user of LCC primarily for skiing Snowbird and the backcountry, but also for climbing and hiking. I am also a local of SLC for nearly a decade and have seen the growth of the population, traffic times, etc. I reviewed your data and the chart for "alternative impacts summary" that had details of each solution was incredibly helpful. Thank you for preparing that information.</p> <p>I'm writing in strong opposition to the Gondola or any widening of the highway.</p> <p>Expenses over 500 million dollars and NEW construction in wilderness are unacceptable downsides when the benefit is to alleviate traffic on about 10-15% of the days of the year.</p> <p>Access to beautiful and special places often comes at a cost of time. I am okay with that. Eventually the population will grow more and access will be an issue again. Let us just accept that access to the outdoors is sometimes going to take extra effort and time, and that's okay.</p> <p>I oppose this in the strongest possible way. Review of your table that shows the expected results of "no changes or just enhanced buses" is most in line with stewardship of our environment and tax payers dollars.</p> <p>Ps. the carbon emission argument from cars is silly when kept in perspective. E.g. UDOT keeps widening I15 so people can live in the suburbs.</p> <p>Sincerely,</p> <p>Steven Miller</p> | 32.2.9E; 32.2.9C; 32.2.9A; 32.2.9G; 32.1.2B | A32.1.2B |
| 27188 | Miller, Tanner | This is the last thing we want don't do it. No gondola please. | 32.2.9E | |
| 33608 | Miller, Taylor | As a longtime Utah resident and voter and passionate user of LCC through all seasons I strongly oppose the gondola due to its outrageous visual impact and high cost. LCC is stunning for its unbroken geographic splendor. Having this state and nationa treasure obscured by unsightly towers and lines is a tragedy that can't be undone. | 32.2.9E | |
| 37211 | Miller, Terry | I DO NOT support the gondola solution. Our money would be better spent using other solutions. | 32.2.9E | |
| 33275 | Miller, Todd | This gondola is bad for the canyon. As a taxpayer, I do not wish my dollars go to support an already overpriced ski industry. | 32.2.9E | |
| 37826 | Miller, Wendell | Transporting many people up Little Cottonwood Canyon has no value to me. If you insist on taking more people up the canyon, those who use the canyon should be the ones who pay for roads or gondola necessary to provide transportation. I don't like the idea of more people in the water shed area from which I get my drinking water. | 32.2.7A; 32.1.2B | A32.1.2B |
| 31247 | Millerberg, Bryan | I believe that the current costs for the proposed gondola are not even close to what the actual completed costs will be. How about the numbers estimate for 10 years from now? Since by your own admission you are saying that starting the project is years away. I believe that even today's estimates, if it was started today, would be way to low based on current construction trends. | 32.2.7F | A32.2.7F; A32.2.7C |
| 29038 | Millerberg, Bryan | I believe that this should be put to a vote.The limited time this would be needed, during snow and a very few weekends, does not deserve this much expense. The ones that stand to benefit the most are the resorts. Let them pay for it. | 32.2.9N; 32.2.7A | A32.2.9N |
| 32827 | Millerberg, Spencer | I'm against the gondola. Please consider more phased approach including parking passes, increased bus, even/odd days for cars by licence plate number, etc | 32.2.9R; 32.2.2K; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K |
| 33442 | Miller-Imperiale, Michael | My opinion is still that the gondola in little cottonwood canyon is a poor decision, and will not serve as the best method to change the traffic patterns of the canyon. I commented in round one, and do not feel that my thoughts were adequately addressed. Please, no gondola. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 33962 | Millican, Summer | I moved into the [REDACTED] neighborhood in 2021, and my home shares a fence line with [REDACTED]. Initially, I did not understand the fuss about the gondola, but now I do. Constructing a gondola at the proposed scale to alleviate what is no more than 7-15 days per year of heightened traffic created by a single tourist industry is an overreaction at best. I urge UDOT to fully reject the initial Gondola B decision and instead choose to implement phased and final approaches like tolling and enforced carpooling, for the following reasons: | 32.1.2B; 32.2.2E; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.7A; | A32.1.2B; A32.2.2K; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>It is utterly unconscionable to spend even a single dollar of public funding on a project that ultimately enriches private businesses like LaCaille, Snowbird, and Alta with winter/ski use only. The vast majority of Utahns will not benefit from the gondola, or even use it.</p> <p>One of my sons [REDACTED] reacted to the news of the gondola with the following: "Why would I pay to ride the gondola for that long of a trip when I could still just drive up to Snowbird? I bet a lot of people will feel the same way, so traffic won't improve." Clearly, tolling and permits should happen anyway, and they should fully alleviate the problem if managed well.</p> <p>Finally and most importantly, continued research and media reports in the summer of 2022 have shown that Utah's greatest asset and deepest liability are one in the same: the Great Salt Lake. If we lose the lake, we lose our barely breathable air. More importantly, we lose our lake-effect "Greatest Snow on Earth." If we lose our snow, we lose our ski economy. What then? Half a billion or more in wasted state funds for an unused gondola?</p> <p>Please, shift public funding proposals toward public services that solve problems for the actual public. I beg you, do not fund a project that merely enriches the rich. If we truly care about the environmental and economic future of our state, we need to start with saving the Great Salt Lake, which means saving everyone.</p> | 32.2.9E; 32.2.9N; 32.7C; 32.29R | |
| 26324 | Millington, Mallory | The gondola does not service all users of Little Cottonwood Canyon and does not solve the parking problem, it just moves the parking issue down canyon. Frequent free electric buses with picks up locations at multiple locations near shops and community hubs is the most sensible and flexible solution. | 32.1.2D; 32.2.9E; 32.2.6.5E; 32.2.2I; 32.2.6.3F; 32.7B | A32.2.6.5E; A32.2.2I |
| 25920 | Mills, Dex | Great job of pretending to give a [REDACTED] and not really giving a [REDACTED] You guys suck, like so much | 32.29D | |
| 28735 | Mills, Joan | I am very, very against the gondola. I do not want my tax dollars supporting ski areas. They should only be allowed to have the number of skiers that fit in their parking lots or ride the busses. Extra bus lanes and snow sheds are the answer. | 32.2.9B; 32.2.9E; 32.2.7A; 32.2.9K | |
| 28379 | Mills, Steven | No gondola. I would not want it going over houses and the parking lot would take up to much space. There is a better option to be found. | 32.2.2PP; 32.2.9E | |
| 37876 | Millsap, Logan | Many highly trafficked, space-constrained destinations (e.g. National Parks) have already demonstrated there are better, less expensive ways to move people than a gondola. It seems clear to me that the gondola only addresses a very narrow set of problems for a very narrow set of users during a narrow portion of the year. But the list of other options presented to Utahns was also too narrow. I'd rather take more time to arrive at the right solution. The process needs to begin again and take a more holistic view of the canyon and all of the canyon's visitors in a wider context. The number of private automobiles in the canyon should be reduced through tolling and metering to a degree that allows buses (with increased frequency) to become the most obvious and most convenient choice for visitors and employees. We don't need to tear up the canyon with road widening or build expensive, low-capacity, single-purpose gondolas. We can solve LCC's problems with the humble bus for a fraction of the cost. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 28821 | Millsap, Zachary | Please do not build a gondola, little cottonwood canyon is beautiful and should be preserved. | 32.2.9E | |
| 27803 | Millson, Peter | The gondola only serves the ski resorts. Using taxpayer money for a project only benefiting private companies is insane. A toll road would be so much better for everyone. The canyon is already damn near ruined from an overpopulated valley, don't ruin it even more just to line your own pockets. | 32.2.9E; 32.2.4A | |
| 32507 | Milne, Jerry | I prefer e- buses. People who hike, picnic, camp, will have access to the trails, camping areas, fishing spots and etc. besides just the skiing sports. Buses will serve a larger segment of our population | 32.2.6.3F; 32.2.9A | |
| 29845 | Milner, Misti | The gondola is too expensive and only benefits a select few (ski resorts). The other alternatives (electric busses with priority service up the canyon, etc.) seem to make more financial sense. Very few Utah locals want the gondola. Why should we be forced to pay for something the majority does not want? | 32.1.2B; 32.2.2PP; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E; 32.6A | A32.1.2B |
| 36641 | Milovich, Dimitrije | I am opposed to the gondola because I think it will not serve the general public well. Specifically. It will not allow access to areas besides Snowbird and Alta. I favor instead using more buses that use natural no gas or electric buses as they become available. | 32.2.9E; 32.1.2D; 32.2.6.3F | |
| 28744 | Mineau, Ed | I support the gondola concept but am concerned that the explanations of other options are unclear as to whether tolling pricing and restrictions on canyon entry are stand alone items or in addition to the gondola. If they are in addition to the gondola, I do not want the gondola if it means that: 1. Single passenger vehicles would be banned during peak hours. There are a lot of people who can only ski part day due to work requirements & may not have companions to share the vehicle due to different timing needs. 2. A toll of \$ 25- 30 per car is excessive and discriminates against lower income people . There are plenty of people who ski on a limited budget and could not absorb this much extra cost. | 32.2.9D; 32.2.4A; 32.5A | |
| 32653 | Mineau, Ed | A toll of \$ 25-\$30 per car up Little Cottonwood on snow days is excessive. It discriminates against skiers with limited resources and will overwhelm the bus services. This should be a last resort. | 32.2.4A; 32.5A | |
| 32265 | Miner, Carolyn | The gondola is not something people who Live Here and see the mountains almost regularly wanna see or use. It isn't practical, it would be unnecessary damage to the beautiful mountains and it's a Eye sore of an idea. Trash it! | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30614 | Miner, Gene | I don't believe state tax monies should be used to subsidize the ski industry. The gondola will mar the beauty of the canyon and is subject to avalanche damage as was the case in the destruction of Bridal Veil Falls. | 32.2.9E | |
| 32773 | Miner, Jackson | Do not build the gondola! We do not want this. Our communities have made I'd VERY clear that we do not want the gondola, let alone to pay for it with tax dollars when the gondola doesn't even alleviate the problem! Please listen to us and stop this proposal | 32.2.9E | |
| 31228 | Miner, Jackson | We do not want this Gondola! Our community has made it very clear, please DO NOT move forward with the gondola | 32.2.9E | |
| 32721 | Miner, Katelyn | As a Sandy local who frequents LCC all year round, I absolutely disagree with putting a gondola in the canyon. This will ruin beautiful views, will cost billions of dollars and will barley reduce car traffic in the canyon. Please do not ruin ur canyon with a gondola! | 32.2.9E | |
| 34096 | Mingo, Richard | <p>The National Environmental Policy Act was passed in 1969 with near unanimous support in both houses of Congress, across party lines, and was quickly enacted by President Nixon (oh, those were the days!). And Why Not! The Act simply requires Federal Agencies to prepare an Environmental Report that discloses the environmental impacts of projects they are proposing so decision makers can make informed decisions based on of the consequences of their actions. It also requires that the public be informed and provided an opportunity to be involved in the decision-making process. Informed decisions, public disclosure and opportunity for the public to participate in the decision-making process - brilliant! Unfortunately, in my opinion, UDOT's FEIS isn't quite what Congress had in mind. The document doesn't adequately disclose the impacts of the project and does not provide the necessary information for decision makers to make informed decisions.</p> <p>- The estimated cost of the project will have increased at rates not seen in over 40 years from the costs presented in the FEIS to what they are more likely to be at the time of construction. The costs estimate for all alternatives should be updated, and not by just an across the board indexing. Decision makers and the public need to consider the opportunity cost of this investment within the context of the entire suite of funding decisions that need to be made by the State Legislature. Any decisions by the State Legislature to spend tax dollars on this project should be done with full knowledge and discourse of what other projects and programs they would be forgoing. Therefore, true cost of the alternatives should be updated to current/projected costs and not just indexed across the board. More accurate cost estimates, will lead to better decisions regarding the allocation of our limited tax dollars and knowledge of the opportunity cost of associated with this project. Informed decisions is of course, the ultimate goal of NEPA.</p> <p>- The Environmental Justice discussion in the FEIS does not adequately disclose the fact that the costs of the project fall disproportionately on low and middle income households. Few low- and middle-income families rarely afford can afford a day of skiing at Snowbird or Alta but they will be paying the lion's share of the project through their tax dollars. The same can be said for those Utah residents who live further distance from LCC and don't often choose to ski at LCC resorts. The cost also falls disproportionality and those who simply don't ski or might be physically challenged because of disabilities, age or health. The benefits of this project are enjoyed by a very small minority and typically by those who have more disposable income than most.</p> <p>- The Purpose and Need for the project describes a peaking problem that becomes untenable for only a limited number of days per year. The FEIS didn't formulate other alternatives to address the peaking problem or even the degree to which the peak needs to be addressed. For instance, reservation system, lottery, auctions could all help mitigate congestion on peak days. Simply forecasting and publicizing forecasted traffic delays the day prior, might incentive some people to choose other ski destinations.</p> <p>- The Federal Highway Administration's conclusion, and U.S Forest Services apparent concurrence, that the impacts of the Gondola alternative are de minimis on 4f resources are not supported nor convincing. The entire canyon is essentially a 4f resource with picnic areas, campgrounds, rock climbing areas, back country skiing, hiking, biking, fishing, photography, birding, wilderness and solitude to name a few. To argue that the impacts of 22, 200 ft towers and associated infrastructure are de minimis to these other resources and recreational opportunities, or that the impacts could ever be mitigated to be de minimis is inaccurate at best. It certainly does shine a light on UDOT's understanding and appreciation, or lack thereof, of the value of entire suite of recreational opportunities and natural resources afforded by LCC and the bias for downhill skiing.</p> <p>- The impacts to water quality need a more rigorous analysis. The FEIS acknowledges that the LaCaille gondola base and parking structures are on and adjacent to an EPA Superfund Site which has a "a high probability of contamination," of lead and arsenic. Cleaning up a Superfund Site is no simple endeavor, the cost of which needs to be included in the cost estimate and not swept aside as inconsequential.</p> <p>The FEIS leaves the reader wondering why UDOT and the State of Utah would even consider such a costly project, at the expense of so many other needed programs, that serves such a small and narrow segment of public and for only a few days of the year. I suspect the reason is that there is no better investment than one where the financial risks and environmental costs are borne by the tax paying public and the financial rewards are enjoyed by just a few. I have no doubt that if we followed the dollars, those few would have close ties to Utah's political power brokers.</p> <p>Sincerely,</p> <p>Richard Mingo Millcreek, UT</p> <p>Cc: Mayor Jeff Silvestrini Millcreek, UT</p> <p>Mayor Jenny Wilson</p> | 32.2.7F; 32.2.7A; 32.1.2B; 32.1.4C; 32.1.4D; 32.1.4F; 32.26J; 32.26X; 32.26KK; 32.16E | A32.2.7F; A32.2.7C; A32.1.2B; A32.26KK |

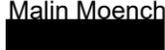
| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Salt Lake County David Whittekiend Forest Supervisor Uinta-Wasatch-Cache National Forest Senator Jani Iwamoto Representative Doug Owens | | |
| 26871 | Minnick, Kyle | Do not build the gondola!!! Building a gondola ruins our nature and is a massive waste of money!!! Please just provide more buses if you want less cars on the road | 32.2.9A; 32.2.9E | |
| 35003 | Minor, Nate | The canyons are already crowded enough with the available transportation options. If we put more people up the canyon it will take away from the primary reason people go to the canyons and that is to be in Mother Nature. Let the canyon tell us in its own way there are enough people. The traffic problem is not just only the canyon, it's also Wasatch Blvd. A gondola will just move the bottleneck to Wasatch Blvd. As a life long resident I personally not spoken to one single person who is for the gondola. It will completely ruin the quarry trail in the canyon which gets used year round and not just a few powder days out of the year. | 32.2.9E; 32.2.6.5E; 32.2.9E | A32.2.6.5E |
| 27570 | Mischel, Marie | I oppose the preferred option for the gondola. The primary beneficiaries are private resorts, not the community. I support increases in bus routes and other mass transit but not using tax money to benefit private corporations. Also, the cost of the gondola is prohibitive | 32.2.9E | |
| 27064 | Misiak, Bill | This is insane! It does not help transportation issues and threatens to ruin our beautiful canyon! Do not let this happen! | 32.1.2B; 32.2.9E | A32.1.2B |
| 27050 | Misiak, Erik | I moved to Salt Lake City for the untouched beauty and incredible landscape offered by the mountains, The canyons around salt lake are a retreat for everyone in the valley. Adding a gondola is BAD IDEA and will not solve the long term issues of traffic. Little Cottonwood will be forever disturbed and scarred from a gondola. PLEASE DO NOT ALLOW A GONDOLA TO HAPPEN. I am an avid back country and inbounds skier and the community is not behind a gondola. | 32.1.2B; 32.2.9E | A32.1.2B |
| 30685 | Misiak, Erik | Having thought a great deal about the future of my life in Salt Lake City and Utah in general, I believe that pursuing the gondola would be a major factor in leaving the city/state. The gondola would show the continued disregard of the my communities best interest and would be a deterrent to living in the area. | 32.1.2D | |
| 30425 | Misiewicz, Tomasz | Many do not approve of this. This will disturb and in lots of cases ruin the classic existing bouldering and other climbing areas, will disturb wild life and increase pollution ,waste and traffic in areas of wilderness. This is also a non benefit to local people financially as they are being stuck with the bill while billion dollar businesses that own the ski resorts dont pay but are looking to gain profit. This needs to be put to vote , a popular vote by the people of this state! It should not be decided by some committee or a " panel" . | 32.2.9N | A32.2.9N |
| 30744 | Misket, Connie | I'm against the gondola plan due to costs and environmental impact. We need a reservation system to drive up the canyon to limit traffic. Plus an improved bus system and 4WD/chain checks in inclement weather. | 32.2.9E; 32.2.2K; 32.2.2M | A32.2.2K |
| 26580 | Miskol, Carly | As a resident of Cottonwood Heights, who is directly affected by the traffic on Wasatch blvd from both canyons, I am 100% AGAINST the gondola in Little Cottonwood Canyon. This is a beautiful space that needs to be preserved. The canyon provides enjoyment for people all throughout the year and building a gondola will significantly affect the usage of those who hike, bike, and mountain climb. Not to mention the HUGE impact it would have on wildlife and the watershed that so many of us rely on. It's an insane burden on taxpayer funds that could be used for so many other higher priority things and is terrifying to think the canyons could be taken over by private entities who care more about making money then the preservation of our beautiful canyons. We will NEVER be able to fix the damage the construction of the gondola would make on Little Cottonwood Canyon. I beg you to reconsider this decision . Increased bus services, carpool incentives, and tolls into the canyon during high traffic days can work and should, at very least, be tried before jumping into something that has the potential to be catastrophic like the gondola. | 32.2.9E; 32.1.2B; 32.2.9A; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 27033 | Mismash, Leslie | NO GONDOLA!!!!!! | 32.2.9E | |
| 37880 | Mitchell, Brent | Born and raised here and have watched the valley and canyons get more crowded every year. Gave up going to Little Cottonwood for skiing recently due to the traffic hassles even as I did construction work on both resorts. UTA causes more traffic jams here in the valley, while stuck behind trax and virtually empty buses. UTA can only screw up that canyon worse. A gondola will be used year round as it is Albuquerque while riding "above" the avalanches. No slide offs and stuck behind I'll equipped cars that can't make the grade. As our cars slowly convert to electrics, let's place a system in that is ahead of its time and not trying to play catch up. GONDOLA for sure! | 32.2.9D | |
| 37081 | Mitchell, Brent | The gondola seems like a short sighted solution. It will only serve the ski resorts, will take away from the aesthetics of the canyon, and other alternatives like increased buses seem like a more common sense alternative. Little Cottonwood Canyon is a state treasure and a slice of wilderness that promotes the wellbeing of our population, by developing the gondola UDOT would be compromising the benefits the canyon gives to the human population in the valley, just to support a fraction of the users. Please consider all users and consider alternatives | 32.2.9E; 32.1.2D | |
| 29208 | Mitchell, Christopher | Everyone knows the big money is going to shove this down our throats so how about giving us a little break and quit pretending you actually care what the people of Utah want, which we all know is NOT the gondola. | 32.2.9N | A32.2.9N |
| 29644 | Mitchell, Crew | Put in the gondola. It's a great idea! | 32.2.9D | |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31680 | Mitchell, Ellen | I truly believe that a gondola system is WRONG for this canyon. There are so many other options that would be feasible and less expensive and destructive. You all know this to be true, so why pick this one? | 32.2.9E | |
| 28369 | Mitchell, Ellie | The gondola will ruin the wildlife that Utah has to offer. I know that it will bring more tourists/money But, in the long run, this will run down our wildlife and less people will ride the gondola which in turn makes less money | 32.2.9E; 32.13A; 32.1.2B | A32.13A; A32.1.2B |
| 36407 | Mitchell, Iffer | You obviously do not care whether or not we, the taxpayers who will foot this bill, want this. All of the proposals are unacceptable. Destroying the beautiful canyon and disrupting the environment is clearly not your concern. More money for the wealthy who will be the beneficiaries is the bottom line. This is a terrible and tragic plan which I vehemently oppose. | 32.2.9G | |
| 36133 | Mitchell, Logan | In LCC I like to rock climb and backcountry ski, so the gondola will have zero benefit for someone like me and I am opposed to building it. Beyond my own needs, I think it will be a complicated rube goldberg transit option that few people will use, won't solve traffic congestion, will negatively affect the scenery in the canyon, and will be too expensive for a negligible benefit. Instead I am supportive of tolling, consideration of all canyon users, not just resort visitors, keeping existing recreation opportunities intact, and maintaining the existing visual experience. Realistically we need electric buses and tolls for single occupancy vehicles and free passes for low-income families (through an application process). | 32.1.2D; 32.1.2F; 32.2.2Y; 32.2.6.3F | A32.1.2F |
| 26867 | Mitchell, Markus | A taxpayer funded eyesore that serves two privately owned ski resorts is a terrible solution to this problem. More buses would be a much better option. | 32.2.9A; 32.2.9E | |
| 34612 | Mitchell, Marvin | The gondola is the worst solution and due to its ridiculous nature it will fail to achieve the goals while removing the natural beauty people will not give up the comfort of their cars and the traffic will continue while Utah subsidizes the ski areas with tax payer dollars. Personally I won't visit Utah and will sell all of my interest in accommodations in the canyon if this gondola is constructed. It will be the final knife in the back of the ever degrading quality of the wasatch front. Having lived there in the 80s I can't believe how the state has managed to destroy itself. But it's always the money in the end and greed wins and the earth loses. Pave paradise | 32.2.9E | |
| 27520 | Mitchell, Marvin | I visit from out of state annually and own a timeshare at snowbird. I will sell and never visit again if LCC is ruined by this proposed monstrosity. If I was a resident I'd move. Utah is giving in to big money interests and trying to creat a Disney land that will kill the goose | 32.29D | |
| 27162 | Mitchell, Michael | Little Cottonwood Canyon welcomes around 2 million visitors year-round and it is increasing rapidly. There are various activities to do there and many people are getting more and more interested in what Little Cottonwood Canyon has to offer. This causes more than 7,000 vehicles clogging up the road ways and causing traffic. I think that having a gondola is better than a vehicle based transportation method. Gondolas could really help improve the environment by not using as much gas as cars. The vehicles that are going to and from Little Cotton Wood Canyon produce up to 70 tons of carbon. Buses just dump diesel exhaust everywhere they go, and cause major environmental problems. Gondolas would definitely be a effective way to move people around and not ruin the environment while doing it. And it could help ease traffic that vehicles cause. In a KSL article, it states that "a cabin that can hold up to 35 people." this holds holds a little less than the average bus, which holds around 40-50 passengers. There are tons of highways that are prone to avalanches and heavy snowfall. Many times avalanches and heavy snowfall have caused traffic delays. A gondola would allow the traffic to flow in all weather conditions, even if the highways are closed. Also, gondolas are way more durable and last way longer than buses and other vehicles. Gondolas last around 50 years and buses last 14. Gondolas are cost also effective. Although the initial cost of the gondolas may seem steep, they require little maintenance and less operation costs. Gondolas also increase tourism assets and economic opportunities. | 32.2.9D | |
| 37822 | Mitchell, Natalie | No gondola! | 32.2.9E | |
| 29887 | Mitchell, Nathan | The environmental impact seems low vs a road/wider road and idling cars, but the funds should not come from tax payers. Our family enjoys snow activities but family's that don't shouldn't have to pay. The tax money can be used in so many ways to benefit those actually in need. | 32.2.7A; 32.2.9E | |
| 35696 | Mitchell, Ross | Don't destroy this beautiful canyon and hinder peoples options when it comes to staying physically active. This canyon provides a place for climbers, outdoor enthusiasts to stay active while spending little money. Obviously for some, money is more important. | 32.2.9E | |
| 33471 | Mitchell, Sara | I would like to advocate for electric buses as a scalable and flexible solution to air quality and traffic problems. The LCC traffic problem is an opportunity to build infrastructure that will support future electrification efforts. Please see this link for more information: https://www.sltrib.com/opinion/commentary/2022/10/13/sara-mitchell-electric-buses-are/ | 32.2.6.3F; 32.2.9A | |
| 29982 | Mitchell, Shasta | A gondola is not the answer! More people use the canyon that people who are going to resorts! Preserve the beauty of the canyon. NO GONDOLA | 32.2.9E | |
| 25447 | Mitchell, Tommy | I haven't formed an opinion on is having a gondola in LLC is good or bad idea, but spending over \$500 million of public funds for a few very specific private businesses to increase revenue potential is egregious. The Gondola must be a strategic growth initiative for the resorts, so they should fund in from the increased revenues they will gain from this infrastructure (like a \$5/ lift ticket "gondola" fee). Also- I would argue the resorts are already at operating capacity for many days of the year, so what's the point of increasing the access without increasing the amount of recreational terrain? | 32.1.2B; 32.2.9G | A32.1.2B |
| 36620 | Miterko, Noah | Please do not proceed with the gondola. This is a poor solution that will have negative environmental impacts on wildlife due to construction, ongoing noise, and other related hazards. It will also shift traffic to Wasatch Blvd and the 215 Corridor while failing to address transportation for those wanting to go to places other than Alta and Snowbird. It's too expensive and Utahns don't want it. | 32.2.9E; 32.2.6.5E; 32.2.6.5G | A32.2.6.5E |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29410 | Miterko, Warren | To direct substantial public money to a project that only benefits two private companies, while also exclusively serving people of well off means is morally politically despicable. Once again we see that our "representatives" are developers first and legislatures second. Utah wants to be the "leader" in so many things, but the nation at large views us as the leader of backwards policies in which true representative decision making is non existent. We are a joke, and the only ones laughing are the developers while the public holds the bag. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35304 | Miterko, Warren | I can't believe this is even a real consideration. Destroying the beauty of LCC in this public to private cash transfer while not even addressing the problem single occupant vehicles. The conflict of interest involved with this idea's proponents alone should shelve it. Utah continues to be a shining pinnacle of corruption in the West. To be fair, ignoring the will of the public really is "The Utah Way." | 32.2.9E | |
| 29545 | Mitros, Michaela | No gondola please! | 32.2.9E | |
| 26899 | Mletschnig, John | The answer to more people is not more people! This gondola will be beneficial for a handful of days of the year for those that want to ski at snowbird or Alta. It does nothing for other users in the canyon. And acts as an eyesore for 330+ days of the year, and an eye sore only! This is atrocious! Also, what's the evacuation plan look like if this thing details in the middle of a storm with thousands of people stranded at 250' all over the canyon. I come from a patrol background, and I can tell you that it would be easy and people may get serious hurt by an extended delay. Also when all these people come to park for the gondola the traffic problem is still in tens of thousands of peoples backyards! The only solution is busses direct to individual ski areas (because the ski areas are the ones causing the traffic problem) from remote points all over The Valley. Ski area participant number should be limited too before anything is tried. This is two private business screwing it up for everyone else! Most locals do not want this gondola. Listen to the public!!!!!!! | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.6.5K; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 35240 | Mletschnig, Joyce | This is a problem created by Alta and snowbird resorts. They should limit how many people park or ski at their resorts. This is not a Utah problem. | 32.2.2K | A32.2.2K |
| 27933 | Mlynar, Aurelius | I don't think that building the gondola will be worth it. The construction will have many negative effects on the canyons wild life and after it's built the easier access to ski resorts will cause massive wait times. | 32.2.9E; 32.20C | A32.20C |
| 35101 | Mnchey, Nannette | The gondola solution for solving the congestion driving up the canyons is an expensive, limited solution. It primarily serves the ski resort owners. The gondola isn't planned to stop in other locations. I access the various trailheads, but the gondola isn't going to be serving those areas. We need a solution for the people, not private corporations. The people of Utah have many needs. Paying for gondolas for private corporations isn't serving the majority of Utah people. The damage to the canyon and limited use at the expense of the people is a poor solution. Do better. | 32.2.9E | |
| 25613 | Mo Vanacht, Sara | I think we need to focus on enhancing public transit and active transit before spend millions to put in a gondola. I'm very against the gondola and I hope the committee reconsiders. | 32.2.9E; 32.2.9A; 32.2.9N; 32.29R | A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 32642 | Mo, Bernard | No gondola. Please support the buses, if they were better run, i.e. shorter headways, more buses at peak, more often. If as much money is put in a bus system it would work. | 32.2.9A | |
| 32909 | MoCrazy, Jamie | There is a problem in big and little cottonwood canyons. The solution is not a gondola. It is much faster and easier to have MORE electric buses, free parking and bus ride, and charge for each car that makes the drive! We need to incentives individuals to use public transportation and that is making the wait lines much fast for the public transportation, so if you take a bus and have to sit in the same line few people will take buses. However, if you have to pay to use the road and can take the bus every 10 or 15 minutes it will cut down on the lines and incentivize to use the bus. It was be much cheeper and quicker to pay bus drivers a better salary and have more frequent buses then to build the gondola. | 32.1.1A; 32.2.9E; 32.2.9A | A32.1.1A |
| 31424 | Moehling, Mark | <p>Hello,</p> <p>My main concern with the Little Cottonwood project is that any major construction may not be the best use of our resources. I understand that the financing and prioritization of transportation projects lies beyond the job of UDOT project planners. I also understand you have pride in your efforts to design this project and to improve LCC. However, UDOT championing this project as a slam dunk victory may take away from other, more beneficial projects. Remember UDOT should be planning for ALL of Utah, not just 50 days of recreational travel on one short road.</p> <p>Safety/emissions: Yes the gondola and bus projects will save emissions and improve safety, for a few thousand people 50 days per year. However, I imagine MUCH more benefit could be gained by investing in public transit elsewhere along the Wasatch Front, where a million people commute 365 days per year. Increasing population and poor air quality are two major issues here, and you have the opportunity to improve them.</p> <p>In addition, please consider implementing summer bus service. The throngs of summer visitors create tons of traffic, dangerous parking situations, frustrated visitors, and lots of noise and emissions. A simple bus route stopping at White Pine, Snowbird, and Alta would improve many of UDOT's stated objectives.</p> <p>Economics: Does the cost for the Gondola B option include the cost for phased implementation of the increased bus capacity, or will this require funding both the Gondola B AND the Enhanced Bus Service options? And again, I know this planning group is not in charge of financing, but please use your position of influence to encourage legislators to make transportation investments that will most effectively affect the widest range of Utahns, not just your personal project.</p> <p>In addition, I appreciate that the Enhanced Bus Service will be implemented first. If this method is ineffective, at least we can still go back with minimal permanent impact. On the other hand, a gondola installation or widened road cannot have its impacts retracted in the future.</p> <p>Environment: Yes there will only be "minimal" disturbance to the land development, noise, and visuals. HOWEVER every project in the history of LCC has been minimal, until they all get added up. A dirt road, a few logged trees, and next thing you know we have a highway and dams and a gondola and acres of clear-cut ski runs. If the environment is of ANY concern to you, then it must be prioritized with no negative impacts at all. Please do not whittle away our watershed,</p> | 32.1.2B; 32.1.2C; 32.2.7F; 32.29R; 32.1.2F; 32.2.9N; 32.21C | A32.1.2B; A32.2.7F; A32.2.7C; A32.29R; A32.1.2H; A32.2.6S; A32.1.2F; A32.2.9N; A32.21C |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | wildlife, and aesthetic resources merely for improved traffic flow. The future of Utah's quality of life depend on these. Thank you for the opportunity to contribute comments to this project. Mark Moehling | | |
| 28139 | Moeller, Luke | Hello, Do not build the gondola. Expand busses and a potential toll system. Do not build the gondola and ruin the natural beauty of little cottonwood canyon. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 29448 | Moellmer, Joan | I cannot believe that developers are going to tear up areas of Little Cottonwood Canyon for the towers required to put in a gondola!!! We currently have roads that carry cars up and down the canyon. Yes, it is crowded, but let's address ways to control traffic, have more buses, and work with the infrastructure that we already have. The gondola mainly serves the ski resorts and we, the public, pay in taxes and destruction of the natural habitat of the wildlife that inhabits the canyon. Please do not build a gondola!! | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 37377 | moench, brian | 1. The aesthetic value of the canyon, the reason it attracts so many visitors, would be permanently, irreparably degraded by the Gondola towers, with 40 poles, each 15 feet in diameter, serviced by new roads big enough for huge trucks, will cut through the wilderness of Little Cottonwood Canyon. To damage the canyon like that in order to "save" it from traffic congestion evokes the infamous statement from an American officer regarding a battle in the Vietnam War, "We had to destroy the village in order to save it." 2. The average person will be priced out of even using the gondola. 3. Because it only services two sites, Alta and Snowbird, it is at its core, a public subsidy for ski industry corporations. 4. Global warming is almost certain to make the ski industry collapse within the next two decades. 5. The excavation, blasting, and surface disruption associated with tower construction is almost certain to be a source of water contamination for decades. 6. UDOT states as its priority "travel reliability." The public's priority regarding the canyon is almost certainly preservation of the aesthetic value of the canyon. UDOT says it has received 14,000 public comments already and took that into consideration. But UDOT has not disclosed how many of those comments oppose the gondola. I believe the overwhelming majority of them oppose it. 7. The gondola stands to make a few well connected land owners rich, but will do little to reduce traffic congestion and improve air quality, especially at the mouth of the canyon. There are much better alternatives to improving air quality, and much better ways to spend well over half a billion dollars. | 32.2.9E; 32.2.6.5G; 32.1.2D; 32.2.2E | |
| 38644 | Moench, Malin | Please accept the attached Comments of Malin Moench on UDOT's Gondola B Preferred Transit Alternative for Little Cottonwood Canyon. I am submitting them via email, because my lengthy comments lost their formatting when I tried to copy and paste them into the comment box provided on the UDOT website. Please let me know if submitting them via email is acceptable. Malin Moench  <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.1.2F; 32.17A; 32.2.2C; 32.2.2J; 32.2.2H | A32.1.2F |
| 30903 | Moffatt, Kevin | After reviewing the revised EIS I am still strongly against the Gondola alternative. I believe the enhanced bus service can accomplish the same goals as the Gondola with less cost and less impact. I think phasing in an enhanced bus service is a good approach, but it seems to me that the same capacity can be reached by the bus service as the Gondola (~1,000 people/peak hour), so why phase out the bus service to pay for an expensive and ugly gondola? Electric buses would not increase pollution (EIS assumes diesel buses and states pollution concerns as one reason for phase out), and should be able to handle the 3 trips required up the canyon during peak hours before needing a charge. Electric buses may increase initial cost, but will decrease cost of ownership (another reason stated to transition way from buses). Additionally, even with the current estimate of \$350 million + \$14 mil/year for the enhanced bus service, it would take almost 30 years for the Gondola to pay out at \$550 mil + \$7 mil/year. At that point the Gondola option would likely need a significant update, which would add enough to extend the return on investment many additional years. In section 2.6.2.1, it is estimated ~65 buses would be needed to reach the peak rate by 2050. I would like an explanation on how this 65 buses results in a \$96 million capital investment in buses listed on the fact sheet, especially when the fact sheet estimates for diesel buses, which tend to be in the \$500k-\$750k range. I appreciate that UDOT recognizes the Gondola provides a high visual impact to the canyon, but I do not think UDOT weighs this heavily enough in their final choice. The simulated images in 32E are good, but do not represent all of the scenic points of LCC (i.e. looking down the canyon from the Red Pine area), and also seem to be simulated to reduce the impact of the Gondola (cropped out in 32E.3-2 or out of focus in 32E.3-1). Using just the enhanced bus service would eliminate this visual impact, and would also get rid of any further impact to existing climbing (especially bouldering), hiking/biking, or other environmental factors. One advantage proposed for the Gondola is that it could operate while SR 210 is closed due to avalanche mitigation. I do not think this is entirely valid. For earlier | 32.2.9E; 32.2.9A; 32.2.9R; 32.2.6.3F; 32.2.7C; 32.2.7E | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.7C; A32.2.7E |

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| | | alternatives such as only allowing one way travel, emergency access was correctly identified as a major risk. This risk still exists if the road is closed and 1,000 people are allowed up on the Gondola, as an ambulance would not be able to access those people. As a prospective user, I am not sure I would want to get on a Gondola in potentially active avalanche terrain. Overall, I believe that the analysis done by UDOT shows that the enhanced bus service is the best option and should be used as the primary alternative. If this option is fully attempted and invested in and still does not work out, then further action may be needed, but for the time being moving straight to a Gondola as a preferred alternative does not make sense. | | |
| 33259 | Moffitt, Brett | This will be costly and impact the public and environment greatly! Way to much! | 32.2.9E | |
| 32613 | Mohammed, Farah | SAVE LITTLE COTTONWOOD! SAY NO TO THE GONDOLA! | 32.2.9E | |
| 30642 | Mohan, Esha | I disagree with the use of a gondola in little cottonwood canyon. It'll ruin the environment! | 32.2.9E | |
| 25758 | Mohorn, Louise | Save our canyon! | 32.29D | |
| 29387 | Mohr, Andrew | What type of funding is coming from the resorts that are benefiting, Snowbird/Alta? | 32.5B; 32.2.7A | |
| 25951 | Moiseoff, Priscilla | Please don't go forward with this gondola. It will take so much of the magic of the canyon. | 32.2.9E | |
| 37662 | Mokelke, Miles | I am COMPLETELY AGAINST the LCC Gondola. My name is Miles Mokelke and I am a freshman at the University of Utah. I am from Flagstaff, Arizona, and am a lover of and advocate for the outdoors. I have grown up in the outdoors, being fortunate enough to have passionate parents and the ability to access the places I love. One of the biggest reasons I decided to attend the University of Utah is because of the access to outdoor recreation that the Salt Lake City area has. I am an avid cyclist/mountain biker, skier, and I absolutely love hiking, backpacking, swimming, and just spending quality time outdoors. If I'm being honest, when I first heard about the gondola, I thought it sounded like a good idea. I think that public transportation is going to be an important part of our future, and to me it sounded like a good way to get cars out of the canyon and a lot of people up the mountain with less of an environmental footprint. However, in my first weeks in Salt Lake City, I learned more about the horrifying reality of the proposed gondola. I joined the Students for the Wasatch club at the U, and attended the Sandy city council meeting on behalf of them, and vehemently against the gondola. I was not planning on speaking at the meeting at all, but was motivated to because of how strongly I feel about issues like this. I was moved to tears even in my short public comment due to my passion. As I said in my comment, I see this debate as part of a much larger theme that our society is battling with right now, one of climate change. There is absolutely undeniable scientific evidence that climate change is not only a human-caused, increasingly catastrophic phenomenon, but also one which must be addressed within the next few decades to avoid irreparable damage. You don't even have to listen to the scientific evidence for climate change, because nowadays the consequences of it are so severe that, more often than not, the entire West coast is on fire, the Midwest's agriculture and ecosystems are being demolished, and the east coast is drowning in record-breaking hurricanes. One thing that struck me in my visit to the Sandy City council meeting was all the talk about money. I UNDERSTAND the importance of money in our society, but I (and countless others from my generation) am positive that money is far less important than preserving our environment. Here is just one of the many reasons that the LCC gondola is an awful idea: it is an IRREVERSIBLE and rushed decision. There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions. If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws. We have seen parking reservations work throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon. I am asking you from the bottom of my heart, PLEASE make the right decision to take care of our planet and NOT go forward with the gondola. Thank you for your time. | 32.2.9E; 32.2.2E; 32.2.4A; 32.2.2M; 32.2.9A; 32.2.2K | A32.2.2K |
| 37755 | Mokelke, Miles | I am ABSOLUTELY against the gondola, and here are some more reasons why: This abhorrent proposition is COMPLETELY ignoring the strong-held sentiments of the local public This project is TAX-PAYER FUNDED, yet it only serves the interests of two PRIVATELY-OWNED resorts. It is NOT A CONVENIENT SOLUTION. DO THE MATH! It increases the visitation stress on the Little Cottonwood Canyon (need I remind you that our winter seasons are already decreasing at an ALARMING rate?!) Absolutely no way it's only going to cost \$550m. Get out of here. A gondola simply is not necessary to solve this problem. It is a hasty, greed-driven decision. Numerous alternatives have been suggested by actually-competent people and organizations, such as Save our Canyons. | 32.2.9E; 32.1.2D; 32.2.6.5E | A32.2.6.5E |

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| | | This will push traffic onto Wasatch Boulevard. Please, NO GONDOLA Thank you for your time. | | |
| 33016 | Molberg, Holly | I think that the gondola is not the solution. Too expensive, serves only two destinations, does not run in summer, will not impact even 50% of traffic. Other common sense options such as electric busses, more frequent busses, paid parking, encouraging ride share should be tried. | 32.2.9E; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 28972 | Moldenhauer, Eric | The idea of any public money/taxpayer dollars being used for a gondola to get to two privately owned ski resorts is unthinkable. If anything, the profitable resorts who will be benefiting from this concept should be paying for the entire project. Having taxpayers fund a gondola that is only used by a fraction of Utah residents and tourists is absurd. That money could and should be used for other more important things such as affordable housing, mental health resources, domestic violence resources and more. | 32.2.9E; 32.2.7A | |
| 26536 | Molenaar, Sophia | MY FRIEND IS LOCATING IN LITTLE COTTONWOOD CANYON AND SHE WILL HAVE TO MOVE | 32.4S | |
| 33097 | Moles, Sarah | I am a frequent user of Little Cottonwood Canyon and I am STRONGLY OPPOSED to the gondola. I hike, climb, backcountry ski, and ski at the resorts. My concern is that the gondola will come at a great expense to the county while benefitting a relatively small local population and tourists. I fear the gondola will also simply move traffic down canyon and into town. If there really is a \$45 fee per person to use the gondola, I don't think it will be fully utilized. It will be an eyesore and ruin our beautiful landscape. I am very much in favor of all the other steps included in the phased in approach. I DO support the building of snow sheds, tolling, and increased bussing. | 32.2.9R; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S |
| 29749 | Moll, Jeff | The canyon is for everyone, not those that pay UDOT. It's become obvious UDOT has no interest in addressing the actual issue, which is how the canyon can accommodate more traffic, not how can UDOT make more money. Put in an additional lane open to all. Make it two lanes up and one lane down until 1:00pm, then flip it, make two lanes down one lane up. Putting in a bus lane is pointless, we empty buses now. And by the way, a gondola is a bus on a wire. And last, to solve the traffic issue on Wasatch blvd address the canyon bottleneck, not put a road black at the mouth of the canyon! | 32.2.0B; 32.1.2D; 32.2.6.5E; 32.2.2D | A32.2.6.5E |
| 33191 | Momberger, Jake | I am in strong opposition to the gondola option. It does not make sense to start with the most expensive, most complicated most intrusive option before even trying anything else. Start with a toll, increase bussing and make the buses more comfortable. If that doesn't work then look for another option, but it seems asinine to start with the gondola. | 32.2.9R; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S |
| 36288 | Monaco, Ashleigh | With the threats of climate change looming over us more and more everyday -- ESPECIALLY in Northern Utah -- we need to be more considerate of the impact we're having on the environment as a whole. We need to stop only paying attention to the things we think will make the most money in the short-term, or please the wealthy. The gondola will only make problems worse, not just for people but for the wildlife that have called this place home long before we ever did. It will greatly disrupt the ecosystem of Cottonwood Canyon, harming wildlife migrations and critical wildlife habitat. A better, more accessible bus system is a fantastic alternative to encouraging people to take public transit to access the beauty of the canyon. Another opportunity to take here is to educate the public -- visitors and locals alike -- about OTHER recreational areas in Utah and in surrounding states. There are so many accessible, beautiful, natural areas in Utah and beyond -- why are we encouraging everyone to crowd into the same, already crowded place? You can easily use the money you'd put towards a useless, ugly gondola instead towards educational outreach and guided programs that show visitors and locals how to explore (safely and responsibly) all that Utah has to offer. Please do not establish the gondola and continue to limit outdoors access to the wealthiest people while harming the environment, the wildlife, and the locals/ visitors who genuinely care for the Canyon. | 32.2.2E; 32.1.2F; 32.2.9E | A32.1.2F |
| 25282 | Monaco, Paula | I definitely prefer the gondola. I am a resident of Salt Lake County. | 32.2.9D | |
| 27316 | Moncur, Nicholas | BIG NO TO THE GONDOLA. BIG NO TO WIDENING THE ROAD. The canyon should operate one-way during peak travel times, and single-occupancy vehicles should be tolled (with the exception of residents and resort employees). WE THE PEOPLE have spoken and WE SAY NO TO THE GONDOLA. Those who support it are those who stand to become millionaires from the project. I grew up at Wasatch Blvd and 8300 S, I know the issue. THE GONDOLA IS TOO EXPENSIVE FOR UTAH. Utahns won't use it. People will still sit in traffic because private transportation is still the preferred method. We need to optimize the roads without widening them. Stage emergency vehicles at the resorts for the resorts and surrounding homes. One-way traffic in the canyon in the morning and evening. Toll single-occupancy vehicles. | 32.2.9E; 32.2.9C; 32.2.4A; 32.2.2D | |
| 27214 | Monda, Daniel | Our beautiful canyon does not deserve to be disgraced by a giant carnival ride. Please have some respect for all that is descent in this world don't build the gondola. | 32.2.9E | |
| 27004 | Mondek, Mackenzie | I am a constituent in Salt Lake City and am against the gondola in LCC. The environmental threat of the gondola on our city's water and risk of overuse of land overrides the greed of ski resort profits, ski resorts that are already doing just fine. Tax dollars to conserve environmental concerns are better spent towards electric buses. What will we do once the structure of the gondola poisons water supply and wipes out portions of our natural landscape? Tourists won't come. | 32.1.2F; 32.2.9E; 32.2.6.3F; 32.2.7A | A32.1.2F |
| 33440 | Monell, Blair | Good morning, I live on [REDACTED] and my residence will be heavily impacted by the proposed Gondola. I am asking for the use of common sense in trying to mitigate canyon traffic. Let's first implementing tolling (similar to Millcreek) and then enhance busing/shuttle services. For a fraction of the proposed \$550 million - could we try expanding the existing park and ride stations along the wasatch & 9400 S? New LCC shuttle could focus on going between these park and rides and the top of | 32.2.4A; 32.2.2B; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

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| | | the canyon/Alta are - similar to how Zion NP operates. This way taxpayer money can provide stops all along LCC for hikers, rock climbers, and photographers, not just servicing the two private ski resorts using public funds. Thank you for considering these low risk alternatives before plowing ahead with the Gondola option. | | |
| 38001 | Monell, Blair | No gondola. | 32.2.9E | |
| 33246 | Monfrooy, Anique | Please consider a train up Big Cottonwood canyon instead of a gondola! The train will serve more people , hikers, climbers, skiers etc. This is how they do it in Europe and it works so well! | 32.1.1A; 32.2.7F | A32.1.1A; A32.2.7F; A32.2.7C |
| 37769 | Monk, Colleen | I say NO to the gondola project! It would be a blight to the beauty of the canyon. This project serves a small portion of our state, but the entire state would be forced to pay for it. Yes, people from Utah and tourists would use it if it were there. But the resorts are the big beneficiaries. The gondola project is an ugly project for more reasons than one. Put a toll on the road, charge for parking and make the buss free to those who get it punched or validated by the resorts who can then reimburse UTA. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 37842 | Monk, David | I disagree with building a gondola. The towers and cabling would destroy the beauty of the canyon. More concerning is the cost to the tax payer who would likely never from the expense. The majority of people on the state have never and will never use such facilities, but would have to for the bill. The winners in this are the ski resorts. They get the people at no apparent cost and time time it would take to get there would discourage use anyway so initial use would be high but it will drop due to negative impact on time. Better solutions would be enhanced bus service and/or tolls for access to the canyon. | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.9A; 32.2.4A | |
| 30667 | Monk, Kellie | The inequity that this project would persist should be enough to push pause on this and try to fully understand the impacts and try finding a solution that will promote transportation equity for all. | 32.5A | |
| 29716 | Monosson, Matthew | Hello, I am writing you guys and telling you to please not go forward with the gondola. As someone who grew up at the mouth and recreates up LCC 200+ days a year it doesn't make sense to ruin the canyon to provide no benefit to anyone, especially the canyon. It's only going make the canyon more polluted. It doesn't make sense to waste taxpayers money on something that 1.) no one wants 2.) costs half a billion dollars while who knows how long the winters will go around. 3.) only benefits the wealthy people, not me who is a college student. The best option in my opinion is to roll the road, this will keep traffic down while maintaining the natural beauty | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.9E | A32.1.2B |
| 30172 | Monosson, Matthew | I as a taxpayer do not want to pay 660 million dollars for a gondola when there are far better alternatives that money can go to. That money would be much better suited to helping solve the great salt lake issue so we can continue to have lake effect storms and not just become a desert with a gondola. Please please please do not go forward with this gondola it will destroy little cottonwood canyon forever for a short lasting gain | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 34635 | Monosson, Matthew | The gondola is not the correct option to fix the problem of the canyon. It is a money grab by corrupt people who don't care about little cottonwood canyon. Please please please listen to the residents of salt lake and find another option | 32.2.9E | |
| 29332 | Monosson, Olivia | As an canyon employee, I know that the resort of snowbird alone parks at least 2,000 cars. How is a parking lot of 500 supposed to help traffic? | 32.2.6.5J | |
| 35019 | Monsen, Darin | Absolutely not. This is a defacement of a beautiful canyon. I refuse to pay more on taxes so the rich can benefit from less traffic. | 32.29D | |
| 32921 | monson, Eliza | NO TO THE GONDOLA!!!! | 32.2.9E | |
| 27366 | Monson, Matt | NO to the gondola. There are better ways to do this, and in ways that serve EVERYONE that uses the canyons, not just Alta and Snowbird clients. | 32.1.2.B, 32.1.2D; 32.2.2PP; 32.2.9E | |
| 32772 | Monson, Traci | I disagree with its conclusion that the gondola should be the preferred alternative. Cost over a half billion dollars (not considering inflationary cost increases); Only make stops at two private ski resorts: Snowbird & Alta; Remove no more than 30% of car traffic from the canyon road; Operate only during the winter ski season; and Permanently mar the inherent beauty and public lands of Little Cottonwood Canyon. With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year. Little Cottonwood Canyon is a true treasure of our local environment and attracts skiers, climbers and hikers from around the world to enjoy its beauty. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of LCC would destroy the canyon's natural beauty. Altering the canyon's footprint will also destroy popular climbing and hiking areas including Alpenboch Loop Trail. This gondola only benefits a few, not the majority of the public that is against it. This isn't the answer and the damage done will damage the canyon forever. This isn't how I want my tax dollars put to use, not to mention it will be much more than what you are stating. There are better solutions, to permanently mar this beautiful canyon is just devastating. | 32.2.9E; 32.2.9A | |
| 27597 | Monson, Traci | Never have I been more disappointed and disgusted. You will change Little Cottonwood Canyon forever for the worse by adding a Gondola that will only help greedy developers. I find it interesting you released no public comments on this. Thank you for making it worse, not better and adding to the pockets of a few. You are ruining a beautiful masterpiece for what? You know there are better options and you let greed win out. | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33399 | Montague, Mackenzie | I grew up here, between the Cottonwood Canyons. So when it was time to buy a home to raise my own family in I came back. The canyons are a corner stone to this community. Their picturesque peaks are the backdrop to the lifestyle of Cottonwood Heights. To mar little Cottonwood with the gondola will damage everything we the community have built. Our responsibility is to our environment and our stewardship over it. The cottonwood heights community has voiced our concerns. We are now out crying, the gondola threat, it looms over all of us who live here. We say NO GONDOLA! | 32.1.2B; 32.2.9E; 32.2.9E | A32.1.2B |
| 27684 | Montague, Mackenzie | Our Community does not WANT OR NEED A GONDOLA ruining our canyon. | 32.2.9E | |
| 27942 | Montano, Paul | The Gondola is a obscene waste of money and has a huge negative environmental impact! No Gondola! | 32.2.9E | |
| 27674 | Montellano, Kiana | I think that the gondola is not the best course of action. It is one of the more expensive options and would have a bigger impact on the environment around it than a plan like the enhanced bus service, which is cheaper and would have a less noticeable change on the environment. Although it would take longer by bus it is not that huge of a difference, being roughly around 10 minutes. Overall I believe that if you take into account both the environmental and economical impacts you can clearly see that the gondola is not the best option. | 32.2.9E | |
| 27675 | Montellano, Kiana | I think that the gondola is not the best course of action. It is one of the more expensive options and would have a bigger impact on the environment around it than a plan like the enhanced bus service, which is cheaper and would have a less noticeable change on the environment. Although it would take longer by bus it is not that huge of a difference, being roughly around 10 minutes. Overall I believe that if you take into account both the environmental and economical impacts you can clearly see that the gondola is not the best option. | 32.2.9E | |
| 36300 | Montgomery, Alex | I do not want a gondola. It will ruin climbing areas, ruin the views, and create more mess than it solves. Find another solution to the traffic problem that doesn't involve ruining LCC. This is not the right solution. | 32.2.9E; 32.1.2F; 32.2.2PP | A32.1.2F |
| 36307 | Montgomery, Alex | I do not want a gondola ruining the views and climbing areas. Find another solution that doesn't involve a gondola or ruining the canyon. Listen to the people when we say we don't want the gondola. | 32.2.9E | |
| 27236 | Montgomery, David | I love the gondola and I think it will be a big plus for all skiers, and summer tourists and the environment. It will remove a ton of polluting traffic-jammed vehicles from the canyon. Let's get it done! | 32.2.9D | |
| 35636 | Montgomery, Sheri | This gondola proposal just doesn't make sense. I am highly opposed to building it and the giant parking garage. It won't alleviate the traffic problem and will destroy the beauty of the canyon. And then there's the outrageous cost when it only benefits a few. I know there needs to be a change but we should try less invasive and less costly changes first!! There have been some fabulous ideas I've read online and in Nextdoor. Don't do it! The people are speaking loud and clear!!! | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.9R | A32.1.2F; A32.2.9R; A32.1.2H; A32.2.6S |
| 28455 | Montgomery, Stephen | Many public works projects seem to run significantly over budget. Examples of projects where I have lived are the Big Dig in Boston, the Bay Bridge in San Francisco, High Speed Rail in CA. Who will be held accountable when and if this project comes in over budget. Who will lose their job/s for putting forward a proposal, that, after cost overruns, is not viable? | 32.2.7F | A32.2.7F; A32.2.7C |
| 30691 | Montgomery, Summer | Option A & B are terrible ideas that only serve corporate greed in the ski industry. As somebody that climbs in Little Cottonwood it would be devastating to destroy so much wilderness to cater to one industry. More options should be provided beside widening the road and a gondola. | 32.2.2PP | |
| 32446 | Montmorency, Michelle | I believe this gondola decision is the worse possible outcome from UDOT. Why would I , a taxpayer , want this monstrosity built in the canyon where I've hiked and visited all my life? It will be using too much of the beautiful Little Cottonwood canyon. I've skied there all my life and hiked the trails with the beautiful outdoor scenery, I will be forever changed by this supposed gondola. Need to listen to the people of Utah and Salt Lake City. The majority want increased bus service. I think that should be the answer. Or setting up times for cars to be able to go up the canyon and carpooling will go along with that. I don't want my hard earned money, taxes to be used to build this Monstrosity in the middle of our beautiful canyon and only benefiting a few people. I know money talks and people are probably being paid by these few entities to push it through. The Salt Lake City residents are smarter than that. We know what's going on. Listen to the people on this one. We know what's best. Not even our legislature. Hear us And don't let this project go through. Would be a waste of my hard earned money. There are more pressing projects you could put our hard earned tax money Towards. Listen to the people of Utah and Salt Lake City. No gondola!! | 32.2.9A; 32.1.2B | A32.1.2B |
| 28278 | Montoya, Patrick | A gondola system is not the answer to canyon congestion. It maybe clean energy running. Is it? I can't imagine all the trees that will need to be permanently removed just to get the cement there for each tower. (Roads, parking for the workers) A lot of money for you and the tax payer, to benefit a few. This will take years to build, you have to address the congestion/bus situation immediately anyway. | 32.2.9E | |
| 25730 | Moody, Mitchell | The gondola is a terrible move. The road is obviously a better choice for the people of Utah, but you don't seem to care what we think. The public should decide, but private companies and their political donations. | 32.2.9E; 32.2.9N | A32.2.9N |
| 29053 | Moody, Noah | Build the gondola [REDACTED] the stupid [REDACTED] saying it's a bad idea. Public transportation infrastructure is never a bad idea, and less accidents benefits everyone. | 32.2.9E | |
| 31184 | Moon, Amy | At first I was excited about the gondola idea, but after reviewing this plan, I adamantly oppose this idea. I am a Snowbird skier and think it a terrible idea for taxpayers to pay for a gondola that will only go to snowbird and Alta, will only decrease traffic by 30% and cause damage to our beautiful mountains. I will not use the gondola as an avid skier and I hope UDOT will look for more reasonable solutions. | 32.2.9E; 32.1.2D | |
| 37147 | Moon, Bethany | No! Please and thanks | 32.2.9E | |

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| 33551 | Moon, Jared | <p>Dear UDOT,</p> <p>I am opposed to the proposed gondola. The dollar amount spent and permanent impact on the canyon are too high. As a Utah tax payer and voter and more importantly, a canyon, user I prefer other options. For example, a toll similar to Millcreek Canyon and/or increased bussing would be more palpalbe. Even mandatory bussing like in Zion Nation Park would be preferred over the gondola.</p> <p>Thank you for working diligently on this important issue.</p> <p>Jared Moon</p> | 32.2.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 31649 | Moon, Nate | <p>I agree with the adding a toll for Canyon ski resort usage. I lived in Singapore for five years. It is arguably the best run country on earth. They provide frequent, reliable and affordable public transit for all citizens. They consider driving a vehicle a luxury. As such, all surface streets into the central business district are tolled. This controls traffic and reduces air pollution.</p> <p>LCC and BCC are a perfect scenario where this model would work for Utah. I agree with phase 1 of the current EIS proposal... provide increased bus service with the toll to the resorts. I would suggest there is always a toll, but for a lower rate on low peak days and times. On and off tolls will not likely change behaviors in the same way. I also agree with adding a toll to BCC at the same time.</p> <p>I am an avid skier with a season pass to Snowbird. I love and use LCC year round. I realize there is a negative externality of my use. That is why I strongly favor the toll approach. If the toll is too expensive, I have the bus option.</p> <p>I would suggest bus parking is free. I would also strongly suggest all the toll money goes to manage and maintain the Canyons not the ski resorts.</p> <p>I do not support the gondola. It feels like 1) a lot of tax money just just to benefit the ski resorts and 2) political graft for certain State legislators, and 3) a negative impact to the canyon environment. A gondola of this length has never been done. It is very risky use of taxpayer funds.</p> <p>Let's make the canyon affordable and accessible to all through public transportation while charging a toll for those that insist on driving their car. All toll proceeds pay for the care and maintenance of our canyons, not ski resorts. We don't need an expensive and unsightly gondola to do this.</p> | 32.2.9E; 32.2.9A; 32.2.4A | |
| 34728 | Moore, Alison | <p>I am absolutely opposed to the gondola for MANY reasons, most of them the obvious that have already been stated so I will just mention that which influences me most: environmental concerns and tax payer cost. I am not convinced that this will help in any way other than excluding a large part of the population who, like me, simply cannot afford the gondola by tax or by ride. The bus I can afford and happily take the bus to ski, the bus that every time I go it is FULL. Find another way. The gondola is NOT the way.</p> | 32.2.9E | |
| 35306 | MOORE, ANNA | <p>In reviewing the EIS, I find that the goals of environmental protection, equity, travel reliability, and user experience are NOT met by Gondola B.</p> <p>Environmental: It is painfully ironic that UDOT finds it acceptable to ask for \$550 million for skier traffic- when the entire Salt Lake Valley is teetering on environmental collapse if the Great Salt Lake disappears. *How can a skier gondola warrant \$550 million, when last year, the state only allocated \$40 million for a Great Salt Lake watershed enhancement? *If (when) the Great Salt Lake dries up, there will be no lake effect snow, no skier tourism and the gargantuan gondola will be an eyesore and testament to the city's shortsighted ignorance. *It's also important to remember- the traffic issues facing LCC are only for 50 days each winter... Proving this investment is outrageous.</p> <p>Also, the claim that the 100-213 feet towers will not affect the watershed seems ingenuine. *How deep will the base supports for the gondola towers go? *What are the methods to keep concrete and construction waste from spilling into the watershed?</p> <p>Equity: The EIS should be more explicit about the user cost of the gondola. Current models projects that Snowbird would charge \$25 for patrons to PARK their vehicles at the gondola base station and another \$25 per person to RIDE to the gondola up the canyon. That's \$50 on top of a \$130 day pass. I'm curious who would actually utilize the gondola service if this is the case. *But the real question should be, who will be benefiting (profiting) from the gondola? How convenient that Snowbird owns the land for the base station and now UDOT's plan includes an additional 1000 parking spots at that station. Not to mention- Snowbird started the organization "Gondola Works," that has fed pro-gondola propaganda for the past years. Honestly, the proposed gondola appears to be less of a way to mitigate pollution and traffic, and more of a corporate monopoly on access to LCC. *Why does Gondola Works refuses to share their finances with the public?</p> | 32.2.9E; 32.1.2B; 32.2.2E; 32.19A; 32.6A; 32.2.9N; 32.2.4A; 32.2.6.5K; 32.29R; 32.2.6.5E; 32.20C | A32.1.2B; A32.2.9N; A32.29R; A32.1.2H; A32.2.6S; A32.2.6.5E; A32.20C |

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| | | <p>*Why -after 14,000+ public comments- (a majority in opposition of the gondola)- is UDOT still clinging to this option?</p> <p>Travel Reliability As for travel reliability, how will wind affect the Gondola? You noted in one of your road improvement alternatives that the snow sheds located at the base of slide paths would reduce road closure time from 80 hrs to 11 hrs. *How many hours would you expect the Gondola to be closed for high winds or mechanical issues?</p> <p>I do appreciate the phased approach of adding more busing and tolls- but worry that UDOT won't make this early phase robust enough- creating the illusion that buses don't work and a gondola is still warranted. Zion National Park has fully adopted bus shuttles and is able to transport 1,200 riders per day in peak season. Copying this model would reach the goal of 30% reduction in private vehicles and save the state millions of dollars.</p> <p>User Experience Boosting the La Calle parking structure from 1500 to 2500 inherently creates the problem you're trying to eliminate- traffic and congestion. Allowing an additional 1000 skiers to drive to the base station-then stand in line at the gondola only creates a different choke. The gondola ignores the real issue... The mountains have their capacity too.</p> | | |
| 35604 | Moore, Barbara | I support the Gondola Alternative B project | 32.2.9D | |
| 33019 | Moore, Brenda | There are many more approaches to solving the congestion problem than the \$550 million dollar gondola which will only serve two ski resorts. With climate change by the time the Gondola is built there won't be enough snow to ski on. The towers will forever ruin the views in the canyon. I would love to see summer bus service which would allow through hikes, and less parking problems. The Gondola will only help the ski resort owners. If they think it is a great idea maybe they should pay for it. To solve the parking issues in the Canyon, having the ski resorts build parking structure to handle their clients is another option. Tolling has worked well in other canyons and did wonders for Millcreek canyon. Please look at all other options besides the Gondola. | 32.2.9E; 32.2.6.3C; 32.1.2C; 32.2.7A; 32.2.2Y | A32.2.6.3C |
| 28145 | Moore, Cameron | <p>I am very concerned and very dismayed by this project and the decisions that have been made. How can UDOT choose to expend millions of dollars to on a project that surveys show has less than 30 % of the population in favor of such a project.</p> <p>If we, the tax payers, are going to paying for this extremely expensive project that fixes a problem for a limited number of people for a small number of affected days. It would seem appropriate to have a public vote on the general ballot.</p> <p>Please don't force a solution that so many oppose.</p> | 32.2.9E; 32.2.9N | A32.2.9N |
| 37786 | Moore, Carly | Adamantly against this gondola. It is such a misuse of tax dollars, and not way it is environmentally sound. We are also in a severe drought and our watershed land should be protected. The canyon is such an amazing force of nature, and putting a gondola in is a complete joke. It is extremely expensive and ineffective at truly solving the problem. This isn't even for both canyons, for ONE canyon. Please do better for the people, environment and future of our canyons and landscape. This would be heartbreaking and such an embarrassing thing to happen in this beautiful place. | 32.2.9E | |
| 34869 | Moore, Darwin | <p>October 16, 2022</p> <p>Dear UDOT Final EIS Committee: I am writing to express my extreme disapproval of the UDOT Preferred Gondola Alternative B plan. I am a Utah Citizen, lifelong Utah resident living in the Wasatch Front (Sandy). I also have strong ties to Rural Utah. My entire family and I are also avid skiers who spend most of our ski days at the Little Cottonwood ski resorts - Alta and Snowbird.</p> <p>It is my hope this letter will help provide the information you need see how the Gondola plan will not resolve the Canyon transportation concerns, will be a major tax burden, very few Utahns will benefit and it will permanently scar the majestic beauty of this unique fragile Canyon.</p> <p>Classic Taxation without Representation: - Estimated initial Gondola costs/taxes - \$560M, based on costs from four years ago. - Considering high inflation, recent estimates place the initial cost at \$1 Billion. - Annual maintenance costs are estimated to be \$10.4M. - 2021 Deseret News Poll showed 80% of Salt Lake Residents oppose the Gondola. - This Gondola proposal is projected to benefit only 2-3% of the Utah population. However, the entire Utah State population will be taxed to pay for it. - Why tax those who don't want or need it?</p> <p>How Serious Is The Traffic Problem:</p> | 32.2.9E; 32.2.7F; 32.1.4D; 32.2.6.5D; 32.2.4A; 32.6A; 32.6C; 32.17A; 32.2.2K; 32.1.2B | A32.2.7F; A32.2.7C; A32.2.2K; A32.1.2B |

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| | | <p>- UDOT estimates 10-15 winter days per year with congestion and long ski resort commute times. Residents at the Canyon mouth monitored traffic for the 2021/2022 ski season at 6-10 days.</p> <p>- Most major events (concerts, football games, Jazz games, Stadium of Fire, etc..) traffic is expected and travel time accordingly adjusted. The same should be true for ski resort commutes.</p> <p>- It is unreasonable to spend millions/billions of dollars to address an issue that occurs only 15 days a year.</p> <p>The Gondola Does Not Provide A Reasonable Solution:</p> <p>- UDOT stated the Gondolas could transport between 960 and 1,050 people per hour.</p> <p>- Alta and Snowbird estimate 14,000 to 15,000 skiers and employees commute to their resorts on winter days.</p> <p>- Most skiers commute to the resorts between 7:30 and 9:30am, 2 hours.</p> <p>- Only 2,000 of up to 15,000 would be transported during these 2 morning hours.</p> <p>- It would take 5 hours (7:00am to Noon) to transport 5,000 skiers. Then it would take 5 hours to Gondola them back to the parking garage. This is unreasonable with few willing to do it.</p> <p>o This leaves up to 10,000 skiers who will need to commute through other options.</p> <p>- The parking garage at the Gondola base is projected to have 2,500 parking stalls. Oversight parking and shuttles would need to be built and used to transport people to the Gondola base.</p> <p>- The expected charge per person to ride the Gondola is between \$25 and \$40.</p> <p>- Once on the Gondola, travel time to the resorts is 30 and 36 minutes. Time to park and travel to the Gondola base may take an additional 45 to 60 minutes (or more) with increased ski traffic.</p> <p>- Of those polled in the Sandy area, 97% said they would not pay or go through the hassle to ride the Gondola.</p> <p>- With only 10-15 winter days of potential need, the Gondolas would have limited to no use 350 days of the year.</p> <p>- The Gondola will only stop at two locations, Snowbird and Alta ski resorts. Access to multiple trailheads and climbing areas will need to be accessed via vehicles.</p> <p>- The Gondola DOES NOT provide a solution that warrants a \$1 Billion initial and \$10.4 M annual tax burden.</p> <p>Little Cottonwood Canyon - A Unique/Fragile Natural Resource:</p> <p>- 2001 Olympic EPA Canyon Environmental Impact Study findings showed the Canyon was too fragile to support Olympic spectators.</p> <p>o Little Cottonwood Canyon was closed to Olympic Events.</p> <p>o The Canyon is just as fragile today; it would experience major environment disruption with Gondola construction.</p> <p>- 22+ Towers 200+ feet in height all the way up the Canyon.</p> <p>- Little Cottonwood Canyon is a main watershed that supports the Salt Lake Valley. Dogs are not allowed in the Canyon. Why allow Gondola construction with the varied risks of water contamination?</p> <p>- Permanently scar the beauty and majesty of this Canyon and mouth of the Canyon at the Gondola base.</p> <p>o Encumbered with towers, cables, cable cars that would be seen from everywhere from within the Canyon.</p> <p>- Utah citizens are not interested in having the "bragging rights," of the longest Gondola (8 miles) in the world. The people of Utah do not want a carnival ride tourist attraction in our Canyon.</p> <p>o Increased visitors resulting from Gondola ride marketing will further damage this natural resource.</p> <p>Who Stands to Benefit:</p> <p>- Private corporations - Alta and Snowbird</p> <p>o UDOT is solving their parking and transportation concerns. Paid with Tax Payer dollars.</p> <p>- Real Estate Investors / Developers - at the base and top of the Gondola.</p> <p>- Former State Legislators/Land Owners at Gondola base</p> <p>o Strongly lobbying their Gondola proposal/agenda to former legislative colleagues.</p> <p>- Why would taxpayers be asked to subsidize expenses and increase customer volume so private corporations and investors can reap the benefits?</p> <p>Explore other options - Gondola is not the answer:</p> <p>- Encourage more carpooling through implementing a variable toll program in the upper Canyon for vehicles with fewer than four passengers. This would cut traffic in half with minimal cost.</p> <p>- Tolling in combination with paid and reserved parking solutions at the ski resorts will provide a less expensive solution to the winter traffic issues.</p> <p>- The cost would be borne by those who visit the Canyon, rather than by all Utahns.</p> <p>In summary, the Gondola proposal would be an ineffective solution to the minimal concerns of winter weekend traffic. This pristine Canyon would be permanently tarnished. Private entities would benefit at the expense of all Utah taxpayers, most of which would never use the Gondola. Tax dollars should be repurposed to sustaining the Great Salt Lake water levels, Rural Road improvements, addressing appropriate Urban and Rural population growth with limited water and natural resources, managing visitor numbers at National & State Parks, and other worthwhile causes beneficial to all Utahns.</p> | | |

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| | | <p>Please take these concerns into serious consideration. The vast majority of Utahns do not want the Gondola. Please work to represent the voice of the Utah majority by removing the Gondola proposal from consideration.</p> <p>Sincerely, Darwin Moore Concerned Utah Citizen</p> | | |
| 36195 | Moore, Deborah | <p>I would urge UDOT to reconsider any form of the gondola proposal for congestion in Little Cottonwood Canyon. It will permanently scar the beauty of this canyon with its towers, cables, and cable cars that have a limited life span. There are limitations to the number of individuals it can transport with excessively longer travel times to commute up the canyon. Its exorbitant construction and annual maintenance costs will not eliminate need for other transportation options. It is not prudent to utilize public funds for such a project. Construction of the gondola towers jeopardizes the fragile ecosystem and watershed. The issue of limiting access to multiple trailheads and other users of the canyon still exists.</p> <p>A better answer for congestion in this canyon would be to encourage more carpooling through the implementation of a variable toll in the canyon. I also believe an enhanced bus service is a sound approach to addressing the congestion. It allows adjustment to needs rather than constructing a permanent structure that has a limited life and will require maintenance and service on a regular basis.</p> <p>I wish to express my opposition to the Alternate B Gondola construction as the preferred solution to traffic congestion in Little Cottonwood Canyon. While addressing concerns for a relatively few individuals, it does not appropriately represent the needs and opinions of the majority of individuals in the local community and more widely, state residents. This proposal benefits the private operation of Snowbird and Alta and provides business opportunities and profitability for private land owners at the base of Little Cottonwood Canyon. It uses public funds to benefit a select few in our state.</p> | 32.1.2F; 32.2.9E; 32.2.7A32.2.2Y; 32.1.2D | A32.1.2F |
| 28975 | Moore, Frank | <p>I support enhanced bus service with road tolls, not a gondola.</p> <p>FYI, The EIS statement poorly justified the gondola over enhanced bus service.</p> | 32.2.9A | |
| 28931 | Moore, Jeff | <p>This plan will not do anything to relieve the congestion along Wasatch blvd. The number of parking spots that would be available to gondola riders does not match the per hour capacity of riders. By instituting tolling you would effectively exclude non resort users that want to access other parts of the canyon not located near resorts (white pine, etc). There is no chance that the construction process wouldn't affect the watershed.</p> | 32.2.9E; 32.2.6.5E; 32.2.4A | A32.2.6.5E |
| 35100 | Moore, Jeff | <p>Publicly funding a transportation option that directly benefits two businesses is ridiculous. Widening the road is ridiculous. Unfortunately tolling is the best answer.</p> | 32.2.2Y | |
| 38150 | Moore, Jeremy | <p>It is disappointing and honestly a little baffling that the Gondola has been identified as the preferred alternative. While I understand the attraction of a transportation solution that could potentially rise above road closures and weather conditions, it does not represent a practical improvement to movement of individuals into and out of the canyon. There will always be a need for the road for moving goods and employees to the resorts and any solution that does not involve making the road safer to use is not going to improve the experience for the majority of tax payers that will be footing the bill for such improvements.</p> <p>I am glad that UDOT has identified that it does not currently have the funds to construct the Gondola and I hope that supporting alternatives like enhanced bus service, tolling, and snow sheds can prove that the implementation of a Gondola is not necessary to improve the experience of Little Cottonwood Canyon Users. However it is difficult to understand that as soon as the support of these alternatives has been announced UTA (which I understand is a separate organization) greatly reduces its bus service. We need an opportunity to prove that these solutions can work before spending 600 million tax payer dollars (which we all know will be much more by the time the project is finished), but at the current moment it seems that there is little to no support of these alternatives because those who stand to gain from the Gondola (and the major financial campaigners to this point) do not wish to support these alternatives. Will UDOT invest in these things like you have said you will? I hope so..but I am rapidly losing faith in that possibility.</p> <p>I do not believe that the Gondola will improve the experience of the average Little Cottonwood user, it will be a major eye sore and environmental impact that will only be necessary for moving people on 10 to 20 days a year, the other 350 it will stand as a billion dollar monument to our misunderstanding of Canyon usage. Alta's parking policy this past season proved that the problem lies in the crush of individuals who feel the necessity to be the first in line at when the canyon opens because they fear being left out, if Snowbird implemented their own parking program this early morning crush would evaporate. If the traction law was actually enforced on a daily basis, not just when the canyon is closed, then we would not have 2 wheel drive vehicles getting stuck on the way up and down causing major back ups in both directions. If we eliminated road side parking at Snowbird then traffic could flow more smoothly down canyon at the end of the ski day and if we limited Snowbird to 1 or 2 exits instead of 4 and stationed police officers to meter traffic then we could have much smoother flow downhill. The solutions to the problem involve the engagement of all parties which currently exist not introducing another one into the mix. The gondola will be a marvel and tourists will love it the 2 times they ride it in a season, but the average user will get nothing out of it because they won't use it, it will be slower than driving, gives them no flexibility, and will be its own bottle neck/traffic jam on busy days. I believe that the Gondola is not the answer and I hope that UDOT puts serious time and money into the proposed alternatives and gives the public a legitimate chance to prove that they can work.</p> | 32.2.9E; 32.2.9R; 32.1.2D; 32.1.2B; 32.2.2M | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |
| 25371 | Moore, Katie | <p>Please do not go forward with the Gondola. I am a taxpayer in Sandy City. I do not ski and would rather have my tax dollars go toward things in the community rather than subsidizing the ski industry. I do use Little Cottonwood Canyon during the spring/summer/fall to run and I would hate to see its natural beauty destroyed by huge permanent structures. The gondola prices are going to be too expensive for the majority of residents to use and provides no benefit.</p> | 32.1.2B; 32.2.4A; 32.2.9E | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35237 | Moore, Matthew | I am a [REDACTED] resident that lives in the [REDACTED] designated place proximate the mouth of the Canyon. While I do not object to the Gondola alternative and will use it if constructed, I remain concerned about a potential allocation of significant and ongoing state funds that benefit private business while failing to broaden access to local, state, and federal recreation roads and lands located on the western side of the valley, the central portion of the San Rafael swell, the congestion throughout Moab, and the limited UDOT funding going to further bus, trax, and frontrunner enhancements. In addition, the gondola option likewise will not improve the extremely dangerous road conditions caused by congested parking along the state road 210, whether it's the Tanners area or along the Snowbird and Alta access points. Snowbird and Alta should be pressured, influenced, (or volunteer), to enhance their own parking infrastructure to further reduce state road burdens. IN addition, enforcement of the parking laws (2 feet within the line) to enhance safety, visibility, and traffic flow must be part of any and all solutions. | 32.2.9D; 32.1.2B; 32.2.2QQ | A32.1.2B |
| 26261 | Moore, Maximilian | Do not approve this project. It will have a negative impact on waterway flow, air quality and the simple good view | 32.29D | |
| 27369 | Moore, Mia | Like many other locals of the SLC area, I am grossly disappointed and angry over UDOT's recommendation for the construction of a gondola through little cottonwood canyon. Not only will it have an immense ecological impact to the biodiversity and sustainability of an already fragile area, it will also inhibit the activities of recreational fliers [skiers?], put more strain on the already overcrowded resorts, and waste precious resources in its construction that will only be of use for approximately 30 years. My ski group will NEVER ski at Alta or Snowbird if this lift is approved and constructed- I hope other locals will do the same. I hope UDOT is willing to reconsider their recommendations with the people of SLC in mind rather than an empty monetary value. If not, well then you have not heard the end of us. We will do what we have to to make our voices heard. | 32.2.9E; 32.20C | A32.20C |
| 36777 | Moore, Michael | Yes, yes, and yes, please make this happen and offer locals some sort of incentive such as a discount would be my advice. | 32.2.9D | |
| 26138 | Moore, Nathan | We don't need a gondola. We need buses. Don't reinvent the wheel, use a bus! | 32.2.9E; 32.2.9A | |
| 36163 | Moore, Tim | It is very clear that the local residents do not want the Goldola, and have expressed that to their elected representatives. I would encourage those making the decision to vote in line with their electorate and say NO to the gondola. Any representative voting yes are doing so against the wishes of the people who voted them in. Please, say NO to the gondola. | 32.2.9E | |
| 26818 | Moore, Hannah | Please do not take away from the beauty of this canyon by installing a permanent structure. I would rather pay a parking fee, and my neighbors fee, to not have a gondola. | 32.2.2K; 32.2.2Y; 32.2.9E | A32.2.2K |
| 33339 | Moore, Neal | No to the gondola | 32.2.9E | |
| 33781 | Morales, Adriana | I do not believe is the way to use our taxes. There's so many problems/important topics can be solved with that money! | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 28695 | Morales, Esli | I am in favor of the Gondola. Not that buses are not a solution, but we are trying to open roads and lower CO2 impact. The cost may be great but is likely more feasible in the long-run. | 32.2.9D | |
| 33487 | Morales, Lily | I vote AGAINST the gondola in LCC. Please please please don't ruin our gorgeous canyon and disrupt the ecosystems in that area. An alternative (cheaper and more accessible for all) solution would be to offer shuttle service to ski resorts (in lieu of or in addition to regular bus service), like national parks have started implementing. | 32.2.2B; 32.2.9A; 32.2.9E; 32.2.9N; 32.13A | A32.2.9N; A32.13A |
| 38108 | Moran, Christopher | Its interesting to see the growth in the last 5 years working at snowbird is quite the experience. I guess people might never find the limit of a canyon if people are paying more. It also sucks that playing outside always ends costing so much money. So i think snowbird and alta should come up with better actual ways if they want more people to pay for there stuff. I might of missed it but i didnt see an option for just building at parking garage somewhere close and maybe just start with that. It would solve parking down canyon for big and little. And wouldnt cost a crazy amount. Then add more buses or just only do it on the weekends. But just like people who work here(Snowbird) theres better options. | 32.2.9E; 32.2.2K; 32.2.7A | A32.2.2K |
| 32762 | Moran, Kat | I agree with common sense solution. | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 35231 | Moran, Mackenzie | Dear UDOT, I write to you today to express the need for your attention to the public comments made by your constituents on the proposed LCC gondola project. There is a large, resounding, distaste for the proposed project, from a myriad of members of the community, and I beg you to listen to the community and discontinue the support for the LCC gondola. As an avid LCC resort skier, you would think that I would be excited about the idea of a gondola in the canyon. I've traveled the world as a World Cup ski journalist and have rode many a gondola to access alpine race venues around Europe. This system works Europe. But it will not work in LCC. Salt Lake valley is glorified for its access to recreational paradises, right at its fingertips. Climbers, hikers, skiers, snowboarders, backpackers, families, photographers, birdwatchers, wild flower enthusiasts and folks who enjoy the healing space of nature, recreate in this canyon. Yet this project only serves a sliver of them. And selfishly so, the need of the ski resorts, as a business, is being put above the need of the people, which you were appointed to serve. | 32.2.9E; 32.1.2D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>The immense amount of infrastructure it would take to make this project viable, not to mention the money it would take to fund such a project, is detrimental to ALL locals. Not just tax payers, but all of the life that lives and grows in the Wasatch. This project takes more than it gives. With the intention of only being used for 30% of the year, permanently disturbing and destroying popular bouldering and climbing sites, as well as the natural environments that folks and creatures play in.</p> <p>To increase capacity at a resort by only 30% for the price of permanently destroying an ecosystem, and a main attraction of the Salt Lake Valley would be a shame. Yet another example of putting capitalistic interest first before people and planet.</p> <p>I urge you to reconsider, and say no to the LCC gondola project.</p> <p>Thank you so much for taking the time to read this email. I appreciate your patience and attention in this grueling process.</p> <p>All the best,</p> <p>Mackenzie Moran</p>  <p>--</p>  | | |
| 32579 | Moran, Mackenzie | <p>I write today to express the need for your attention to the public comments made by your constituents on the proposed LCC gondola project.</p> <p>There is a large, resounding, distaste for the proposed project, from a myriad of members of the community, and I beg you to listen to the community and discontinue the support for the LCC gondola.</p> <p>As an avid LCC resort skier, you would think that I would be excited about the idea of a gondola in the canyon. I've traveled the world as a World Cup ski journalist and have rode many a gondola to access alpine race venues around Europe. This system works Europe. But it will not work in LCC.</p> <p>Salt Lake valley is glorified for its access to recreational paradises, right at its fingertips. Climbers, hikers, skiers, snowboarders, backpackers, families, photographers, birdwatchers, wild flower enthusiasts and folks who enjoy the healing space of nature, recreate in this canyon. Yet this project only serves a sliver of them. And selfishly so, the need of the ski resorts, as a business, is being put above the need of the people, which you were appointed to serve.</p> <p>The immense amount of infrastructure it would take to make this project viable, not to mention the money it would take to fund such a project, is detrimental to ALL locals. Not just tax payers, but all of the life that lives and grows in the Wasatch. This project takes more than it gives. With the intention of only being used for 30% of the year, permanently disturbing and destroying popular bouldering and climbing sites, as well as the natural environments that folks and creatures play in.</p> <p>To increase capacity at a resort by only 30% for the price of permanently destroying an ecosystem, and a main attraction of the Salt Lake Valley would be a shame. Yet another example of putting capitalistic interest first before people and planet.</p> <p>I urge you to reconsider, and say no to the LCC gondola project.</p> <p>Thank you so much for taking the time to read this email. I appreciate your patience and attention in this grueling process.</p> | 32.2.9N; 32.2.9E | A32.2.9N |
| 30001 | Moran, Marissa | <p>A gondola in little cottonwood canyon is not the right choice for our state and our community. As someone who accessed the canyon year round, how will this gondola solve parking issues at different trailheads in not only winter but also summer? The parking issue and traffic is no longer only a winter issue. We must come up with a solution that addresses the year round traffic issue and at all popular spots. Not only that, but this gondola is definitely not for the people of Utah for it will only increase traffic to the canyon and at the resorts. Please don't destroy our canyon.</p> | 32.2.9E; 32.2.6.5G; 32.1.2B | A32.1.2B |
| 38583 | Moran, Mark | <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29089 | Morelli, Carla | The gondola is a GREAT option. The argument that the cost to build and destruction of our canyon is hypocritical! The opposition is suggesting to widen the road (destroys our canyon) along what has 17 avalanche spots along the road. The pollution from the cars, oil, maintenance of the road and the HUGE amount of people driving up our canyon is doing more damage to our beautiful canyon than what the gondola will do. Also, in the future, the gondola will provide clean air and our world is in the process of eliminating exhaust (pollution) as it does damage to our canyon more than building the towers to hold the gondola. The argument that the gondola will be a tourist attraction is ridiculous, we will always have the tourist attraction up the canyon with people who do not know how to drive in our weather. At least the gondola will remove that danger. Take a look around the world where gondolas have preserved the beauty of the mountains. We need to have Little Cottonwood to be preserved for future generations. | 32.2.9D | |
| 31700 | Moreno, Mario | Dear UDOT, if you go ahead with the Gondola project. I believe that the funds to build it should come from those who would benefit from using it and profit from it. Those of us who will never use it should Not pay for it. Thank you. | 32.2.7A | |
| 36832 | Moreno, Nicole | <p>At first I thought the LCC Gondola might be a good idea but after many months to review I am completely against it for many reasons:</p> <p>1) Corruption: The two politicians that purchased the land by LaCaille (sp?) just to turn around and sell it to the State is very corrupt. They clearly had insight into UDOT's plans and should not be profiting from Tax Payers this way.</p> <p>2) Tax Payers Funding Private Businesses: Snowbird & Alta will directly profit from the gondola being funded by tax payers. Tax payers should not be responsible to provide a gondola delivering patrons to private businesses. Instead they should be delivering solutions to their customers outside of public funds or at the very least paying much of the tab.</p> <p>3) Ikon: The Ikon Pass has clearly created much of this traffic mess without any skin in the game. They are profiting on the sell of their underpriced passes but do nothing to help alleviate or pay for the road improvements, busses or gondola.</p> <p>4) Environment: Roads will need to be built & maintained to install and service the gondola towers. Trees will be lost, animals misplaced, erosion increased & our watershed potentially polluted.</p> <p>5) Aesthetics: Placing a Gondola in LCC will be highly visible and deter from the natural beauty of the canyon.</p> <p>6) Slow The Flow: Traffic is already an issue in Cottonwood Heights. Widening Wasatch & adding a Gondola Base on Wasatch will simply create more traffic, more noise, more pollution. This corridor next to the mountain should be protected and tamed with Traffic Calming measures rather than built up. Residents & tourists alike visit this great state to enjoy the beauty & to recreate so why destroy the purpose.</p> <p>7) Lack of Services: UTA has proven they cannot run a bus system efficiently or effectively up the canyons. Many employees & patrons try to catch the buses on Wasatch Blvd. just to learn the bus is full as it drives by. Furthermore its crazy the busses don't run during Octoberfest when thousands of people go up LCC to enjoy the festivities and many drive drunk down the canyon. Why arnt they offering services to make this event safer? Why would we build this crazy expensive gondola not to run it during the summer? The solution needs to be offered year round to mitigate the traffic and provide clean and safe transportation to all.</p> | 32.2.9E; 32.2.7A; 32.2.2K; 32.2.6.5E | A32.2.2K; A32.2.6.5E |
| 36676 | Moreno, Shane | <p>At first I thought the LCC Gondola might be a good idea but after many months to review I am completely against it for may reasons:</p> <p>1) Corruption: The two politicians that purchased the land by LaCaille (sp?) just to turn around and sell it to the State is very corrupt. They clearly had insight into UDOT's plans and should not be profiting from Tax Payers this way.</p> <p>2) Tax Payers Funding Private Businesses: Snowbird & Alta will directly profit from the gondola being funded by tax payers. Tax payers should not be responsible to provide a gondola delivering patrons to private businesses. Instead they should be delivering solutions to their customers outside of public funds or at the very least paying much of the tab.</p> <p>3) Ikon: The Ikon Pass has clearly created much of this traffic mess without any skin in the game. They are profiting on the sell of their underpriced passes but do nothing to help alleviate or pay for the road improvements, busses or gondola.</p> <p>4) Environment: Roads will need to be built & maintained to install and service the gondola towers. Trees will be lost, animals misplaced, erosion increased & our watershed potentially polluted.</p> <p>5) Aesthetics: Placing a Gondola in LCC will be highly visible and deter from the natural beauty of the canyon.</p> <p>6) Slow The Flow: Traffic is already an issue in Cottonwood Heights. Widening Wasatch & adding a Gondola Base on Wasatch will simply create more traffic, more noise, more pollution. This corridor next to the mountain should be protected and tamed with Traffic Calming measures rather than built up. Residents & tourists alike visit this great state to enjoy the beauty & to recreate so why destroy the purpose.</p> <p>7) Lack of Services: UTA has proven they cannot run a bus system efficiently or effectively up the canyons. Many employees & patrons try to catch the buses on Wasatch Blvd. just to learn the bus is full as it drives by. Furthermore its crazy the busses don't run during Octoberfest when thousands of people go up LCC to enjoy the festivities and many drive drunk down the canyon. Why arnt they offering services to make this event safer? Why would we build this crazy expensive gondola not to run it during the summer? The solution needs to be offered year round to mitigate the traffic and provide clean and safe transportation to all.</p> | 32.2.9E; 32.2.7A; 32.2.2K; 32.2.6.5E; 32.2.6.5F; 32.2.9A | A32.2.2K; A32.2.6.5E |
| 36756 | Moreno, Shane | <p>At first I thought the LCC Gondola might be a good idea but after many months to review I am completely against it for may reasons:</p> <p>1) Corruption: The two politicians that purchased the land by LaCaille (sp?) just to turn around and sell it to the State is very corrupt. They clearly had insight into UDOT's plans and should not be profiting from Tax Payers this way.</p> <p>2) Tax Payers Funding Private Businesses: Snowbird & Alta will directly profit from the gondola being funded by tax payers. Tax payers should not be responsible to provide a gondola delivering patrons to private businesses. Instead they should be delivering solutions to their customers outside of public funds or at the very least paying much of the tab.</p> <p>3) Ikon: The Ikon Pass has clearly created much of this traffic mess without any skin in the game. They are profiting on the sell of their underpriced passes but do</p> | 32.2.9E; 32.2.7A; 32.2.2K; 32.2.6.5E | A32.2.2K; A32.2.6.5E |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | nothing to help alleviate or pay for the road improvements, busses or gondola. 4) Environment: Roads will need to be built & maintained to install and service the gondola towers. Trees will be lost, animals misplaced, erosion increased & our watershed potentially polluted. 5) Aesthetics: Placing a Gondola in LCC will be highly visible and deter from the natural beauty of the canyon. 6) Slow The Flow: Traffic is already an issue in Cottonwood Heights. Widening Wasatch & adding a Gondola Base on Wasatch will simply create more traffic, more noise, more pollution. This corridor next to the mountain should be protected and tamed with Traffic Calming measures rather than built up. Residents & tourists alike visit this great state to enjoy the beauty & to recreate so why destroy the purpose. 7) Lack of Services: UTA has proven they cannot run a bus system efficiently or effectively up the canyons. Many employees & patrons try to catch the buses on Wasatch Blvd. just to learn the bus is full as it drives by. Furthermore its crazy the busses don't run during Octoberfest when thousands of people go up LCC to enjoy the festivities and many drive drunk down the canyon. Why arnt they offering services to make this event safer? Why would we build this crazy expensive gondola not to run it during the summer? The solution needs to be offered year round to mitigate the traffic and provide clean and safe transportation to all. | | |
| 37049 | Moretti, Adam | The gondola option is not in the best interest of all salt lake residents nor all users of the canyon. Widen the road for bus only lanes or ban all cars from the canyon and allow buses only like Zion NP | 32.2.9E; 32.1.2D; 32.2.2B | |
| 26887 | Morgan, Alan | No gondola. This only serves commercial interests and not the unique natural landscape of the Wasatch mountains. Limiting capacity in the canyons may be a hard pill to swallow but it's the price you pay for having supreme canyons at the door of a metropolitan area. No gondola. | 32.2.2K; 32.2.9E | A32.2.2K |
| 28192 | Morgan, Anthony | We really need more detailed cost estimates of the options and a proposed plan of financing. Plans are somewhat meaningless unless there is a plan of financing. User fees? Ski resort participation? Taxpayers? | 32.2.7A | |
| 35370 | Morgan, Bailee | Both Little and Bug Cottonwood Canyon have transportation needs that are not being met currently. Unfortunately, the proposed gondola does not resolve majority of those issues. Logically, the parking lot for the gondola will be just as busy as the parking lot for the ski resorts, which will cause increased traffic in the residential areas along Wasatch BLVD. Moreover, the public will not have the option of the gondola for majority of the year, and this traffic issues will still be a major concern for 9+ months of the year. As the ski season continues to shorten due to changes in weather conditions, namely impacted by the lack of water in the Great Salt Lake, the gondola will simply become a symbol of waste and greed. I encourage a solution that helps more citizens, both canyons, and and leaves funding available for addressing the real concerns of our community and environment. | 32.1.1A; 32.2.9E; 32.2.6.5E; 32.2.2E; 32.2.6.5F | A32.1.1A; A32.2.6.5E |
| 32659 | Morgan, Brad | I am glad we are having the conversation about how to reduce traffic, but I don't agree that the gondola is the best solution for the canyon. Please reconsider. | 32.2.9E | |
| 36094 | Morgan, Brandon | Stop trying to cram more people in the canyons at the cost of our environment! This not only effects us as people in our communities but the wildlife and the forest in our canyons as well. Honestly, we should start charging people that enter the canyon to help protect and conserve it. The gondola with do the exact opposite | 32.1.2B; 32.1.2F; 32.2.2Y | A32.1.2B; A32.1.2F |
| 25660 | Morgan, Cameron | The gondola and charging for access to the canyon are both awful ideas. If you are going to charge for the canyon, do an annual pass. For access to the canyon, allow buses to stop at trailheads and expand bus access. The gondola will be environmentally hazardous and fiscally irresponsible. | 32.2.9E; 32.2.9A; 32.2.6.3C; 32.2.7A; 32.2.6.3F | A32.2.6.3C |
| 30441 | Morgan, Christopher | The gondola is not the best solution and if it gets put in then tax payer money should not be used! Try and do better | 32.2.9E; 32.2.7A | |
| 36109 | Morgan, Claudia | I am opposed to the plan to put gondolas in Little Cottonwood Canyon. Many voices have expressed opposition to the gondolas and I want to add my voice to theirs. I love the beauty and grandeur of Little Cottonwood Canyon. The installation of enormous gondola towers will block the views and disturb the habitat of wildlife all along the canyon. I am not a skier, but I love to hike and camp in these mountains. It is a place of renewal and peace that is found no where else. It is irreplaceable. Once disturbed it will never be the same. We need to preserve these natural wonders for our children and grandchildren to enjoy. The gondola seems to only benefit the skiers and the ski resorts. It doesn't provide access for any other uses of the canyon. The cost of using the gondola plus the cost of skiing would prevent many more Utahns from being able to get out in nature. It just moves the traffic and congestion out of the canyon into the areas surrounding the mouth of the canyon. It is a complicated issue and none of the possible solutions are ideal. The gondola seems like the most harmful idea with the most negative impact on the canyon. Why should the citizens of Utah pay for something that harms the environment and benefits a small population. Please say no to building gondolas in Little Cottonwood Canyon. | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.7A | A32.1.2F |
| 36528 | Morgan, Connie | I have no desire for my tax dollars or funds for UT to be used to fund transportation for skiers. That will only benefit a small portion of the total population as many are from out of state. It is not the residents of UT that need to fund anything related to the ski resort making profit. Also I do not live near it and do not want to use my tax dollars for such waste. Get a clue Utah, we are already paying more than we should in taxes. Let's fund something more responsible. | 32.2.7A; 32.1.2D; 32.2.9E | |
| 25461 | Morgan, Dave | I ride the temple quarry around 80x a year on my mtn bike. It's my primary form of exercise. And what's going to happen with that? Don't say closure when it could have been lane widening. I WILL gladly trespass if needed.. | 32.26Z; 32.26HH; 32.4B | |
| 26973 | Morgan, David | This is a travesty! The overwhelming majority of people want no gondola. It would it would severely alter the character of a beautiful natural setting in a negative way. Listen to the public! | 32.2.9E | |
| 34192 | Morgan, Elisabeth | My vote is against the gondola. I am voting with Mayor Jenny Wilson. | 32.2.9E; 32.2.9N | A32.2.9N |
| 32885 | Morgan, Elisabeth | I will support your common sense solution. | 32.2.9A; 32.2.2I | A32.2.2I |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26481 | Morgan, Elisabeth | I support the extended bus service. | 32.2.9A | |
| 28977 | Morgan, Eric | Very happy with your decision. I don't understand why everyone seems to be against the project. Just look to the hundreds of examples in Europe and even Colorado for proof of success. Long line the Gondola! One connecting to PC would be even better. Take cars off the roads! | 32.2.9D | |
| 27667 | Morgan, Gunner | I think this is a great idea | 32.2.9D | |
| 27178 | Morgan, James | I, and the overwhelming majority of LCC frequent users, strongly oppose the installation of a gondola. This will cause irreparable harm and change the landscape forever. This decision feels As if special interests rule everything. | 32.2.9E; 32.2.9N | A32.2.9N |
| 35451 | Morgan, James | Gondola | 32.2.9D | |
| 27368 | Morgan, Jorja | this is such a waste of money. get green busses! don't tare up the road and natural habitats because tourist want to come up the canyon! BE GREEN!! | 32.2.9D; 32.2.6.3F | |
| 27998 | Morgan, Justin | I am firmly against what you are doing. I am extremely disappointed that you all said the public choose that option. We didn't, we weren't heard. Corporate greed wins again and you should be ashamed for supporting them instead of the people. I really hope you all listen before it's too late. | 32.2.9E; 32.2.9N | A32.2.9N |
| 38561 | Morgan, Nellie | Hello, this is the Nellie Morgan. I've had a cabin in the [REDACTED] for many many many years, and I oppose this gondola. It's going to be too expensive and it will ruin the canyons and we can do other things and it will only serve a Little Cottonwood. It won't help Big Cottonwood at all, so we need to help both of them and that would be through other methods. My phone number is [REDACTED]. Thank you. | 32.2.9E | |
| 34412 | Morgan, Nellie | As a former Silver Fork Cabin owner I am against the gondola. Too expensive, only serving Little Cottonwood Canyon,can provide extra traffic solutions at less cost, leave the beautiful canyon views alone, limit what ski run companies want that cost city/Utah population, save canyon beauty, hiking access, and nature wildlife. | 32.2.9E | |
| 30569 | Morgan, Scot | <p>I have never seen such a biased and shoddy report. If this was a business proposal it would get you fired. The lack of supporting documentation for UDOT's decision is beyond comprehension. The facts and timelines point to collusion between UDOT and Snowbird. It does not address the needs of parking needed for recreation at the multiple access points throughout the canyon.</p> <ul style="list-style-type: none"> - There is no computer traffic simulation of the traffic flow impact of the Gondola base camp to canyon residents. - Where is the public opinion comment response summary showing the number of comments for and against a Gondola? - Where is a public opinion survey? Which would show the lack of public support for this boondoggle. - Josh Van Jura and UDOT and Snowbird will be sued. - No real alternative solutions proposed. <p>o Is a 20-minute drive up the canyon on warmed conductive concrete roads that don't allow snow accumulation and snowsheds in avalanche areas with no need for snowplows salting the roads a better idea?</p> <p>o No salt better for the environment</p> <ul style="list-style-type: none"> - Study missing computer simulations of Snowshed additions. - Study missing computer simulations of fixing the three traffic light choke points into Little Cottonwood <p>o New tunnels/bridges accommodate left turn traffic-flow without stopping traffic. (particularly important for outflow traffic at Wasatch Boulevard onto 210 and down canyon traffic onto 209)</p> <ul style="list-style-type: none"> - The insanity of lugging skis, boots, poles, backpacks filled with helmets, gloves, goggles, neck warmers and a cooler with lunch and snacks in your arms, standing in line for 30 minutes for the hour Gondola ride up the canyon and then the 10-minute hike to a lodge or lift. What if you just flew in with a ton of luggage? o That means Gondola riders will take more than 3 hours up/down the canyon to ski plus the drive home time. This is not a viable solution. - County and Forest Service must allow parking expansion at the resorts, and other stopping point up the canyon. o This is a major issue, since UDOT's plan is to eliminate roadside parking. | 32.2.6.5E; 32.2.9N; 32.17A; 32.2.2QQ | A32.2.6.5E; A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <ul style="list-style-type: none"> o Parking is even more crazy during Snowbird's October Fest - Buses slow down traffic to a crawl o Public Transportation should not be used in the canyon. o Snowbird's President doesn't want them either. - Taxpayers are upset by this proposal's colossal waste of money. - UDOT has no business trying to turn the canyon into Disneyland attraction. | | |
| 33604 | Morgan, Scot | Please. No tolls in Little Cottonwood. | 32.2.4A | |
| 27494 | Morgan, Stan | No gondola | 32.2.9E | |
| 25695 | Morgan, Whitaker | <p>As a resident of Cottonwood Heights and someone who has been a resident skier for my entire life, I vehemently disagree with UDOT's proposal for the Gondola. Although it is an alternative to the existing road, the idea of installing the proposed infrastructure while only utilizing it for a tiny portion of the year to benefit two privately owned ski resorts is appalling. There needs to be a proposal that benefits all of the trailheads in the canyon and is not solely utilized during the winter months.</p> <p>I also am a frequent resident of Moab and wince every time I drive past the broken-down gondola on the way into town. That is essentially what this proposed gondola will look like for ~270 days a year. Widen the road, create a tunnel. Spend the proposed dollars in a way that will improve the canyon for all visitors, not just foreign skiers and private resorts.</p> <p>I drive past the gondola billboards daily. It is their way of attempting to soften the public perception of something that is happening because of big business and government relations.</p> <p>If this went to a ballot, I would vote NO to the Gondola (coming from someone who skis 40+ days a year at a resort and in the backcountry of Big and Little Cottonwood canyons).</p> | 32.2.2C; 32.2.6E; 32.2.9E; 32.1.2D; 32.2.9N | A32.2.9N |
| 34625 | Morgan, Whitaker | Why are we utilizing tax funds to service two private business in the recreation industry? A portion of these funds could be utilized to maintain or improve the existing bus transportation system. The most recent announcement that bus service would be reduced this winter due to a lack of drivers/funding is a prime example. Put more funds towards education and pay teachers a living wage. I am an avid skier and mountaineer and do not want to see the canyon turned into a resort monopoly. I am also a resident in cottonwood heights (near wasatch) and can speak first hand to the fact that something needs to be done, just not a gondola. | 32.1.2B; 32.2.9E; 32.1.4A | A32.1.2B |
| 30165 | Morillas, Eddie | I support the canyon tolling and increased bus service ideas that will be implemented as part of the phased approach. Why don't we give those options 3-5 years to become mature services and see if the gondola is even necessary? I still strongly opposed the gondola due the the cost of construction, the destruction of historic rock climbing areas, lack of service to backcountry trailheads, visual impact, and cost to riders. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E; 32.4B; 32.6D; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 35353 | Morin, Tara | <p>I am writing to strongly oppose the Utah Department of Transportation's (UDOT) Gondola Alternative B plan.</p> <p>The massive 200-foot gondola comes with an even more massive \$600 million price tag, paid for by Utah residents to benefit wealthy ski resorts. This proposed solution to congestion is nothing more than corporate welfare. The casualties of this bad decision will be the watershed and pristine environment of Little Cottonwood Canyon.</p> <p>There are many reasons I oppose the Gondola Alternative B project, specifically:</p> <ol style="list-style-type: none"> 1. The gondola is too expensive and Utah taxpayers are picking up the bill: UDOT is funding a \$600 million project that should be paid for by the private multi-million dollar corporations that stand to benefit from it. Only 2-3% of Utah residents ski Snowbird and Alta on weekends, but every Utah citizen will pay approximately \$175 just to build the gondola, not to mention the steep operating costs. For a family of four, that is \$700 for a method of transportation they will likely never use. This is corporate welfare and I don't believe these wealthy companies need Utah families to pay so they can profit. 2. The gondola poses a tremendous risk to the environment and vital watershed in Little Cottonwood Canyon: With a proposed 19 towers up to 262 feet tall running through the canyon, the gondola will irreversibly change the landscape we all know and love. It will also risk contamination of the Little Cottonwood Canyon watershed, which is responsible for providing swaths of vital water in Salt Lake Valley. 3. The gondola will not improve traffic congestion in Little Cottonwood Canyon: The Little Cottonwood EIS specifically states that UDOT does not anticipate traffic | 32.2.9E; 32.2.7A; 32.1.2F; 32.1.2B | A32.1.2F; A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | volumes will decrease with their proposed gondola alternative. As stated in EIS 8.4.3.2, "daily traffic volumes would be similar to the existing conditions in 2020.," The proposed gondola fails to serve its intended purpose of reducing traffic congestion. I am not alone in my objections. Myself, along with 80% of Utahans oppose the building of a gondola in Little Cottonwood Canyon. I urge you to consider alternatives that are less costly and less damaging to the landscape. | | |
| 35420 | Morin, Wes | I am writing to strongly oppose the Utah Department of Transportation's (UDOT) Gondola Alternative B plan. The massive 200-foot gondola comes with an even more massive \$600 million price tag, paid for by Utah residents to benefit wealthy ski resorts. This proposed solution to congestion is nothing more than corporate welfare. The casualties of this bad decision will be the watershed and pristine environment of Little Cottonwood Canyon. There are many reasons I oppose the Gondola Alternative B project, specifically: 1. The gondola is too expensive and Utah taxpayers are picking up the bill: UDOT is funding a \$600 million project that should be paid for by the private multi-million dollar corporations that stand to benefit from it. Only 2-3% of Utah residents ski Snowbird and Alta on weekends, but every Utah citizen will pay approximately \$175 just to build the gondola, not to mention the steep operating costs. For a family of four, that is \$700 for a method of transportation they will likely never use. This is corporate welfare and I don't believe these wealthy companies need Utah families to pay so they can profit. 2. The gondola poses a tremendous risk to the environment and vital watershed in Little Cottonwood Canyon: With a proposed 19 towers up to 262 feet tall running through the canyon, the gondola will irreversibly change the landscape we all know and love. It will also risk contamination of the Little Cottonwood Canyon watershed, which is responsible for providing swaths of vital water in Salt Lake Valley. 3. The gondola will not improve traffic congestion in Little Cottonwood Canyon: The Little Cottonwood EIS specifically states that UDOT does not anticipate traffic volumes will decrease with their proposed gondola alternative. As stated in EIS 8.4.3.2, "daily traffic volumes would be similar to the existing conditions in 2020.," The proposed gondola fails to serve its intended purpose of reducing traffic congestion. I am not alone in my objections. Myself, along with 80% of Utahans oppose the building of a gondola in Little Cottonwood Canyon. I urge you to consider alternatives that are less costly and less damaging to the landscape. | 32.2.9E; 32.2.7A; 32.1.2F | A32.1.2F |
| 37947 | Moroz, Emily | I am strongly opposed to the gondola. As a Cottonwood Heights resident, I live here for access to beautiful, pristine, protected nature. I use the canyons for all of my hobbies (trail running, bouldering, skiing, mountain biking, backpacking, and day-hiking). Should the gondola be constructed, the world class boulders this community cherishes would be destroyed, as would the beauty of the canyon. Installing a transportation method that serves only a small portion of canyon-users, namely the richest canyon-users, is nonsensical. It serves only greedy business moguls, doesn't take the community's wants into account, and fails to solve the largers issues at hand. There are alternative solutions that are far less destructive, invasive, and greedy. Not to mention these options serve the needs of the residents of the valley more closely. | 32.2.9E; 32.1.2D | |
| 29717 | Morrey, Richard | I strongly SUPPORT the gondola and toll road configuration | 32.2.4A; 32.2.9D | |
| 36862 | Morrey, Richard | I SUPPORT the proposed tramway solution | 32.2.9D | |
| 27269 | Morrill, Elyssa | The gondola is the worst option. Please consider literally any other solution, preferably one that prioritizes the health and longevity of the canyon and all inhabitants of the valley. | 32.2.9E | |
| 26326 | Morris, Aspen | Please do not do this!!!! This isn't what Utah wants!!! | 32.2.9D | |
| 34988 | Morris, Braden | As a licensed Civil Engineer it is my opinion that the long term solution for the canyon is the use of a gondola as the major transportation system up and down the canyon. | 32.2.9D | |
| 26436 | Morris, Carmen | The environmental impacts of this decision are obvious, irreversible, and incredibly detrimental. As a state and as a country, we urge you to rethink your decisions. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 26378 | Morris, Covey | Well chosen! I appreciate the balance of safety, capacity, and environmental factors that led you to what I think is the best solution. I look forward to riding this gondola with my family in the future. | 32.2.9D | |
| 29965 | Morris, Covey | Thank you for prioritizing the smart option. Forget the NIMBYs, prioritize safety and environmental impact. Your good work is greatly appreciated. | 32.2.9D | |
| 26628 | Morris, Garrett | DO NOT BUILD THE GONDOLA. The Lee are other options that don't involve destroying the environment and spending hundreds of millions of dollars. I repeat, DO NOT BUILD THE GONDOLA. | 32.2.2PP; 32.2.9E | |
| 30478 | Morris, Garrett | Please don't build a gondola. | 32.2.9E | |
| 31293 | Morris, Joshua | I am curious as to what the other options are? I do have some concern for earthquake resistance due to building right on the wasatch fault | 32.2.6.5K | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29951 | Morris, Kai | I do not want the gondola built. Please support public transit infrastructure which will allow much more people to be transported, much cheaper. The corruption in the gondola plan is very apparent and makes me disappointed in the state legislature. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 32466 | Morris, Kaiya | Please please do not go ahead with the gondola project! Not only is this a waste of tax payers money (a majority of Sandy residents did not vote for this solution) but it will not sufficiently solve the problem and will also damage and destroy sections of the canyon. There are many other lower cost (financially and environmentally) solution that are preferable to having a gondola installed. | 32.2.9E | |
| 33869 | Morris, Kent | The gondola only serves the ski resorts which have an uncertain future. I recommend reservations/tolls to limit traffic in the canyon. Do not implement gondolas. | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.9E | A32.1.2B; A32.2.2K |
| 26144 | Morris, Laura | I am against the gondola. As a taxpayer, I don't believe it is a good use of funds. I have assessed, based on information that I've read, that it will have a negative impact on the canyon and will be cost prohibitive for many to utilize - which will not solve the transportation issues in the canyon. Let's think of other solutions, please! | 32.2.9E; 32.2.7A; 32.2.4A; 32.7C; 32.2.2PP | |
| 34974 | Morris, Ray | I think it is a great idea. Not only will it reduce traffic it will reduce our air pollution | 32.2.9D | |
| 36843 | Morris, Sam | No! | 32.2.9E | |
| 28538 | Morris, Steven | Will the Gondola have enough throughput to handle a crowd for an Olympic Venue? | 32.1.5F | |
| 31766 | Morris, William | It seems difficult to imagine how the gondola become the "preferred" alternative with so much public resistance. Preferred by whom exactly? It's a catastrophically expensive project and waste of taxpayer dollars to benefit a very select few Utahns with many of the supposed "benefits" being enjoyed by out of state residents. I cannot fathom why it is not possible to start with simple tolling to pay for enhanced bus service and free bus service to reduce congestion on busy days at no cost to the Utah taxpayer. Saddling all Utahns struggling with record inflation and unaffordable housing with a half billion dollar tax bill for a gondola that the overwhelming majority of Utahns will never use is not acceptable to the general public. The money is far better spent elsewhere and such a proposal in the face of such economic challenges for many Utahns is incredibly irresponsible. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 26712 | Morrison, Jennifer | I am against the gondola going in little cottonwood canyon. Shuttles can be used like in arches. A gondola will negatively impact the environment. | 32.2.2B; 32.2.9E | |
| 33321 | Morrison, Joe | I strongly oppose the gondola project. I am a Utah Tax payer and I live in Sandy. I am an attorney and community advocate for rock climbers. This gondola is not for the everyday outdoors person or for the Utah tax payer. It only serves the ski resorts and I do not ski. I rock climb, hike, fish, ect and am in the canyon every single day. The traffic does not affect me at all. If this project goes through I will organize community protests and will encourage everyone I know to vote in new politicians that won't sell out the community. There are better alternatives such as a large toll for entering the road on snowy days or expanding the bus service. I live in Sandy and have only been upset with the traffic in the canyon once or twice a season. Spending 1 billion dollars for two days of traffic is absurd. I hope you make the right decision and preserve Utahs natural landmarks. Thank you. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 32561 | Morrison, Linda | Please do not destroy the character of the canyon with this ridiculous gondola. Better bus service ie. busses running more frequently and from more places in the valley would be a far better option. It is a ridiculously expensive solution to solve a problem that only takes place a handful of days a season. Unless you close the canyon road, the gondola will not stop the traffic problem on powder days, it will just shift it to the areas around gondola base. As a skier, I don't want my travel time to the resort increased by the slowness of the gondola or the time spent waiting in line at the gondola base to ride it. As a tax payer I find the idea of the public paying for a gondola to service two private businesses unconscionable. As an environmentalist, I do not want to see either the physical destruction of the canyon nor the visionary blight. It could not be any more clear that this gondola idea is boondoggle to benefit a few at taxpayer expensive. | 32.2.9E; 32.2.9A; 32.2.2I; 32.2.6.5E | A32.2.2I; A32.2.6.5E |
| 36298 | Morrison, Patrick | I would like to add my opposition to both the gondola and road widening proposals, and encourage UDOT to consider less impactful options, such as increased bus service, preferably electric, as well as controlling traffic through the simplest measure, asking the ski resorts to meter their own guests. Many great organizations have submitted exceptionally detailed explanations of why these options are short-sighted, expensive, and inequitable. I ask you take these seriously and give them as much weight as the well-funded private enterprises aggressively pushing the gondola. Along with this, it is my experience that the vast majority of residents do not want a gondola, as well as the neighboring cities and counties, many of whom have recently made official condemnation of these transportation alternatives. Please don't forever change our beautiful canyon for 10 powder days each winter. | 32.2.9E; 32.2.9L; 32.2.9R; 32.1.2B; 32.1.2F | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B; A32.1.2F |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 36478 | Morrison, Robert | Let's be smart and do nothing. By the time we finish whatever is planned it will not be enough. Then we'll just move on the next foolish plan. | 32.2.9G | |
| 27583 | Morrison, Sueann | <p>Hello,</p> <p>I am a Salt Lake County resident and am not a skier. I do understand that Utah has an obligation to improve road conditions in Little Cottonwood Canyon, but I think given that the gondola solution is so much more expensive than the bus solution, we ought to say no to it.</p> <p>The bus solution is good enough. This project would only benefit those few who live near Little Cottonwood, and a few residents who ski. Many families like mine would prefer to see our tax dollars go somewhere more beneficial for the general public, as skiing is kind of a hobby of the more well to do, that most of the rest of us can't afford. The bus solution may not be the most convenient or the fanciest solution for skiers, but it makes more sense as a solution for everyone (skiers and non skiers alike) in my opinion. Perhaps the bus solution could be coupled with a parking pass reservation system to help keep cars from driving up the canyon when there is no available parking, similar to the system used by Glacier National Park for Going-to-the-sun road. If those who don't get a pass know in advance that they will be turned around and sent back to ride the bus, it could help keep a lot of traffic off of the road. People who live or work up the canyon could have a permanent pass.</p> <p>My family hikes in the canyon or goes for scenic drives up there. I much prefer the natural beauty of the canyon unspoiled by a bunch of towers and cables.</p> <p>Please serve the tax payers of the state with good, common sense, and say no to this expensive, unnecessary project.</p> <p>Thank you,</p> <p>SueAnn Morrison </p> | 32.2.9A; 32.2.9E; 32.1.2D; 32.2.2B; 32.2.2K | A32.2.2K |
| 35162 | Morrison, Travis | I do NOT approve the proposed solution for the gondola. I believe the solution will only serve the ski resorts and be another scar in LCC. The cost to tax payers alone will be to high prior to exploring other, more accessible, and cheaper options, like increased carpooling and busing. Please do not use my tax dollars on the silly, expensive project. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 34393 | morrison, vernon | The gondola is not cost effective nor provide the transportation for the amount of people wanting use it. Just get a snow cat it carries the same amount people and can pick them up from the airport | 32.2.9E | |
| 35954 | Morrow, Addie | Please do not build the gondola | 32.2.9E | |
| 32184 | Morse, Andrew | I am opposed to the Gondola plan for the Wasatch canyons. I live, work and play in Utah. | 32.2.9E | |
| 32589 | Morse, Anita | I am opposed to the gondola alternative. Since this would be paid for with our tax dollars this should be decided by a public vote. I'm afraid it's already decided by those with money and who will benefit from this . | 32.2.9E; 32.2.9N | A32.2.9N |
| 33615 | Morse, Kristen | Hi, I live in Cottonwood Heights and think the gondola solution is interesting, but feel strongly there are better alternatives that haven't been fully explored. Building parking garages at bus pickup spots, adding more buses, and more pickup spots as well as a canyon toll seems like a much less expensive solution that doesn't compromise the character of the canyons. | 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 37704 | Morse, Michelle | I am extremely against the gondola in any of the cottonwood canyons. This proposal is not equatable to any local tax payer. The gondola only services the 2 ski resorts in LCC and does not provide service to others that want to access other parts of the canyon. The implementation of this proposal infringes on the protected areas in the canyon. The gondola will restrict the access to entire canyon except the bottom and top. The building of the system will take away from parking areas within the canyon and remove many boulders and natural elements that add to the natural beauty. The people and community do not want the gondola! It is very apparently that there are other interests involved. Money seems to be the driver of this. Who in the end benefits from this.. those that own the land where the gondola station will reside and those resorts that would bring more patrons to their resort. The \$500M price tag is astronomical in comparison to what it will bring to our community. Please listen to the people. They do not want this. | 32.2.9E; 32.1.2D | |
| 28146 | Mortensen, Annalise | <p>The popularity of Little Cottonwood Recreation Area has become an increasingly apparent problem. Transportation in the canyon is always backed up, unsafe, and unreliable. I think the only solution to this problem is a gondola. Though there are disadvantages to traveling publicly, the gondola offers improved and more eco friendly ways to travel. Advantages such as sustainability, safety, and cost-effectiveness are just a few pros to building the gondola.</p> <p>Sustainability is an outcome of building the gondola because it protects wildlife among habitats and trails. The construction of it would be small enough to, overall, help more than hurt. After construction, the gondola produces much less pollution in our air for the eco system. Safety is a big advantage for multiple reasons. Avalanches and landslides have been consistent enough in this particular canyon to be worrisome. According to "Save Little Cottonwood Canyon" by Gondola works, "A gondola would...ingress and egress in all weather conditions, even if the highway was temporarily closed to vehicles." Despite any weather conditions, the gondola would offer a mode of transportation that is safe.</p> | 32.2.9D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | A big disadvantage that has been talked about when considering building the gondola in Little Cottonwood Canyon is the cost of it. A source from UDOT News explains that the total cost would be \$550 million dollars. This is a large amount of money- definitely something to consider in the scheme of things- however, the good outweighs the bad despite the cost. The gondola is cost-effective because it provides more tourist attraction and less expense in road work. Thank you, student. | | |
| 35850 | Mortensen, Bruce | The Gandola will be an eyesore and destroy the natural beauty of the canyon. It will be a benefit only to out of state visitors and the for profit ski resorts and impose undue taxation on Utah citizens. Construction impositions will be horrendous for those trying to enjoy the canyons for three seasons over several years. Traffic and monster parking lots at the canyon will be a permanent problem. Only a few contractors and former politician developers will be enriched | 32.1.2F; 32.1.2D; 32.2.9E | A32.1.2F |
| 32082 | Mortensen, Gordon | Thank you for choosing the Gondola alternative. This is a great solution that will last for a very long time. Do not let this solution be pushed aside because of personal/political interests in the valley and the mountain. The Gondola solution is the best, it is bold and it will be adored in the future. I am looking forward to my first ride up this canyon when it is operational. Focus effort of funding and getting construction started. Thank you and Go Gondola, Gordon | 32.2.9D | |
| 26667 | Mortensen, Isaac | As a Sandy City resident I do not support the construction of the gondola for Little Cottonwood Canyon. This project is way too expensive and travel time using the gondola would be much slower than driving (most of the time unless during a rare high peak traffic time or an accident causing traffic delays). I believe there are better and more economical alternatives to solving this problem. Please do not build the gondola. | 32.2.9E | |
| 26193 | Mortensen, Jene | Thank you for approving the gondola! It makes the most sense. Electric busses will just continue the issue of traffic, slow moving vehicles, and limited parking. | 32.2.9D; 32.2.9N | A32.2.9N |
| 26071 | Mortensen, Maya | Little Cottonwood's boulders are an integral part of the history, culture, environment, and recreation in the canyon and Utah as a whole. Over 100 boulders will be destroyed in the making of the gondola, which opens access to the canyon for some but irreparably removes access to resources for an entire climbing community. I have some of my fondest memories, closest friends, and even my now husband as a result of the community centerpiece the boulders of LCC are. Please do not move forward with the gondola. | 32.4B; 32.2.9E; 32.6D | |
| 28758 | Mortensen, Melissa | No Gondola. Keep canyon as is. | 32.2.9G | |
| 36987 | Mortensen, Mia | Please use this money to save our Great Salt Lake. There are other solutions. The community is begging you to consider other options before deciding on infrastructure that we never be reversed. LISTEN to your community and environmental advocates and experts. Think about how this money could be used for a more sustainable and environmentally friendly way. PROTECT OUR LAND. We are here because of the Earth, the earth isn't here for us to do whatever we please for our convenience. I implore you to stop, think, listen, brainstorm other options, consult with our community and use this money for something that is actually in dire need of support. | 32.2.9E; 32.1.2B | A32.1.2B |
| 36946 | Mortenson, Brian | I am an avid skier and snowboarder, and this is not at all a good use of taxpayer money. Here are a few reasons why: The cost is ludicrous - there are far bigger problems that can be solved with that kind of money. Taxpayer-funded projects should have broad public benefit. This project disproportionately benefits two ski resorts, non-taxpaying visitors, and a tiny fraction of high income residents. The gondola is not a good solution to traffic problems in the canyon. The environmental impacts and the cost are too high, and only solves problems for a portion of canyon users for a portion of the year. A solution that would cost far less and do far more to protect the canyons and improve the canyon experience for visitors would be to implement a permit system similar to what Arches and Zion are doing. By finding the right balance of advance reservations, last-minute reservations, and walk up permits, locals who live near the canyons can experience the benefits of living nearby, and the quality of our canyons can be preserved. | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.2K; 32.2.2B | A32.2.2K |
| 37041 | Morton, Brandon | I am against the entire idea of a gondola. Especially given our economic outlook and current situation. This will be a financial burden that benefits the few while the many are forced to pay for something they will never use. Given the state of our roads in general and the traffic congestion we experience every day from Logan to Nephi, this is a VERY poor use of funds. Let the resorts and those who will benefit pay for it, not the millions of Utahns struggling to put gas in our cars to get to work only to sit in traffic idling it away because the roads have not been updated to keep up with the demand. Enough! Stop spending frivolously to benefit the rich! | 32.2.9E; 32.2.7A; 32.1.2D | |
| 33868 | Morton, Sophie | The gondola will ruin the natural beauty of little cottonwood for hikers, climbers, and other recreational users in a weak attempt to mitigate traffic by providing services to ski resorts(which only serves on group of outdoor users). Using an eco-friendly shuttle system (similar to Zion) would allow the opportunity for a variety of outdoor enthusiasts to explore this canyon without creating an eye sore and permanently altering the natural landscape of this canyon. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.6.3F; 32.2.9E | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 27444 | Moser, Terri | Keep the gondola ? and update it even if new redone is needed. Move it to where it needs to be to be the best middle for all | 32.29D | |
| 35074 | Moses, Jen | Strong NO to the gondola in LCC. Protect the watershed and preserve the canyon. | 32.2.9E; 32.1.2F | A32.1.2F |
| 25365 | Mosher, Scott | UDOT cannot go forward with the proposed gondola which will inflict irreparable damage on the canyon so many love and call home. There simply MUST be another way to move forward. | 32.2.9E; 32.2.2PP; 32.2.9N | A32.2.9N |
| 28263 | Mosher, Stella | The gondola is a colossal waste of taxpayer funds that will support a private business and only select members of the Salt Lake and tourism community. This project will not only cost millions of dollars, but will take years, will damage the natural beauty of the canyon and will not serve the interests of others recreating in LCC such as climbers, hikers, snow shoers and bikers. There is no substantial evidence that this project will solve the problem, which is really the bottleneck at the base of Big Cottonwood Canyon and congestion along Wasatch Blvd. Increased bussing from town, reserved parking at the ski areas and seasonal tolls at the mouth of LCC seem like better, first-stage choices. This project feels like institutional corruption seeking to benefit multi-million dollar private industry and shareholders at the expense of Salt Lake residents - maybe of whom value LCC for his natural beauty and close access. Please reconsider your gondola decision to protect the canyon for all those who recreate there for generations to come. | 32.2.9E; 32.2.2I; 32.2.9R; 32.1.2D; 32.7C; 32.2.2PP; 32.2.9A; 32.2.2K; 32.2.2Y; 32.2.9N | A32.2.2I; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K; A32.2.9N |
| 36377 | Moskal, Alex | NO GONDOLA!!!! | 32.2.9E | |
| 34584 | Moskwa, Zoe | I do not want a gondola in LCC. I think it will take away from the natural beauty and spectacular views. The length of time the construction will take along with the ugly construction and traffic will be a disaster for the recreational hub. I do not approve!!! | 32.2.9E | |
| 26860 | Moss, Alison | Please don't do this. It's a terrible idea. Use the taxpayers money to improve buses along the wasatch front, not to destroy pristine environment up little cottonwood canyon. This has a huge environmental impact and costs far too much money and who will benefit? The ski resorts and those who can afford to ski there. I am strongly opposed to my taxes being used for this | 32.1.2B; 32.2.2B; 32.2.7A | A32.1.2B |
| 28762 | Moss, Blaine | Very disappointed that we are considering a very expensive short term and long term solution of a gondola. Start with something that is immediately scalable like tolling and buses. I'm an avid skier but we don't need public money being spent to enhance 2 ski resorts ability to service a small clientele on a few "snow days". These resorts have plenty of money. They don't need public funds to gift them an expensive solution. | 32.2.9E; 32.2.9R; 32.2.2Y; 32.2.9A; 32.2.7A; 32.1.2B | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |
| 32220 | Moss, Ella | I strongly oppose the gondola. Run more buses, not fewer - put the money toward more drivers instead. | 32.2.9E; 32.2.9A | |
| 32049 | Moss, Katherine | I am against the gondola. The recent canyon traffic (summer and fall) shows that people are in the canyon for more than just to get to Alta and Snowbird. The white pine trailhead parking is consistently full every morning, not just on weekends. Furthermore, As a daily skier and bus rider (I take the 994 from near alta canyon sports center at 8:25 am) I am disappointed that there isn't a push for more increased ridership and increased buses. There should be a dedicated lane to allowing buses to cut the line, but in my experience you would only need to let them cut to the electric sign/ merge. Last year I sat on a bus for almost 3 hours up the canyon and most of that wait was before the electric sign!!! Let the buses skip that, show everyone sitting in their cars they would get up faster and there is the incentive to get out of your car. Hell, at least TRY it. It's a fairly simple experiment. Showing you exhausted all options might at least take away the distaste I have in my mouth that you are a bunch of money hungry unreasonable pigs. | 32.2.9E; 32.2.9B | |
| 36564 | Moss, Lee | To begin, I am against the proposed placement of a gondola in Little Cottonwood Canyon (LCC). I agree with the comments previously submitted by the Wasatch Backcountry Alliance, Save Our Canyons and others so I will not repeat these but in addition to these I would like to add one. I've been a ski patroller, both professional and volunteer over the past 48 years. I have had to evacuate a number of aerial lifts in my day, most commonly in their first year of service. In addition to safely getting the riders from the lift to the ground, we have to make sure they can safely get to the base of the mountain. Riders of the LCC gondola will be skiers, snowboarders and even people who are just accessing the resorts for a meal, other events or just to watch their families on the mountain. Rescuers will likely place people of all or no mountain travel abilities into the wilderness including avalanche paths, cliffs, and other hazards. Who will be esponsible for rescuing evacuees, Alta and Snowbird ski patrols, Salt Lake County Search and Rescue, others? I believe The LCC gondola is a fools errand. I believe many of UTA's proposed interim options including carpooling, parking reservations, additional buses (preferably electric), tolling, etc. may solve the problem without the huge expense and permanent canyon damage a gondola will create. Big Cottonwood Canyon (BCC) has similar weekend traffic problems. Are we going to consider a gondola for the BCC also? Please don't destroy the reasons many of us access the canyons. Again, I oppose the construction of a gondola in LCC. Thank you for your consideration. | 32.2.6.5K; 32.2.9E | |
| 35840 | Moss, Leslie | No reason to give the UTAH tax payers, especially those that only use the canyons (which is a small portion of the tax payers) a large tax which will effect the landscape. | 32.2.7A | |
| 33915 | Moss, Ryan | Given all the research and consideration of different view points driven by safety and environmental impact being so heavily weighed in this recommendation for a gondola, I believe it makes the most sense to approve the project. I fully support the project and the validation presented. Ryan Moss | 32.2.9D | |
| 28494 | Mosyjowski, Meggan | NO Gondola! For once listen to the community. The gonolda is not a green option. The coal and energy used to run it negates the whole purpose of it. Summer and September temperatures at over 100 degrees is already stressing the electrical grids out. This will add more stress and become dangerous. People will ride the gondola as an attraction, but not to ski. The same amount of cars will be going up the Canyon. I'm also not paying for a ski pass, parking, and \$70 for a Gondola ride. LISTEN to the people and climate change! | 32.2.9E; 32.2.4A; 32.2.2E; 32.2.9N | A32.2.9N |

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| 35849 | Motes, Preston | Other methods should be tried before approving the gondola. The extreme cost of the gondola should not be borne by taxpayers. The gondola only benefits skiers and the resorts. Hikers and other recreationalist get nothing. | 32.29R; 32.2.7A; 32.1.2D | A32.29R; A32.1.2H; A32.2.6S |
| 35396 | Motley, Keith | I oppose the gondola solution as presented. It only serves the two ski resorts, a taxpayer funded subsidy, without providing services to other users of the canyon. Also, I fear it will be the first step towards the installing another ski resort boondoggle, the interconnecting gondolas to link all the ski resorts giving park city visitors access to the cottonwood canyons. Just improve the bus system and roadways without the gondola. | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.9A | |
| 35837 | motley, Leslie | I oppose the gondola as it only serves people going to Snowbird and Alta. There are no proposed stops along the way for xcounrty skiers, hikers, etc. It will be a terrible eyesore and the proposal has it not being used in the summer. Charge people to drive up canyon, with a pass, put in electric and/or high speed buses and keep the canyon beautiful!!!! | 32.2.9E; 32.2.6.5G; 32.2.6.5F; 32.2.2Y; 32.2.6.3F | |
| 25612 | Motzkus, Steve | The enhanced bus alternative is the best solution. Designate pick up points all over the valley along with pickup times, using public school parking lots for riders to park. Utilize Electric Buses to cut down on diesel waft. The Gondola will require a massive parking structure which will be very costly and make the mouth of this majestic canyon look like some kind of disney attraction. The walk with Skiis and boards to the tram would be crowded and taxing. Offloading from the Gondola would be like off loading at Snowbird up top only add the frenzy factor on steroids. The cost of such a monstrosity would be back breaking! The noise polution, construction crews would be cumbersome and noisy for years! Please use common sense! A Gondola would be a huge, expensive, noisy, busy cluster and won't be easy to use. | 32.2.9A; 32.2.2I; 32.2.6.3F; 32.11D | A32.2.2I |
| 26974 | Mougey, Nicholas | This is a huge disappointment to everyone who enjoys LCC. Please consider a less invasive approach to solve the traffic problem. Everyone knows that this only benefits the resorts and it's driven by greed and payouts. Disgraceful. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26997 | Mouhammad, Malack | This is not a good idea and will ruin the beautiful canyon. | 32.29D | |
| 31286 | Moulder, Annette | I glad the gondola idea is being blocked. It solves nothing. I do like the idea of more busses and terminals for busses in the canyons. | 32.2.9E; 32.2.9A | |
| 37226 | Moulder, Brook | A car more effective solution would be I creased access to public shuttles and tolls at high traffic times of day | 32.2.9A; 32.2.4A | |
| 29406 | Mounier, Thibaut | How is it possible to make such a poor recommendation? This gondola will not provide the flexibility required to adapt the capacity to the need of the flow of people. A gondola can only move a fixed number of people per hour, what ever day of the week, whatever hour of the day and whatever day of the year. Committing such a massive amount of dollars to a suboptimal solution is a shame for our public authorities. Once again, this is definitely not the best transportation solution. Visitors of LCC deserve the fastest, most affordable and least impactful way to reach their destination (which is way more than 2 private ski resorts) and the proposed gondola fails on each and every point. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 32217 | mounier, thibaut | This is not a cost effective nor an enviroentmentaly freindly option. We should start with enhanced bus system, tolling and above all a real enforcement of traction laws. Let'a at leat try a few seasons of this before making shiny but useless investments | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 32216 | mounier, thibaut | Given the amount of the investment at stake (more than 500M\$), in a non-reversible project, I belive smaller steps should be taken to test reversible options | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 32219 | mounier, thibaut | let's give a real shot and test some simple common sense options during a few season before shooting for the big money spent on a non proven solution. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 32218 | mounier, thibaut | why would you spend public money on a project with uncertain outcome to serve only 2 private resorts? This is non-sense to me | 32.2.7A | |
| 27409 | Mower, Jill | The gondola is not the best option and the most expensive. Good grief!! | 32.2.9E | |
| 37048 | Mower, Michael | Following are a few things that leave a foul taste in my mouth regarding the UDOT's gondola option in Little Cottonwood Canyon. 1. As a frequent user of Little Cottonwood Canyon, I and can safely say there are not many days that traffic is a significant problem. The days that are a bother tend to coincide with powder days and temporary road issues. With better planning and financial investment in bussing, these delay days would drastically reduce traffic inconvenience. See Park City as an example of what a competent bussing scheme would look like. If the plan is to spend hundreds of millions of dollars, use the money to modify the routes and the time schedules to better fit the needs of the canyon adventurers. 2. The beauty and charm of our wild areas should not be for sale. Wise minds have limited growth in our canyons to maintain as much of the wilderness appeal as possible in such close proximity to our metro area. I suspect most of those that have bought into the exaggerated merits of the gondola option, have not had the opportunity to see the 3D renderings of what our canyons would look like, with massive towers formidably looming for the rest of our lives and for generations to come. To allow the annihilation of the character and awesome beauty of our canyon, to benefit primarily two ski resorts and its few users is an abomination. That the gondola option somehow made it to the final two options is mystifying and reeks of minds that have no respect for our natural and wild world, and value monetary gain as the ultimate goal. 3. The ski resorts and canyon recreation areas have limits to what is sustainable for our use and to maintain a level of wilderness. Not wilderness as in wilderness designated areas, but wilderness in the sense that when you go to these areas, you feel nature, and just a few steps away from a campground or parking lot, you can feel essentially alone and one with the wild life that abounds. These feelings of being so near and within wilderness, are the very things that attract people from all over the world. They are the very things that would be forever scarred and desecrated in the name of unbridled growth and profits should the gondola proposal be approved. Our population is growing and the wonders of the canyons are being appreciated by ever more people. It is not reasonable to consider that by any means possible, we allow for the continued growth of the ski resorts. The gondola proposal is a meager plan to address the wise use of Little Cottonwood Canyon. It is a hideous plan to disrupt the tranquility of our limited natural space. | 32.1.2B; 32.1.2D; 32.1.2B | A32.1.2B; A32.1.2B |

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| 29395 | Mower, Russell | I don't want to subsidize a private industry with my tax dollars. I the resorts want something they should pay for it. | 32.2.9E | |
| 27530 | Mower, Ryan | We need to limit roadside parking for safety reasons and environmental impact. If we limit available parking we will also limit the impact on our trailheads and resorts. Being wilderness land what federal regulations are disrupted by the expansion of our public "wilderness" land and the watershed impact we have seen gone in California and other states. | 32.2.6.2.4A | |
| 27528 | Mower, Ryan | Rolling [tolling] is the best way to support and limit the use of our canyons. Funds created by tolling can be applied to search & rescue along with cleanup & maintenance minimizing tax payer expense. The cottonwoods has went too long without a toll. It is time. | 32.2.4A; 32.2.2Y | |
| 27527 | Mower, Ryan | We simply don't need this. It will only drive more visitors in that will create expansion of the resorts and less watershed. We have greatly affected the watershed along the Wasatch front due to the expansion in the summit, Wasatch county area. | 32.2.9E; 32.20C | A32.20C |
| 27529 | Mower, Ryan | Trailheads need to be slightly increased. My personal opinion is most don't support handicap regulations and in addition create more impact if we expand. Rolling [tolling] or access fees would slow down the impact and fund canyon projects. | 32.2.4A | |
| 36232 | Mower, Seth | I vehemently oppose the gondola as a viable option to improve congestion in Big Cottonwood Canyon. There is no reason this gondola should be considered "the best option" - it will permanently mar the stunning beauty of the canyon, it will affect watershed coming from snow-runoff, it will only function to serve the private ski resorts that will not be asked to foot the bill, and a gondola is perhaps the least efficient way to move a large amount of people over long distances. It's slow, the service cannot be expanded like buses, the infrastructure is expensive, and it will not encourage people to drive less. It's a money grab for developers and it will not solve the seasonal issue. | 32.2.9E; 32.1.2F; 32.2.7A; 32.1.2D | A32.1.2F |
| 25879 | Mower, Shaun | Much rather ride and see the gondola vs. sitting in an idling car going nowhere. The gondola could be a relaxing alternative! | 32.2.9D | |
| 33881 | Moyes, Abigail | My name is Abigail Moyes and I've lived in the Salt Lake Valley for 26 years. Little Cottonwood Canyon is an oasis loved by all that come in contact with it. My love for LCC has grown in the years that my family has grown. I have experienced so much healing from postpartum depression, loss of family members, and feelings of not being enough in Little Cottonwood Canyon. I've also been able to raise a generation of nature loving and nature respecting individuals within the majestic walls of LCC. The camaraderie between fellow hikers/nature enthusiasts in LCC is a nod to who we are as Utahns. Kind, helpful, and adventurous. I know that canyon is special to so many others. While new traffic and safety solutions are needed in this canyon, the gondola is not the answer. First and foremost, the communities directly impacted by this project are firmly against the idea. It seems disrespectful and irresponsible use of taxpayer dollars for something that is unwanted. Second, this gondola largely benefits a handful of businesses, while hurting those it is meant to serve. I was especially disappointed to learn this. This action is not a good representation of who Utahns are or what we stand for. And lastly, (though I promise I could continue on this topic) the steel skyscraper towers will ruin the iconic views of our LCC. I know this is me playing on some serious rhetoric, but do you want the destruction of God's creation on your hands? And while doing that, having thousands of upset and heart broken tax payers? Our canyons are world renowned for a reason. Let's keep it that way. Please, don't go forward with this gondola. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 27877 | Moyes, Heidi | I live in Cottonwood Heights and I do not want the Gondola. I don't think it would be a benefit as much as an inconvenience and a huge cost | 32.2.9E | |
| 34233 | Moyes, Stephen | Why are we still even considering this? This is not an effective use of taxpayer money. That canyon needs to be preserved and have more limited use to protect it instead of growing and expanding it. We cannot get that canyon back once we dig into it. It's beauty will be gone and obstructed forever. We have the duty to be stewards of the land. Theodore Roosevelt created National Parks to protect our natural resources. Please let's be wise and don't add gondolas and a parking structure. Please please please. We can spend the efforts on protecting our water issues and crises that is upon us. PLEASE DONT BE THE KIND OF GOVERNMENT THAT IS NOT HEARING WHAT THE PEOPLE ARE SAYING! People are fed up with this very kind of bureaucracy that leaves the public feeling steam rolled and loses trust in its own government and giving priority to private interests. This is not what the public wants! I live right by Big Cottonwood Canyon. I would lose pride in where I live seeing this go in. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 27876 | Moyes, Stephen | Theodore Roosevelt created the National Parks to protect the land forever. We need to do the same by not adding a gondola to the canyon. It is not in our communities best interests. As a resident of Cottonwood Heights, I am opposed to the Gondola. It's our duty as citizens to be good stewards of the land God has given us. A Gondola would have irreversible impacts on the nature of the canyon and its natural beauty. And for what? Please leave the canyon alone and restrict further expansion of traffic lines. It's pristine for a reason. We can still protect what we have. | 32.2.9E | |
| 37242 | Mraz, Deborah | Do not Assume that your residents of Sandy support the installation of a gondola. WE do NOT and strongly oppose the use of tax payer dollars to install and run the gondola which will NOT be used by us, as citizens of Sandy. Monica Zoltanski has shown that electric buses can work in our canyons. Why is that option not being persued??? DO NOT install a gondola and expect the taxpayers to fund this project for the rich! | 32.2.9E; 32.2.7A; 32.2.6.3F | |
| 31493 | Mrotek, Mikael | The gondola is an excessive waste of money that will destroy much of LCC and ruin the canyon. Alternative measures like tolling and improving the bus service would greatly help the flow of traffic while maintaining the sensitive nature of our canyons. | 32.2.9E; 32.2.9A; 32.2.4A | |

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| 37632 | Mudge, Debbie | I do not think that the Gondola is a good idea. It would destroy the scenic beauty of the canyon. Most of the people I know could not afford to use it. I think the parking reservation system at Alta and the bus system is working well. I think our tax money should be spent wisely. Especially in this time of inflation. The Gondola is not a wise use of our tax dollars. | 32.2.9E; 32.2.2K; 32.2.9A | A32.2.2K |
| 26781 | Mudge, Joshua | Please do not add a gondola. It would be slow, expensive, and partially obscure the beauty of the canyon. | 32.2.9E | |
| 38363 | Mudge, Karl | <p>o Whom it May Concern:</p> <p>This email is mainly directed to government officials that may have influence on UDOT's choice of the phased gondola as their preferred alternative for the Environmental Impact Statement (EIS) for the Little Cottonwood Canyon (LCC) S.R. 210 Project. I am also copying organizations that have voiced opposition to this alternative in hopes of garnering support for a solution that I and my wife feel is better than any of those offered in the EIS, or otherwise proposed by the public at large. Our solution is as follows:</p> <p>During the months of December through February, Friday through Monday, holidays, and 'powder days' that typically result in traffic congestion up the canyon, restrict access up and down LCC to 2 fleets of electric shuttle buses. One fleet would serve Snowbird and Alta skiers and businesses, stopping only at Snowbird, or Alta, and/or both. The other fleet would serve dispersed recreation users, stopping at designated stops developed to serve those users, by pulling a cord to ring a bell that notifies the bus driver to stop, just like city bus users do. The same parking development requirements in the valley identified in the EIS will still be required with this solution, but the overall construction and maintenance costs for it will be much less, as will the environmental and aesthetic damages to the canyon; all while serving ALL those that visit LCC. This solution is also easily expandable, both for the number of users and/or duration of the restriction, as well as to other canyons along the Wasatch Front such as Big Cottonwood Canyon, should the need arise.</p> <p>In July 2022 I submitted a comment to UDOT during their latest Draft Environmental Impact Statement (DEIS) for the Little Cottonwood Canyon (LCC) S.R. 210 Project comment period outlining our solution. The response I received from UDOT cited several opinions and at least 1 half truth rejecting our solution and justifying their then 2 preferred alternatives (the gondola and the expanded bus alternatives). The half truth in UDOT's response was:</p> <p>"because S.R. 210 has received federal money in the past it is part of the National Network (NN) under the purview of the Federal Highway Administration (FHWA). FHWA regulations and United States Code of Federal Regulations do not allow public roadways to be closed to private vehicles as they are within the public right of way, only tolling and occupancy restrictions are allowed when specific conditions are met."</p> <p>Since UDOT did not specify what "specific conditions," must be met, my wife contacted the FHWA for the applicable United States Code of Federal Regulations to UDOT's statement above. Following is an excerpt from the applicable code which does specify that "access to roads must be open to public travel EXCEPT during scheduled periods, extreme weather or emergency conditions," (capitalization mine). Although we cannot find a definition for 'scheduled periods', it would seem that the FHWA may approve our proposed solution, as it would/could be considered a 'scheduled period'. In fact, in 2004 the FHWA addressed the need for future solutions to congestion which mentioned the utilization of enhanced public transit.</p> <p>Respectfully, Karl & Jackii Mudge</p> | 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.3C |
| 38801 | Mudge, Karl&Jackii | <p>Subject : UDOT's Little Cottonwood Canyon EIS Preferred Alternative (Phased Gondola)</p> <p>To Whom it May Concern:</p> <p>This email is mainly directed to government officials that may have influence on UDOT's choice of the phased gondola as their preferred alternative for the Environmental Impact Statement (EIS) for the Little Cottonwood Canyon (LCC) S.R. 210 Project. I am also copying organizations that have voiced opposition to this alternative in hopes of garnering support for a solution that I and my wife feel is better than any of those offered in the EIS, or otherwise proposed by the public at large. Our solution is as follows:</p> <p>During the months of December through February, Friday through Monday, holidays, and 'powder days' that typically result in traffic congestion up the canyon, restrict access up and down LCC to 2 fleets of electric shuttle buses. One fleet would serve Snowbird and Alta skiers and businesses, stopping only at Snowbird, or Alta, and/or both. The other fleet would serve dispersed recreation users, stopping at designated stops developed to serve those users, by pulling a cord to ring a bell that notifies the bus driver to stop, just like city bus users do. The same parking development requirements in the valley identified in the EIS will still be required with this solution, but the overall construction and maintenance costs for it will be much less, as will the environmental and aesthetic damages to the canyon; all while serving ALL those that visit LCC. This solution is also easily expandable, both for the number of users and/or duration of the restriction, as well as to other canyons along the Wasatch Front such as Big Cottonwood Canyon, should the need arise.</p> <p>In July 2022 I submitted a comment to UDOT during their latest Draft Environmental Impact Statement (DEIS) for the Little Cottonwood Canyon (LCC) S.R. 210 Project comment period outlining our solution. The response I received from UDOT cited several opinions and at least 1 half truth rejecting our solution and justifying their then 2 preferred alternatives (the gondola and the expanded bus alternatives). The half truth in UDOT's response was because S.R. 210 has received federal money in the past it is part of the National Network (NN) under the purview of the Federal Highway Administration (FHWA). FHWA regulations and United States Code of Federal Regulations do not allow public roadways to be closed to private vehicles as they are within the public right of way, only tolling</p> | 32.2.6.3C; 32.1.2C; 32.1.2D; 32.2.2B | A32.2.6.3C |

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| | | and occupancy restrictions are allowed when specific conditions are met.," Since UDOT did not specify what specific conditions," must be met, my wife contacted the FHWA for the applicable United States Code of Federal Regulations to UDOT's statement above. Following is an excerpt from the applicable code which does specify that "access to roads must be open to public travel EXCEPT during scheduled periods, extreme weather or emergency conditions," (capitalization mine). Although we cannot find a definition for 'scheduled periods', it would seem that the FHWA may approve our proposed solution, as it would/could be considered a 'scheduled period'. In fact, in 2004 the FHWA addressed the need for future solutions to congestion which mentioned the utilization of enhanced public transit. Respectfully, Karl & Jackii Mudge | | |
| 25945 | Muecke, Max | Hello, I grew up in the Sandy area and would often go up little cottonwood to enjoy nature and get AWAY from the civilized world. This project puts my favorite canyon at great risk. I fear the massive scale of this construction project and the impact it will have on the views, nature, and wildlife. If you've driven up Little Cottonwood Canyon you'd know it's absolutely stunning. Having a large gondola will jeopardize that for tourists and locals. The other issue me and the community have with this project is the financial burden. This project is being funded by our tax money. You can't provide impoverished children with a free meal at school but you're willing to spend half a billion dollars on a gondola that will NOT be free for locals? That's an awfully greedy and short-sighted decision to make. What of the drying great salt lake? What measures are being taken to quell the incoming dire situation being created? What of the numerous homeless that have nowhere to live or better their lives? The money being spent on this project would be much better utilized solving the plethora of larger issues plaguing our state. I always dreamed of taking my children into Little Cottonwood Canyon for the same reasons I love the canyon. This project has the potential to ruin that. I love this state and this has me considering moving elsewhere to ensure access to nature that has not been decimated by greed and development. There are very few people in this state and I'm the surrounding communities who support this project. This project only serves greedy politicians, corporations, and ski resorts; not the people paying for it. Please consider the greater impact of this action. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 28868 | Mueller, Andie | Hard pass on the gondola. What a complete waste of money. Please phase in more busses and leave it at that!!! | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 33681 | Mueller, Heike | We are bought a house in the [REDACTED]. Our concern is the traffic this projects creates on Wasatch Blvd. with the planned parking garage having 1500-2500 cars in this areas will just make this area more congested. With this project you are moving the congestions into and around neighborhoods. The congestion will now happen in front of the parking garages and blocking the roads around. The parking should happen way earlier and shuttle people to the gondola or ski resorts. Also, this project should not be financed by taxpayers. Let the people pay who like to ride the gondola or ski resorts. We hope you really taking people living in the area into consideration. Goal should be to decongest the mouth of the canyon of the ski resorts on busy days and being considerate of people living there. I don't know many public parking garages which there isn't a long queue when it's a busy day. Kind regards, Heike Mueller | 32.1.2B; 32.2.2B; 32.2.2PP; 32.2.7A; 32.7B | A32.1.2B |
| 28000 | Mueller, Janet | Little Cottonwood Canyon is one of the jewels of the Wasatch Mountain Range, 20 million years in the making. Once disturbed, it can never be recovered to its pristine state. The destruction entailed with building the gondola will alter this fragile habitat forever. The gondola addresses visitors to two resorts, but does not address transportation for climbers, hikers and skiers in other areas of the canyon. The cost would be a burden on the backs of all Utah citizens only to benefit the indulgence of an elite few and primary the Alta and Snowbird Ski Resorts. No gondola. There are better more cost- effective solutions that serve all who use the canyon. | 32.2.9E | |
| 31856 | Muir, Brooke | I do not see how building a \$1billion gondola with taxpayer money will help with congestion. On the contrary, it seems like the location of the gondola base will only make things worse. Why is there not private funding for this project? If we are paying for the gondola, will the service be free to the public?...of course not. I would like to see more rational proposals before we jump in head-first on such a huge project. | 32.2.9, 32.2.7A; 32.2.6.5E | A32.2.6.5E |
| 26121 | Muldoon, Sunny | PLEASE don't do this. All of the people who are Utah citizens don't want this. Listen to those who LIVE here full time. We will have to experience and live through the repercussions of this gondola, not the rich politicians or tourists who visit. US. Please listen to us, and don't put up this gondola. | 32.2.9E; 32.2.9N | A32.2.9N |
| 34722 | Mulhern, Julia | Please don't build a gondola. It's unjust to use tax payer money to benefit specific businesses. | 32.2.9E | |
| 26162 | Mulkerin, Ryan | A gondola is not a constructive solution to the LCC traffic issue. All this does is slightly reduce and rearrange existing bottlenecks. With a finite amount of Peking spots in the gondola lot, traffic will now start lower on Wasatch BLVD. additionally, bringing more skiers and riders up the canyon only makes resort congestion worse. Do not make the taxpayers subsidize bad business decisions by Alta and Snowbird. Bringing more people into the canyon will only make the issue worse. LCC has a natural carrying capacity. The USFS should engage UDot in opposition of this. | 32.2.6.5E; 32.7B; 32.7C; 32.20C; 32.20B | A32.2.6.5E; A32.20C |
| 35368 | Mullaly, Erin | Please consider other alternatives to the gondola. I do not believe it will decrease traffic through the canyons (especially for people like me who mostly use the canyon in non winter months). I think providing more bussing, and a reservation system at the resorts will help mitigate the amount of traffic in the canyon during the busiest days. I am against putting in a gondola, spending taxpayer money on it, and further eroding some of the last natural spaces left in Sandy. Please consider other options first, as the entire community will be paying, but only a few will benefit. | 32.2.9E; 32.2.2K; 32.2.9A; 32.2.7A; 32.1.2F | A32.2.2K; A32.1.2F |
| 30158 | Mullany, Sean | As a resident of SLC and long time worker at Snowbird, I do not want to see a gondola in the canyons it is a selfish irresponsible fix to a larger problem. It is self serving for Snowbird and Alta. We needed a solution for both big and little cottonwood in the form of a rail loop (if a major infrastructure program is to be | 32.1.1A; 32.1.2B; 32.2.2Q; 32.2.2PP; | A32.1.1A; A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | presented). Or we need to actually incentivize bussing into our box canyon. This solution of a gondola only creates more havoc at the mouth of the canyon, moves the parking problem to someone else's backyard, and doesn't address the traffic approaching the canyons (which as a worker is the real problem on heavy traffic days). Call the gondola what it is and charge the users (Snowbird and Alta) accordingly: it is a tourist attraction. Not a solution for locals commuting to work or coming up to ski for a couple hours. The gondola is not the right solution. Don't miss the point just to line your pockets! | 32.2.9A; 32.2.9E; 32.7B | |
| 32855 | Mullen, Dennis | I agree with Mayor Jenny Wilson's assessment. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37423 | Mullen, Kristin | <p>The gondola is too expensive. It is too invasive and it doesn't solve the problem. We need common sense solutions now.</p> <ol style="list-style-type: none"> 1. Parking reservations for every day at ALL the resorts 2. Enforce the snow tire traction law / no 3 peak mountain tires. The vehicle is not allowed up the canyon or allowed to reserve parking. 3. More busses and dispersed parking though the valley to get people from closer to were they live directly to the resorts. Allow people to park closer to home with direct express bus service to the resorts. Removing much of the traffic on Wasatch If we cannot afford busses, we surely cannot afford a gondola <p>Lets try these before we waste tax payer money on a project that local people do not want and will not address the problems this season let a lone of the future.</p> | 32.2.9E; 32.2.7A; 32.2.2K; 32.2.2M; 32.2.2I | A32.2.2K; A32.2.2I |
| 30241 | Mullen, Margaret | As a Sandy resident off Wasatch Blvd, I do not support the gondola. It is an extreme engineering feat, never been done before (larger than the gondola at Zermat) and also only supports one season of outdoor recreation in little cottonwood canyon. There's currently no source of funding for this project and I absolutely would not support taxpayers funding this project. Please enforce paid per person car entries at the base of little, increased bus service, and other alternatives. | 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E | |
| 37413 | Mullen, Travis | <p>We should not spend close to 1 BILLION dollars on a transit solution over 80% of people who live in the area do not want. SLC needs transportation solutions around the valley and the gondola does nothing to improve the life of average utahans. Transportation up the canyon on snowy days is simply not worth this massive expense.</p> <p>Even as a skier I see no benefits to the gondola. There isn't enough parking at the baes, it doesn't service summer usage and traffic will still be an issue.</p> <p>I skied Alta every weekend last season, I have two kids in ski school. The parking reservation system worked. The only days we had trouble were on days before and after parking reservations we required.</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. 4. Enforce the snow tire traction law requirement for every single car on every single day. All season tires don't cut it. If we can build a gondola we can enforce the traction requirement. Don't let cars without 3 peak rated snow tires up the canyon on snowy days and don't let the park. <p>Travis Mullen</p> | 32.2.6.5F; 32.2.2K; 32.2.6.3F; 32.2.4A; 32.2.2M | A32.2.2K |
| 35552 | Mullenax, Larry | I have bee an avid user of little and big cottonwood canyons. Being a little bit long in the tooth. I'm fully aware of the negative impact on the canyons from the large number of winter time visitors have had on the canyons. While I am fully supportive that something must be done. I do not support the construcion and annual operating cost associated with the Gondola project. To be clear NO to the gondolas. I personally do not believe that it is appropriate for taxpayer money to be spent for transportation on behalf of private corporations so visitors can visit Octoberfest. And or any number of the events they host that do not drive visitors from ourside of the state if Utah. | 32.2.9E; 32.2.7A | |
| 26753 | Mulligan, Lucy | The gondola is detrimental to the ecology of LCC, I urge you to hear the overwhelming disapproval of the communities who it will effect and who care for this environment. | 32.13A | A32.13A |
| 34101 | Mullins, Shannon | I do not think the best solution to the traffic congestion in Little Cottonwood Canyon is to build a gondola. The taxpayers should not be responsible for paying for something for two resorts to financially benefit from when this change will negatively impact this beautiful environment forever. This is an extremely expensive option considering that climate change means we won't even get enough snow to ski in the future. I see this as a temporary problem and those funds will be better put to use by saving the Great Salt Lake since the dust from the low levels cause the snow we do receive to melt more quickly. I've been skiing at those resorts all of my life and it's true that overuse and traffic congestion is a major problem and something that needs to be addressed, but I think there are alternatives that need to be implemented first before pursuing a gondola at such expense and irreversible impact. There should be a fee for canyon access, incentives created for people to use the bus system and make it easier for people to access. I personally prefer to take the bus up the canyon after driving for | 32.1.1A; 32.2.2E; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.6.3F; 32.6A; 32.2.7A; 32.2.9A; 32.29R | A32.1.1A; A32.2.2K; A32.29R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | many years. You see way too many solo drivers headed up the canyon for a few hours. Park and rides don't only need to be at the bottom of the canyon. They can be spread around the city. Why do the resorts only offer expensive full-day passes and half-day that are not that much less expensive so there is no financial reason to not go full-day? I recommend staggering the pass times throughout the day so you get more skiers coming up later and not everyone trying to get up the canyon at the same time in the morning. Lifts are so rapid these days that it's hard for anyone to ski all day long. How about a pass time 10-2, 1-4? Many season pass holders get first lift and leave after a few hours so the parking lot opens up. Use electric busses and charge people more to park. Please do not destroy this amazing canyon by adding a gondola before you really attempt to see how alternatives could reduce the morning congestion. | | |
| 36721 | Munford, Christeen | Please stop the madness. We need these canyons to be the same serene and special place in they've always been. Not another attraction! Protect our canyons so we can protect our mental health and overall well being here. | 32.2.9E | |
| 35024 | Munger, Daniel | I am submitting this comment in strong opposition to the construction of the gondola. I believe it is unnecessary, incredible expensive, burdensome to taxpayers and local neighborhoods, and will not solve the problem. Not only am I opposed to the gondola for those reasons, I believe it will permanently scar the nature and views of Little Cottonwood canyon. Residents and tourists alike visit the Cottonwoods to enjoy the scenic views and pristine nature that the canyons have to offer. The gondola will harm both residents and tourists looking for that experience. For a fraction of the cost, a robust and world-class bus system could be implemented. Showcasing the best that Utah has to offer in terms of public transportation. Please consider making a permanent investment in a bus system that can solve the congestion problems. NO GONDOLA!!! | 32.2.9E; 32.2.9A | |
| 27650 | Munger, Jeff | As an avid skier I can see the logic of the gondola. But, there is so much more to consider. There are many people like me who currently use the canyons from top to bottom and all the trails in between to hike, run, backcountry ski and mountain bike. A gondola that only drops one off at the Ski areas does not serve us when doing these activities. Please consider increasing the free parking capacity at trailheads and providing bus service that stops at trailheads in both canyons. Let's make it a win for everyone and not just those fortunate enough to ski at the resorts. Thank you. | 32.1.2D; 32.2.6.3C | A32.2.6.3C |
| 27636 | Munier, Joseph | I fully support the project around the condo and think it's the best idea about the options. | 32.29D | |
| 37547 | Munn, Dylan | The gondola does not provide a solution to the growing needs of Little Cottonwood Canyon. It is a partial solution only benefitting the ski resorts, and does not provide an attractive alternative to transportation in the canyon throughout the year. I ride the bus 90% of the time in the winter, and I'm saddened to see a cut in bus service this season which will only prevent others from showing new support for bus alternatives. The information has stated that tolls will be in line with gondola fares to encourage gondola usage, but what control will the state have over gondola prices? If prices rise to \$40-\$50 per roundtrip to cover the enormous cost, will you really raise tolls to that level? We want year-round solutions that serve the entire canyon, not just resorts. | 32.2.9E; 32.1.2D; 32.2.6.5F | |
| 37517 | Munn, Katherine | The trip up the gondola is going to take so much longer than a bus or car ride that no one is going to use it, and then all the money is going to be wasted. Investing in more bus service would be so much more effective and less invasive to the beauty and life within the canyon. Even if that has to look like what Zion National Park does where the canyon is restricted to most cars and requires people to use the buses, the traffic would be significantly reduced and would take even less time to get up the canyon. But literally no one is going to choose the gondola option over others. | 32.2.9E; 32.2.9A; 32.2.2B | |
| 30804 | Munson, Bryce | Why does everyone have to ruin everything, leave the area alone | 32.2.9G | |
| 26337 | Munson, Dee | Please reconsider common sense alternatives including enhanced electric buses and a reservation system for the road & parking. The gondola towers alone, are huge & unsightly and will dominate the beautiful, scenic skyline of the whole canyon. | 32.2.2K; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.2.2K |
| 25935 | Munson, Haley | I know you are going to improve bussing and all that. But I find it frustrating that these haven't been implemented beforehand in previous years. Improving bussing up the canyon and reducing the amount of traffic in general should have been the goal before making this multimillion dollar idea which will only profit the private businesses that own them and create more traffic at the bottom of the canyon. This seems like such an extreme when we haven't even tried some of the more sensible and practical solutions first. Plus we should be considering and investing in the health of our canyons and their ecosystems. We shouldn't be trying to stick a gondola and disturb the nature more than we already have. | 32.2.9A; 32.2.9R; 32.7B; 32.1.2B | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |
| 36521 | Muraco, David | The price is too high for the tax payer. This needs to be 100% user funded. This only benefits users of two for profit businesses, let them pay the bill. Further, this route is bad. The route should start at Jordanelle Reservoir and take a route that is 50% less distance and can additionally service additional ski resorts. | 32.2.7A | |
| 34794 | Murali, Bhuvana | I oppose the gondola build in this greenery neighborhood | 32.2.9E | |

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| 34798 | Murali, Manya | I am a little cottonwood resident. Implementing the gondola would not only damage the wildlife around the area but also be a great nuisance to me and my fellow neighbors to have it run below our homes. This doesn't seem like an environmentally apt option and is destroying the area it's going to be implemented in and ruining the beauty of the canyon. None of us want the gondola!! | 32.2.9E | |
| 30847 | Murdock, Bryan | Honest questions that I have about this project and the chosen gondola solution. If we are concerned about environmental impact, why are we doing anything at all? Encouraging and enabling more people to go up the canyon will just do more harm to the environment. If we are concerned with bad traffic, accidents, and we desire more people to have access to the wilderness, why are we going to spend half a billion dollars on Little Cottonwood Canyon and nothing on Big Cottonwood Canyon that is just a couple miles away and has nearly identical traffic and safety problems as Little Cottonwood Canyon? If accessibility for all canyon users is a primary concern, why have we chosen the solution that primarily services the two ski resorts and not the hiking trails, climbing routes, bike trails, etc.? Why have we decided to charge use fees for the roads and the gondola? These things do not improve access for all, they only improve access for those that can pay extra, and for those that are coming to ski. Related to the above, is access for all really even a problem? The canyon only has bad traffic on weekend powder days in winter. Out of the 365 days a year that is maybe 10 days. We are really going to spend half a billion dollars and make major environmental changes to fix 10 days a year of bad traffic, in only one canyon of the two that have this problem? I'm sorry to say it, but with these considerations, plus knowing some of the details of who stands to benefit from the development of this chosen solution (ski resorts, land owners at the base station), this whole project appears to be plain old local government corruption. It is appalling. | 32.2.9I; 32.1.1A; 32.1.2B; 32.2.6.3C | A32.1.1A; A32.1.2B; A32.2.6.3C |
| 31932 | Murdock, Bryan | Honest questions that I have about this project and the chosen gondola solution. If we are concerned about environmental impact, why are we doing anything at all? Encouraging and enabling more people to go up the canyon will just do more harm to the environment. If we are concerned with bad traffic, accidents, and we desire more people to have access to the wilderness, why are we going to spend half a billion dollars on Little Cottonwood Canyon and nothing on Big Cottonwood Canyon that is just a couple miles away and has nearly identical traffic and safety problems as Little Cottonwood Canyon? If accessibility for all canyon users is a primary concern, why have we chosen the solution that primarily services the two ski resorts and not the hiking trails, climbing routes, bike trails, etc.? Why have we decided to charge use fees for the roads and the gondola? These things do not improve access for all, they only improve access for those that can pay extra, and for those that are coming to ski. Related to the above, is access for all really even a problem? The canyon only has bad traffic on weekend powder days in winter. Out of the 365 days a year that is maybe 10 days. We are really going to spend half a billion dollars and make major environmental changes to fix 10 days a year of bad traffic, in only one canyon of the two that have this problem? Thank you, Bryan | 32.1.2B; 32.2.7A; 32.2.4A; 32.1.2D | A32.1.2B |
| 36835 | Murdock, Bryan | I have attempted to read all the responses from UDOT to the comments in the draft and the message I got was that we are addressing the traffic problem in Little Cottonwood Canyon (as opposed to both Big and Little Cottonwood Canyons) simply because when the canyon traffic backs up it blocks the nearby neighborhoods and people can't leave or enter those neighborhoods (for a few hours a day, 22 days a year, projected to be 50 days by 2050). Couldn't we solve that with simple traffic lights at the intersections that get blocked? If not then can we be more clear about what exactly we are trying to accomplish here and why we think it's worth spending half a billion dollars on it? It really does not make sense with the information that has been given. | 32.1.1A; 32.1.2B | A32.1.1A; A32.1.2B |
| 33075 | Murdock, Corinne | Little cottonwood is an incredible climbing location. Putting up a gondola will destroy classic boulders and will ruin the view for all users of the canyon. The gondola is an absurd way to address traffic that is only an issue during a few times during the year. We do not want a gondola! | 32.2.9E | |
| 29872 | Murdock, K | Not that you're listening, as the public was very clear previously that we do not support this, but no one wants the gondola expect the developers who stand to make money off of it and everyone knows it. This is still true no matter how many patronizing ads they pay for. | 32.2.6E; 32.2.9E; 32.2.9N | A32.2.9N |
| 28418 | Murphy, Caitlin | I will be chaining myself to a boulder in little cottonwood if you plan to go through with this. | 32.2.9D | |
| 32672 | Murphy, Elly | Keep the canyon as pristine as possible no Gondolas or lifts in the canyon. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30587 | Murphy, James | <p>I am not in support of the Gondola.</p> <p>Given the amount of opposition, it's hard to understand how this is the preferred solution unless I am opposed to the Gondola.</p> <p>Given the amount of opposition, it's hard to understand how this is the preferred solution unless there is some illegal or immoral back door dealing. With no mandate to use the gondola, people will continue to drive up the canyons, changing nothing and costing millions of taxpayer dollars. There are plenty of alternative solutions with much lower impact. Why not increase bus service and require everyone rides the bus from 8 to 11 am with car traffic allowed after. Traffic is only ever congested for a short time at the beginning and end of the day, mainly on power days. Why not mandate carpooling, or impose a pass system like national parks. The towers will also leave a hideous mark on the otherwise beautiful LCC and destroy climbing destinations. This is a terrible solution that will only benefit two for-profit organizations.</p> | 32.2.9E; 32.2.9N; 32.2.4A; 32.2.9A; 32.2.2B | A32.2.9N |
| 36319 | Murphy, James | I do not support the gondola and I intend to campaign the federal and state legislature to vote against any bill that will provide funds for the gondola. With the looming great salt lake crisis, it is irresponsible to spend public money on any major projects not related to solving that problem. | 32.2.9E | |
| 30945 | Murphy, Kevin | 100% supportive of the UDOT recommendation of proposal B | 32.2.9D | |
| 33268 | Murphy, Lorcan | Please for the love of God don't build the gondola, we've got so much greater need than rich tourists pissed off about sitting in traffic. | 32.2.9E | |
| 30757 | Murphy, Mason | The Gondola B alternative is an overpriced and over the top option for alleviating canyon congestion. Using the money that would go towards the gondola to implement better bus systems, better tolling, and more controlled entrance into the canyon (stop letting non-4x4 vehicles up during the season). The fact that the bus system has already crashed before this season has started is proof that UTA and Udot need to be focusing on streamlining and building the buses for more canyon users over throwing money away on a gondola no one actually wants. | 32.2.9A; 32.2.2M | |
| 28250 | Murphy, Matt | You are corrupt, a vast majority of the state tax payers do not want this, nor does our elected governor. LISTEN TO US. Do not do this to our canyon. Make the tax payers pay for private businesses to be enriched even more. They don't pay their employees a living wage nor do they intend to do anything to make this gondola a viable option for families. No ski lockers means no one will use this thing. No one is going to carry 4 sets of boots, skis, poles, food, and drink in this stupid gondola. This is a money grab and your government organization is looking more and more like the NYTA asking for \$100+ toll fees to ride something UTAHNS are going to pay billions for. (we all know the budget on this project will be blown up in 6 months). | 32.2.9E; 32.2.3A | |
| 29778 | Murphy, Michaela | I just moved to Salt Lake City and the rock climbing scene was a big factor in my decision. It is devastating to hear that such an amazing and unique resource to the area is going to be destroyed to serve a single, privileged population of skiers. There are less wasteful options that should be implemented instead to preserve the valuable natural resources SLC has to offer the world for years to come. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B |
| 35130 | Murphy, Ryan | <p>Hello, I would like to express my concern for putting in a gondola in little cottonwood canyon. First off I really don't see if changing the traffic situation at all. There is still going to be a bottleneck. Putting in the gondola will just move that further down the canyon. Also where will all these cars park? Will there be two ski resorts worth of parking now down at the bottom of the canyon? Let's not forget that Big cottonwood traffic is not being addressed at all, and since probably more than half of the people going to little cottonwood drive past big, traffic will still be miserable there. This is an issue that needs to be addressed citywide, ideally with reliable public transportation. The last and most important thing is that putting up large gondola towers will take away so much natural beauty from the canyon. It is a wild and beautiful place and needs to be protected not exploited. The gondola is not forward thinking, it is a bandaid on a bullet hole at best. With the gondola only serving two private businesses, how could we ruin so much natural beauty just to serve these businesses. They do not own the canyon. I hope that you will see all that is wrong with this project and use logical thinking to make the best and most obvious decision. NO GONDOLA!</p> <p>Thanks for your time, Ryan Murphy</p> | 32.2.4A; 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 28414 | Murphy, Troy | I do not believe the gondola is the best option here. #1. I believe it will greatly impact the beauty and natural feel of the canyon, permanently altering the environment and reducing the awesomeness of the canyon. #2. Gondolas such as this have already been proven to be inefficient. Videos and photos emerged last winter of horrendous lines at the public gondola in Breckinridge, which much like the proposed LCC gondola transports people from the parking lot to the base area of the mountain. The thought of the entirety of LCC's recreation population gathering in one lift line to board the gondola is anxiety provoking in itself. The line will almost certainly be horrendous and will be a major turnoff for both locals and tourists alike. I believe optimized roadways and enhanced public transportation by way of bus to be the best option here. | 32.2.9B; 32.2.9E | |
| 35269 | murray, Cj | <p>Logical thinking would put this on the ballot for a vote. UDOT should also look at this as a whole to support all outdoor activities, not focus on one corporate interest. Climbing, BC skiing, MTBing, hiking to name a few are being left out of the conversation. Improved parking at the mouth of the canyons, bus stops at trailheads throughout the year. Improved roads and snow sheds in high avalanche areas to start. Yearly passes to enter the canyon and daily tolls that fluctuate during high traffic days.</p> <p>There is no reason to skip progressive steps to ruin the beauty of our recreational areas to support a sport for a few months a year. THIS LAND is world renowned for multiple activities and will be lost forever if the gondola is constructed.</p> | 32.2.9N; 32.1.1A; 32.1.2C; 32.2.9E | A32.2.9N; A32.1.1A |
| 28344 | Murray, Elizabeth | I am not in favor of a gondola in LCC, it would be a detriment to the environment, the view, and everything locals like about LCC. I don't believe it would help the traffic situation, as it would be rendered unusable for many days of poor weather. | 32.2.9E; 32.7C; 32.2.6.5K | |

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| 34573 | Murray, Emmet | NO GONDOLA in little cottonwood canyon. Use the proposed tax revenue on electric busses, wages for drivers, and expand bus service. I will not stand to see little cottonwood desecrated by a gondola funded by the tax payer for the benefit of corporations and the greed of the wealthy. | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 28235 | Murray, John | <p>Greetings,</p> <p>I've been living in SLC for the past 8 years and throughout this time I have been an avid user of Little Cottonwood Canyon, both in the winter for skiing and the summer for mountain biking and rock climbing. I've experienced the massive lines of traffic going up to the ski resorts on powder days so I can speak personally to the value of reducing this traffic. But I've also witnessed the traffic up LCC on days that aren't powder days, or even just a few hours after the morning of a powder day, and the traffic isn't bad at all. One almost never needs to stop their car during off hours. The traffic chaos is caused almost entirely by patrons of Snowbird/Alta, whereas other users of LCC (hikers, backcountry skiers, ice climbers) generally don't come in such great numbers that they cause traffic problems. I buy a pass for the LCC ski resorts every year, and I love the resorts. But in my mind, this is an inappropriate use of taxpayer dollars to subsidize private companies. Really, the people that are benefiting from this are mostly ski resort pass holders and the ski resorts themselves, rather than the general public.</p> <p>As far as cost effectiveness, \$550 million dollars seems like a lot to spend on improving traffic flow for ~36 weekend days per ski season. When thinking about long term efficacy of this solution, I question how many more decades our city will have such demand for skiing in the context of global warming, loss of snowpack, and the disappearance of the Great Salt Lake. It is also concerning that this spending is predominantly favoring recreation for the rich. Seeing that high of a price tag makes me wonder what sorts of improvements to the public transit system in the Salt Lake County area could be done for a similar price, in order to reduce rush hour freeway traffic. This would both improve pollution in the valley and also benefit a larger portion of the general public by reducing gas consumption.</p> <p>The gondola, as proposed, will likely not move enough people when demand is high. The proposed plan has a gondola that can move 35 passengers every two minutes (17.5 people per minute). Snowbird's tram moves about 125 passengers every 10 minutes (12.5 people per minute), but their tram only services ~1/4-1/3 of the Snowbird resort-goers. And the line for the Snowbird tram on powder days can take in excess of 45-60 minutes to get through. The proposed LCC gondola only moves 40% more people than the Snowbird tram, but it is servicing two whole resorts and the line will likely be very long and cumbersome. The estimated 45 minute trip time of the proposed LCC gondola is likely overly optimistic.</p> <p>I think that giving buses priority over cars to get up the canyon by providing a dedicated bus lane and forcing cars to stay in a single lane, will make the buses much more effective and favorable over driving private vehicles up. This restriction would only be applicable during rush hours, whereas cars and buses could use both lanes all other times of the day. Turning LCC road into a three lane road with the middle lane changing direction depending on the time of day (uphill only in the morning, downhill only after 1pm, many cities have roads like this) would be a reasonable way to minimize the expansion of the road to allow for peak traffic during those times. Only buses would be allowed to use the middle lane, so as to avoid confusion of private vehicle drivers and minimize accidents.</p> | 32.1.2B; 32.2.2E; 32.2.6.5C; 32.2.9B | A32.1.2B |
| 28949 | Murray, Kyle | DO NOT BUILD. TOU WANT TO TOLL US FOR DRIVING UP THE CANYON!?! This is insane and such a waste of money. | A32.2.9E | |
| 34228 | Murray, Nancy | I am extremely opposed to building a gondola up Little Cottonwood canyon. We need better options for transport up Big Cottonwood and to hiking spots in Little Cottonwood. Electric buses would meet this greater need. | 32.1.1A; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.1A |
| 35174 | Murray, Ross | So I live in the city of Sandy and have since 2015 and I also work at snowbird and I would like to voice my opinion that I am pro gondola I have read multiple arguments against it and I actually see no validity in any of the arguments. I was just in Uzbekistan and was skiing at a resort where they have a four Mile Long gondola and you could hardly see it in amongst the trees The traffic up Little cottonwood needs to be controlled somehow and there needs to be an alternative to driving a two wheel drive vehicle up the canyon. Including bus options and they also have the same issues | 32.2.9D | |
| 35163 | Murray, Ross | So I live in the city of Sandy and have since 2015 and I also work at snowbird and I would like to voice my opinion that I am pro gondola I have read multiple arguments against it and I actually see no validity in any of the arguments. I was just in Uzbekistan and was skiing at a resort where they have a four Mile Long gondola and you could hardly see it in amongst the trees The traffic up Little cottonwood needs to be controlled somehow and there needs to be an alternative to driving a two wheel drive vehicle up the canyon. Including bus options and they also have the same issues | 32.2.9D | |
| 35472 | Murray, Ross | The only way to stop the emission of CO2 gas is for a gondola | 32.2.9D | |
| 34987 | Murray, Teesh | I am against the gondola. Seems like there are alternatives to get more people into the canyon than focusing on 2 ski resorts. Let's make sure to be inclusive of all users for the canyon. Backcountry skiers/boarders should be able to use the transit and stop at popular backcountry trails. A gondola will ruin the aesthetic of the canyon. | 32.2.9E; 32.4B; 32.17A | |
| 26510 | Murray, Thomas | I don't believe we need a gondola in the little cottonwood canyon. This will be more impactful then increased bussing. The cost will be expansive and will have a detrimental impact on the atmosphere of the canyons if a gondola exists. | 32.2.9A; 32.2.9E | |
| 28115 | Murri, Isaac | Why is this not put on the ballot? This is what democracy is all about. I have grown up right below Little Cottonwood Canyon my entire life, and still live here today. I am an avid skier and anyone who cares at all about skiing or what it means to be a Utahn would never allow this to pass. The Gondola is an eyesore the length of the canyon long. Also why are Alta and Snowbird not paying for this? Over 500 million dollars of taxpayers money being used for this is a complete joke. I could not be more dissatisfied with this idea. When conservation is an increasing problem and with Little Cottonwood Canyon being a critical watershed, | 32.2.9E; 32.2.9N; 32.2.7A; 32.2.0B; 32.2.2K | A32.2.9N; A32.2.2K |

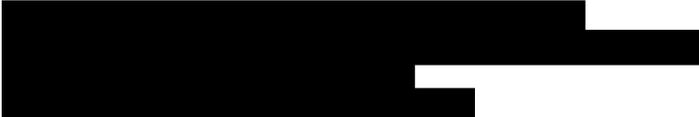
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| | | allowing thousands more people up the canyon daily is a great sin. At some point there is a reason why the canyon is packed, it is because it isn't meant for so many people simultaneously. Instead it should be limited and ski resorts which are already extremely crowded should have a capacity. If it is full it is full, and if people had to take a bus then so be it, that is the sensical matter instead of destroying beautiful views with our own money. Yes those of us that use the canyon year round, why are we not consulted? I am a Mechanical Engineer and I can see no way that this budget isn't exceeded. Our road construction projects are already a joke and this will be once again. I am extremely disappointed why the lives' of those affected are not being taken into consideration or being consulted. Are we out of touch with our citizens? | | |
| 37930 | MURRI, KENNETH | I believe the Gondola B option is in the best option for the long term interest of all canyon visitors. The Gondola offers an optional mode of travel in addition to a road which will remain. The phase in of the Gondola option is understandable due to the capital cost. As a CPA...I perceive that the long term control of cost will result in an attractive Net Present Value. | 32.2.9D | |
| 25563 | Murrill, Tyler | I LOVE THE GONDOLA! This is a good decision and I can't wait to see it in action! | 32.2.9D | |
| 32044 | Muscalu, Laura | No to the Gondola. Let the wealthy people that want it pay for it. | 32.2.9E; 32.2.7A | |
| 31179 | Muse, Jessica | The sole purpose of the over \$500+ million gondola project is to benefit the Alta and Snowbird ski areas. Certainly this large amount of money could be better used to fund multiple projects in multiple counties for the benefit of all Utahns. Private industry should bear the cost of operation and not be subsidized by our tax dollars. The gondola's exclusive service of ski resort customers comes at the cost of the canyon's natural environment, the climbing experience and the year-round dispersed recreation in the canyon of all types. The proposed gondola and its construction would have adverse impacts on climbing and fail to serve backcountry skiing/boarding in the canyon. UDOT's proposal to build a gondola up Little Cottonwood Canyon will forever alter the experience of climbing hundreds of iconic boulder problems in the canyon. In addition the views and natural beauty of the canyon would be forever altered. Better and less destructive solutions include smaller steps like adequate tire requirements (with enforcement), parking reservation strategies, tolling (with discounts based on vehicle occupancy), "express" buses during the ski season and year-round bus service with stops at the popular trailheads. They did not build a gondola in Zion Canyon to solve traffic and crowding, but instead implemented shuttle systems during high use to project the natural beauty of the canyon. | 32.1.2B; 32.2.2M; 32.2.2K; 32.2.9A; 32.2.6.3C | A32.1.2B; A32.2.2K; A32.2.6.3C |
| 27283 | Musson, Kathy | I am writing to express my opposition to a gondola in Little Cottonwood Canyon. A gondola will ruin the views in the canyon and the towers/stations will impact the environment. And, it's a taxpayer-funded perk solely to benefit the ski resorts which is not right. I am for limiting access to the canyon to control traffic. Not everyone who wants to visit the canyon on a given day should be allowed to, if the limit of visitors has been reached. The canyon's natural resources are limited and must be protected. | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 30941 | Musy-Verdel, Stefanie | Please secure funding for enhanced Bus Service with priority on Mobility Hubs. Especially those in SLC. For example direct access to the canyons from a Foothill location. Creation of a new hub at the mouth of Parleys. Along with direct canyon access from the the existing mobility hub on Wasatch and 39th. Frequent Bus schedules are important. If People can actually access the canyons from close to their house as opposed to currently driving to canyon access mobility hubs the chance of increased bus ridership would increase. Immediate free bus access to canyons with immediate canyon use automobile fees would adjust peoples decision. | 32.2.9B; 32.2.2I | A32.2.2I |
| 29781 | Myers, Brad | There are other, less intrusive options for dealing with the traffic concerns that plague the cottonwood canyons and connecting neighborhood roads throughout the ski season. The gondola should be the last pick, due to its greatest impact on the current undeveloped parts of LCC. Further development of the roadway for buses, avalanche overpasses, etc. should come first over disturbing areas such as the bouldering fields, forest, etc. Putting the gondola in risks access to these areas at worst (either by increasing or decreasing access/popularity) and at best disturbs the natural beauty of those areas in the canyon. People will now be able to 'look down' upon climbers, bikers, etc., further reducing the natural appeal of those sports in that area and causing increased incidents of localized overuse and vandalism in said areas. Keep the gems of LCC hidden. Keep the travelers of LCC on the roadways; don't elevate them. Don't expose these precious remaining areas of the canyon to overuse and possible damage. | 32.2.9A; 32.2.9R; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S |
| 28511 | Myers, Dan | I'm highly concerned that the gondola will facilitate traffic to ski resorts, but not to many other destinations up the canyon for hiking, rock climbing, snowshoeing, etc. for that reason, I oppose the massive investment of public funds in a gondola because it seems to cater to only a select group of canyon users. I believe other, more equitable, flexible solutions should be reconsidered. | 32.2.9E; 32.2.9PP; 32.1.2D; 32.2.9N | A32.2.9N |
| 30295 | Myers, Erica | Hi! This is fiscally irresponsible. Cutting bus schedules because you cannot pay drivers but committing to a 55B gondola could not make less sense. Bus routes provide low income households and individuals flexibility and freedom to move around the valley. Taking away a sustainable and low cost method of transportation in favor of a flashy gondola that will destroy natural forests is neither financially nor ecologically sustainable. Bus runs are crucial for both local and overflow traffic for heavy mobility days during the winter. | 32.2.9E; 32.2.9A | |
| 29920 | Myers, Garrett | Hello, I am an avid user of LCC. I love to hike, run, ski, climb, and camp in the canyon. Because I use the canyon for skiing as well as other activities, I feel that I have a valuable opinion on the gondola. The negative impacts of the gondola significantly outweigh the reduction in traffic, accidents, and avalanche-caused delays. For all of us that use the canyon for non-skiing activities, the unobstructed view is one of the biggest draws to the beautiful LCC. Even more importantly, the gondola will heavily impact bouldering on the canyon floor. Some boulders will almost | 32.2.9E; 32.4B; 32.2.6.5D; 32.2.6.5E; 32.2.9A | A32.2.6.5E |

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| | | <p>Certainly be removed due to their placement. Others will just be covered by construction and have their natural feeling removed.</p> <p>The parking situation is not going to be sufficiently resolved by the gondola. Whatever new parking will be implemented at the base of the canyon is going to fill up very quickly as it will serve both Snowbird and Alta.. getting to the resort is going to start taking around an hour or longer from the base of the canyon - not much improvement to current delays. There will be huge lines to get onto the gondola at both sides.</p> <p>Cost is also a significant factor. As someone who will be using this gondola, it is wrong for me to ask my non-skiing peers to pay for this gondola with their taxes. While the tourism is good, this gondola only serves a small population and is too expensive for its limited purpose.</p> <p>I hope you will reconsider this option and reconsider the extended bud service. Thank you.</p> | | |
| 30090 | Myers, Jeff | I favor the No-action alternative. All other alternatives have negative wildlife habit impacts. The gondola is definitely a bad idea....could cost up to a half-billion dollars in taxpayer money, just to deliver customers to a for profit corporation called Snowbird. | 32.2.7A; 32.2.9G | |
| 32319 | Myers, Julie | Thank you to UDOT for all the hard work and concern you show to our community and citizens. I am a big fan! Lived here all my life and appreciate the positive work you strive for to our infrastructure. Orange barrels and all, your are an important provider to our state. Having said that, I'd prefer that a gondala system not be constructed in Little Cottonwood Canyon. | 32.2.9E | |
| 26163 | Myers, Kevin | Thank you for all the hard work and this decision. Admittedly I do not live in Utah but have been skiing in Utah for a long time and am basically an annual visitor. I strongly support the Gondola B decision/option and applaud you for this determination. Obviously detractors are welcome to their opinion, and I encourage you to be polite, but these detractors are hypocrites - skiers and boarders who oppose this option for a gondola, yet their primary reason for accessing this area... is to go ride.... gondolas and lifts (same things) to even be able to ski and ride. Please remind them of that. Worse, the alternative...widening Route 210, I don't care what the EIS study says, it seem obvious, would have even greater environmental impacts than a few pad sites for gondola towers. The space, excavation, fill, increase in impervious surface, visual impact of a widened road, increase in stormwater runoff, etc., etc, is sure to be much more of an impact than a few gondola pads/towers. Don't listen to the hypocrite skiers/riders that suggest otherwise, or remind them of the facts. So the impact of the ski lifts and the Snowbird Tram have no visual impact? But this gondola will? Really? And a widened road will not, come on people. While unfortunately I am doubtful this Option B/gondola will ever really be constructed due to cost, lawsuits, people fighting it, etc., it still is the right decision. For Gods sake I certainly hope 210 road widening doesn't become the only choice. But, hopefully the gondola/Option B does come to pass. Thank you. | 32.2.9D; 32.2.9C | |
| 37750 | Myers, Olivia | Please do not build a gondala! This does not solve the bigger problems, there are so many other solutions that are better for the community and environment! | 32.2.9E | |
| 29784 | Myers, Timothy | <p>Hello,</p> <p>I was born and raised near LCC and have seen the area grow in my forty years here. I understand the issue for a need to allow a growing number of people enter the canyon, but adding a gondola without experimenting with other options is so very reckless and upsetting. This plan will obviously only go to serve the ski resorts and provide development with funding. The public is so blatantly aware of this fact. We should all be outraged that tax dollars are being spent for private interests. Our climbing areas will be destroyed. The gondola will not serve those who enter the canyon to hike/ski in areas outside of the ski resorts. Perhaps the most upsetting thing is that a massive, permanent eye sore will be introduced to one of the most beautiful places on earth. We can't reverse that. I was raised to respect our environment and this plan is in direct opposition of that mindset.</p> <p>I vehemently oppose the plan to implement a gondola and would like to see options of adding a toll and/or expanding bussing. I implore you to reconsider this irreversible action to our public lands.</p> <p>Thank you.</p> <p>-Tim Myers</p> | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.4B | A32.1.2B |
| 33121 | Myler, Sharon | WORST IDEA EVER! Better ways to ensure EVERYONE benefits. Let's find them! | 32.2.2PP | |
| 32591 | N, A | I, like many others, oppose the building of a gondola system in Little Cottonwood Canyon. This project will destroy irreplaceable habitats and ruin the natural aesthetic of the canyon. The gondola would be an eye sore all for the benefit of skiers and snowboarders. These are sports that are only available for less than half of the year. For the amount of money needed to complete this project, one would hope it would go toward something that benefits the public year-round - like figuring out how to prevent toxic arsenic clouds from being released from the dried up Salt Lake. Please reconsider moving forward with this project, and consider other methods of addressing the issues that have brought on this proposal. | 32.2.9E; 32.1.2B | A32.1.2B |
| 33961 | N, Raj | <p>Making irreversible changes to one of the most beautiful places on earth, must only be done after exhausting all other options. Some of those other options, that do not require altering the Little Cottonwood Canyon permanently, include creating incentives for people to carpool, improve bus service, and most importantly, ask the two Ski Resorts to implement policies that will have a direct impact to the way the limited resources are being consumed. Namely, they must be asked to enact policies that discourage single rider cars, limit the number of people on each resort to what the canyon roads can safely handle.</p> <p>Moreover, the main financial investment for any largescale projects must come from the two businesses that stand to gain most from such projects. Ultimately they bear the most responsibility for creating the problems, that are currently faced by the users of Little Cottonwood Canyon, during the select few winter days.</p> | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |

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| 26457 | N. Hansen, Doran | I am strongly opposed to the Gondola. It's too expensive, invasive, and only serves a few. It will detract from the serene beauty of the canyon, while not fully solving the transportation issues in LCC we currently face. An improved Electric Bus service in tandem with other common sense solutions is strongly preferred. | 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 28173 | N/a, Andrew | Its crazy to think so much money will be spent on a project to solve an issue that can be solved by limiting skier capacity in the canyon, or through so many other alternatives that benefit the local community and the resorts-as well as lowering carbon emissions. Aside from the eye sore, its a shame that local taxes are used to pay such a controversial project. If i did not ski, I would be upset over this even more so. There are so many people (lower income-locals) who should not have to pay into a project like this. Why wouldn't powdr corporation or other private entities pay for this project first, as it benefits two ski resorts more than anyone. Also, what special interest gain project contracts though this type of approval? It is insane that as we move forward through these crazy times, we do not put money into other things such as saving the great salt lake, or passing laws to limit how green lawns continue to be during the greatest water crisis we have seen in our lifetime. I just signed a lease where I am required to run my sprinklers daily to keep the yard green. It is a shame that with everything happening in real time that we are not calling to action on more important issues such as water conservation. I drive LCC everyday for work and see no need to add something of this nature. As someone who loves innovation and considering all options, I see this as not serving the publics interest but instead serving the interest of elected government officials. Government officials are elected by the people for the people. 80 percent of Utahns do not want this. Why cant anyone at the government level listen to the public opinion. It is really disheartening and brings on feelings of despair for the future world we will live in. Limit the IKON passholders usage up the mountain and stop marketing so heavily for areas that are already stressed and over used. Utah residents pay taxes and move here from all over to enjoy the mountains and have the right to experience Utah in a way that unfortunately cant be had for everyone. Pretty soon there will be no winters left anyhow as our Climate changes and you will be left looking at a gondola that serves no use as heavy rainfall goes away. | 32.2.9E; 32.2.2K; 32.2.7A; 32.1.2B; 32.2.9N | A32.2.2K; A32.1.2B; A32.2.9N |
| 27645 | N/a, Josh | Erecting the Gondola will destroy to views of Little Cottonwood Canyon. Why not try some simple solutions before installing 550 million taxpayer dollars? What about charging people to pay for parking at the resorts? Have the resorts build more parking garages? I can drive up from my house on a good ski day to snowbird in 20 minutes. The traffic isn't that bad to require such a drastic move. Makes everyone realize this isn't about transportation. Resort profits. Josh | 32.2.9E; 32.2.2K; 32.2.9R; 32.1.2B; 32.7A | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |
| 28178 | N/a, Nick | Why is the gondola moving forward when the vast majority of publicly polled opinion was against it? Considering it is supposedly ~95% taxpayer funded this should be the local peoples decision, a public vote or forum or townhall so udot can formally hear the voice and reasons why we are against it. I have really lost a lot of faith in udot as a organization today due to this decision, and as someone who works for a small local solar business in salt lake doing everything we can to help aid the environment, this feels like a backhanded slap | 32.2.9E; 32.2.9N | A32.2.9N |
| 28182 | N/a, Wendy | Yay! So so happy you are going forward with the Gondola project! It's the perfect answer to a traffic congestion in the canyon. THANK YOU! KEEP IT MOVING FORWARD | 32.2.9D | |
| 38109 | Na, Hyojung | I think a very loud and logical argument has been made that the gondola project is in no valuable way, benefitting the people living in the valley nor the environment. The sheer cost of the project could be so much better utilized than for the sole benefit of the ski resort that a gondola will service. The gondola will dramatically, for the worse, change the character and impression of our canyon. The days of wild winter storms that back up traffic to create the "Wasangeles snake" only happen a handful of days a year. The impact of efforts made to mitigate the dangers of these few days a year should be made with better public transportation options where UDOT has not been given the resources to properly service the canyon. Any other large resort, like some in Tahoe and Colorado have bus service from parking lots that arrive so frequently that one barely has to wait outside their car before getting picked up. These buses are also specifically equipped to handle a snowpsorts crowd. They have racks made to carry ski equipment and storage for other gear that make the ride much more pleasant than standing in a bus for an hour trying to hold up your skis. If bus service were better configured, it would be a much much more common sense solution than to destroy the canyon for a gondola that does not even allow anyone to go anywhere except the ski resort. Public transport does not sound as glamorous as a gondola but it makes so much more sense. The idea of destroying the beauty of the canyon, which makes the Salt Lake Valley so desirable to live in, is a travesty. A gondola does not create any meaningful employment. It does not serve the community, some of whom are just looking to stop at a trailhead. We do not need a gondola. We do not want a gondola. Let's preserve the canyon for the beauty it is for the present and future community. | 32.2.9E; 32.1.2B; 32.2.9A; 32.1.2D; 32.2.6.5G | A32.1.2B |
| 32443 | Nabaum, Stephen | I live on [REDACTED] from mouth of Little Cottonwood Canyon. We are aware of traffic over load in this area Summer and Winter. Wider roads and more parking lots will make more space in the canyon a better place. My son 10 yrs ago worked at Snowbird for 4yrs. Ski traffic then was over crowded. 3000 more people will not make a tiny "one of a kind canyon" enjoyable for anyone standing shoulder. This canyon reached capacity 10 years ago. A billion \$ contraption used to solved a man made problem for less than 15 days out the year. All the while destroying the view with rusty steel towers. My son in law a hiker and a hunter seen, walked climbed thousands of canyons in US, Canada, Alaska even the the Arctic Circle has not seen a canyon comparable in magnitude as Little Cottonwood Canyon. Utah...don't destroy the CANYON that draws the people. PS where is water going to come from to wash, flush and to hydrate these people. millions of people to see | 32.4A; 32.4B; 32.20C | A32.20C |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 27635 | Naden, Stefanie | I strongly oppose building a Gondola in Little Cottonwood Canyon. I have had a season pass in each canyon during various years, and the traffic in LCC has actually become better than Big Cottonwood Canyon. An enhanced bus service would help both canyons, but the Gondola only services LCC. The resort parking lots and lifts are at max capacity, so there is not a growing number of people who need to be brought up the canyon, just a reduction in cars. | 32.2.9E; 32.2.9A; 32.2.9B; 32.1.1A | A32.1.1A |
| 27631 | Naden, Stefanie | I am a Snowbird pass holder and 13 year resident of Salt Lake City. I desperately want to take the bus, but the current bus system is not meeting our needs. There is so much potential to create a better transportation hub and limit drivers on critical snowy days. Local driver permits Limit rental car access Buses better equipped for winter users Strategic snowsheds to minimize closure times Thanks you for you consideration. | 32.2.9A; 32.2.2M | |
| 37535 | Nadesan, Karthik | Like most of the public, I am against UDOT's proposal to install a gondola in Little Cottonwood Canyon. Installation of the gondola towers would require the destruction of large swathes of wilderness and recreational areas in the canyon and the gondola and towers themselves would create a large unavoidable eyesore. Construction costs for the gondola would balloon by the time it is funded and, due to its record length, the maintenance costs are unknowable but will be almost certainly higher than projected. Most disappointingly, the gondola would only serve two private ski resorts in the winter and would provide no benefit to other users of the canyon during the winter or to any canyon user in the summer. There appears little need to adopt such an extreme solution before trying increased bus service and a transit hub/park and ride that is closer to the canyon. Given UDOT's failure to adopt these common sense solutions (and it's cutting of bus frequency and routes this winter) I have little confidence that the gondola will do anything other than waste tax payor funds and increase overcrowding (and burden of the canyon's natural ecosystems) at the only true beneficiaries of the project, Alta and Snowbird. | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.6.5F; 32.2.6.5G | A32.1.2F |
| 36802 | Naff, Alexi | Little cottonwood does not need an "attraction" it already is one. Please don't clutter up our beautiful landscape with needless eyesores. | 32.2.9E | |
| 32410 | Nafziger, Mia | I oppose UDOT's preferred alternative: Gondola B (From La Caille). As evidenced by the original public comments for S.R. 210 Draft EIS, I, and most of the public, strongly oppose building a Gondola in Little Cottonwood Canyon, and support an enhanced bus service, tolling, and other restrictions be implemented before any new construction is considered. In UDOT's executive summary for the Final EIS, UDOT claims there is "support for gondola and bus alternatives." While this is true, it misconstrues the overarching message from the 13,443 public comments UDOT received. While UDOT's 258-page public comment response is quite comprehensive, it failed to statistically summarize major themes of the public's wishes. Because UDOT's 258-page public comment response sufficiently documents all the reasons the gondola is a bad idea, there is no reason to expand on that here. Rather, I call on UDOT to present a statistical summary of the major themes from the original public comments and act in accordance with the majority themes, that is: enhanced bus service, restrictions to single occupancy traffic, and no gondola in Little Cottonwood Canyon. Thank you for your careful consideration! | 32.2.9E; 32.2.9N | A32.2.9N |
| 25495 | Nagawa, Koki | This is an awful awful awful decision. This will destroy the climbing world and although yall claim that only one boulder will be destroyed we all know that this is not true. What are you guys doing to ensure this doesn't happen, what are some solutions to make sure the boulders survive, or maybe relocation of some boulders. | 32.2.9E; 32.4B; 32.6D | |
| 36281 | Nakagawa, Kezia | Putting in a gondola isn't a solution and will only make things worse before they just stay bad. What we need is a quick and more long term solution, one we can even try before committing to it... like a better more constant bus schedule. We are tired of construction projects and we want something that will work for everyone. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 35912 | Nallur, Pramoda | As a longtime resident of Sandy and a person who loves the Little Cottonwood Canyon, I am against introducing Gondolas. The Gondolas will forever change the way the mountains look and will stand out like a sore, man-made structure that defiles nature's awesome creation. Gondolas will not make transportation any convenient either. Neither does it have to become a money-making venture for vested business interests at the expense of natural beauty. More harm will be done to the environment due to its construction and will become another burden on energy consumption. For all these reasons, I vote for rejection of the Gondola project. Thanks. | 32.2.9E; 32.1.2F | A32.1.2F |
| 30736 | Naluai, Kekoa | save our climbing crag ?? it doesn't even help anything | 32.2.9D | |

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| 32259 | Nam, Andrew | My first impression of Salt Lake City came from looking at the mountains. It's majestic and magical in its natural state and offers so much to mankind. Whether it's a route climbing, an artwork on a canvas, or a place to temporarily hide away from busy a work life we all have something to gain from it. Making little cottonwood canyon more accessible may sound like a good thing at least but slowly the mountain that we in awe of seeing slowly loses its magic and becomes an infrastructure. | 32.1.2B | A32.1.2B |
| 25819 | Nanfito, Chad | The decision to put a gondola in LCC is as dumb as all you are for even considering it, you and your gondola. | 32.2.9E | |
| 28612 | Narasipura, Jayadatta | <p>What is the problem UDOT is trying to solve by building the Gondola? Does recreation sports in one season need so much attention and resources? Everyday people spend hours driving to work and home on the clogged east to west roads, shouldn't that need to be addressed? Is transporting more skiers faster to Snowbird on 25 days in a year more important?</p> <p>Ski season is about 3 months, that is 12 weekends, about 25 days. Does transporting few thousand people up the canyon for skiing needs so much of attention? Is it worth spending 600 million to fix a non-existing issue? Skiers (less than 1% of people) will find alternate ways to spend their weekends or they will spend more time in car. It is up to them to decide on how they want to spend time on their day off.</p> <p>Don't we create a new problem by transporting more people fast to Snowbird? There are limited ski lifts in the resort. Skiers needs to wait for 90 to 120 minutes to catch the ski lift. They can ski two or three times in a day. Snowbird makes more money by attracting more people but will any skier like the new waiting time in the cold weather to ride on the ski lift? Snowbird will be new Disney world.</p> <p>We all know that the amount of snow falling has significantly reduced which in turn is causing water problems in the valley. One of the reasons being that the lake effect snow has come down. Senator Romney has called for everyone's attention to spend few billions to fix the water level. Shouldn't we wait for few years to watch the amount of snow that falls on our mountains?</p> <p>Last time when UDOT opened the same topic for public comments, 60 to 80% people said NO, but the final EIS was as expected. Very few powerful people have already decided, comments from the common citizens do not matter. Now again UDOT is asking for the public review and comment. Not sure if our comments matter when the decision to build gondola is already made. It feels like a sham. But I still believe that the public opinion matters.</p> <p>Even if this is approved, shouldn't snowbird spend all 600 million to build the gondola which helps their business? Utah is a fiscally responsible state, why should taxpayer's money be spent on this project that helps one private organization? An average Utahan do not ski in this expensive ski resort which represents than 95% people in the state.</p> <p>Thanks</p> | 32.1.2B; 32.20C; 32.2.2E; 32.2.9N; 32.2.9E; 32.2.7A; 32.2.2PP | A32.1.2B; A32.20C; A32.2.9N |
| 35553 | narasipura, sandhya | We as a generation should make an extra attempt to keep our resources for future generations. For the benefit of few greedy money making folks, why should an entire generation suffer? There are alternatives that has worked and we should use that. We already have water shortage across the globe. Knowing that why are we contaminating our water resources by this new initiative. Think of all your children, grand children and envision how they will live and may be it will make a difference in your decision to abandon this. | 32.2.9E; 32.1.2F | A32.1.2F |
| 31328 | Nash, Connor | <p>Building a gondola in Little Cottonwood Canyon is a shortsighted, irresponsible, and unwelcome "solution" to the traffic problem on SR 210. Negative impacts to viewshed, watershed, wildlife, overall canyon experience, etc. far outweigh any potential benefits promised by the gondola proposal.</p> <p>To start, the gondola stands to solely benefit Alta and Snowbird, two successful private entities that should not be receiving, and do not need, any public subsidies or handouts. 500 million dollars could be much more effectively spent on improved bus service (which has now been cut and will be essentially useless this coming ski season) and implementing a tolling system for holidays and weekends.</p> <p>The solution is in fact, simple, and does not involve building the world's largest gondola in one of the city's most important watersheds. Predictably busy days in the canyon (and trust me, as someone who spends well over 150 days per year there, they are quite predictable) will require a hefty toll to drive up the canyon. This toll can be reduced through carpooling. The more people in the vehicle, the smaller the toll. Toll fees go toward maintaining the improved bus service and improving canyon facilities; trailheads, parking lots, public restrooms. The bus is free, for EVERYONE, and has stops for ALL canyon users. Money incentivizes human behavior, and people all of a sudden start to take the (new and improved) bus service on busy days. This is simple economics, but by the lack of logic coming out of UDOT I can tell that no one on the team has any knowledge of the subject.</p> <p>A massive gondola would indeed mitigate the need for avalanche-induced road closures and traffic jams attributable to vehicle slide-offs, but do we really need to mitigate these issues? Alta and Snowbird are situated in one of the most active avalanche areas in the country. That's part of their beauty and appeal. The snow is deep and the terrain is steep. In fact, Alta has made promotional videos about this very concept. The phenomenon of "Interlodge" is unique to LCC and is something to be accepted as a part of recreating in such an amazing place, not something to be overengineered around. Slide-offs can be reduced through meaningful enforcement of the traction law. This "law", as it is currently enforced, seems more like a suggestion than a serious and fineable offense. I have never seen a car pulled over during a snowstorm for disobeying the traction law, and I have seen many, many vehicles driving in the canyon during snowstorms that are far from compliant.</p> <p>The main issue with the gondola is that it does not even solve the problem that it claims to address, it simply moves it. The gondola would take weekend powder day traffic jams from in the canyon to the base of the canyon, affecting homeowners, commuters, BCC traffic, and beyond. The roads at the base of LCC are no better suited to handle immense volumes of vehicles than the one going up it. Not to mention the fact that after all of the construction, inconvenience, and financial irresponsibility of building the gondola is finished, you have the audacity to charge money for people to take it like it's some sort of amusement park ride. You claim to want people to stop driving their cars, and instead have proposed that they pay an extra \$30+ to ride up in a box with a view. Make the action you</p> | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.4A; 32.2.6.5E; 32.2.2M | A32.2.6.5E |

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| | | <p>want to stop cost more, and make the action you want to happen cost nothing.</p> <p>I am not going to spend an entire paragraph (or several) going over the environmental, recreational, and aesthetic impacts of the gondola that also make it a terrible choice for the future of LCC. UDOT already knows them and clearly does not care. But I would like to remind you that this is a PERMANENT decision, made brashly before attempting any non-intrusive improvements to transportation in Little Cottonwood. You cannot do a trial run of the world's longest gondola and then suddenly decide that it was not a good idea. Building this monstrosity is a serious commitment, and a seriously misguided one at that.</p> <p>Your gondola proposal is unnecessary, unwanted, and unintelligent. It is greedy, misguided, and shortsighted. Please, I, along with the entire outdoor community of Salt Lake City, am begging you, reconsider your options and try a less impactful solution before you choose the nuclear option. Do not alter and deface this beautiful canyon forever to open the ski resorts for a few more days per winter.</p> <p>Little Cottonwood Canyon is a special place and a precious resource for the residents, and tourists, of Salt Lake City. Do not ruin it for everyone.</p> | | |
| 36038 | Naso, Joseph | <p>Hello, I'd like to say there's a lot of Utah residents who don't use the canyon and wouldn't be using the Gondola, so why should we be paying to have it installed? Also, why should we pay to use if our taxes payed to have it installed? There's only a handful of people that will benefit from it, not to mention we're getting less and less water each year, if this did get installed, (which I hope it doesn't) what happens when there isn't enough water to keep the ski resorts open and running? What then? Talk about a waste of money, you might get 5-7 years of good use out of it at best. This isn't like it used to be when you could go skiing on the 4th of July. Cant you see the cycle we're in? It just doesn't make sense to put it in now. Mabe back in the 70s, but not now. you'd be wasting our tax dollars, with no intentions of giving Utah residents free use of it, even though we would be paying for it. Wed be paying for it to get installed, and we'd be charged to use it too. This shows me that all you care about is getting it installed, at our expense. No benefits of being a Utah resident. I think it's quite obvious that greed is the core of what's driving this to be a reality.</p> | 32.2.7A; 32.1.2D; 32.2.2E | |
| 37768 | Nasson, Alan | <p>Please do not build the gondola system to move traffic up and down Little Cottonwood Canyon. Please maintain the natural beauty of the canyon.</p> | 32.2.9E | |
| 31931 | Natale, Dylan | <p>Good morning,</p> <p>Thanks for giving the public a chance to voice their opinion, and I along with the majority of Utahns don't agree the gondola is the solution. It does nothing to mitigate the dangerous congestion up Big Cottonwood Canyon (likely more crowded/congested than Little in the winter). Significantly more busses with a dedicated bus lane, with direct service to various ski resorts, from various hubs around the valley seem like a great solution to limit the congestion in Cottonwood Heights and Sandy most mornings, get skiers to their destinations efficiently and safely, and help limit car traffic and pollution daily.</p> <p>Thanks in advance for reconsidering the gondola,</p> <p> Dylan Natale</p> <p></p> <p></p> | 32.2.9E; 32.2.9B; 32.2.2I | A32.2.2I |
| 25693 | Natalie, Chris | <p>I am an 8 year resident of Salt Lake City and a weekly user of little cottonwood canyon. As a rock climber, skier and runner I am in support of the proposed alternatives to a gondola and strongly opposed to the construction of the gondola. This proposal will destroy many acres of natural habitat, recreation and incredible views. There are other solutions to the LCC traffic issue and the gondola is a very poor solution helping only the resorts and hurting this who choose to use the canyon in many other recreational pursuits. Please reconsider the alternatives.</p> | 32.2.9E; 32.4B; 32.13A; 32.2.2PP; 32.2.9N | A32.13A; A32.2.9N |
| 27993 | Naughton, Eileen | <p>I oppose completely oppose this solution to the traffic in the canyon. Our beautiful canyon should remain as close as possible to how it is. I can't believe you have a majority of citizens behind this I'll thought out idea. We should keep our unique assets unspoiled as much as possible.</p> | 32.2.9E | |
| 26110 | Nauman, Maurena | <p>The gondola will NOT benefit ANYONE that lives in the area or uses the canyon. Also does NOT benefit our environment as it will NOT reduce the number of cars able to go up the canyon. NO GONDOLA</p> | 32.2.9E; 32.1.2B; 32.7C | A32.1.2B |
| 37812 | Nauman, Taunja | <p>The inversion layer experienced in this beautiful valley is unprecedented. Please, Utah, the gondola is a step in the right direction to assist with cleaning up our dirty air. In addition to fighting pollution, the gondola will reduce auto accidents exponentially, thus saving lives.</p> | 32.2.9D | |
| 29084 | Naumann, Jared | <p>This may be the best idea I've heard from udot. This has the potential for being one of the worlds greatest attraction with the ability to bring tens of thousands of tourists coming to Utah. We love Utah and want to see it from the sky. European countries have thousands of gondolas and they bring wealth and beauty to their countries.</p> | 32.2.9D | |

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| 29714 | Navidomskis, Finn | <p>One of the largest unintended consequences of the gondola project is the damage to the climbing resources of little cottonwood canyon. Little Cottonwood canyon is a world famous climbing destination, largely due to its many high quality boulders. Due to the gondola's construction, many of these boulders would be damaged or destroyed. Though UDOT's EIS says the damage to the climbing resource would be minimal, I believe they are misunderstanding and dramatically underestimating the damage that will ensue. The Salt Lake Climbers Alliance estimated that 64 independent boulders would be damaged or destroyed resulting in the loss of 273 unique climbs. This would be a huge loss for the climbing community. These are one of a kind, completely unique boulders that can never be replicated and don't exist anywhere else in the world. This climbing resource is also a tourism attraction for the nearby communities. People come from all over the world to climb on these boulders. Climbing is a rapidly growing sport and industry. Each year, more and more climbers come to Little Cottonwood, and that number will only keep increasing.</p> <p>Due to climate change, the winters in Utah are only expected to become warmer and drier. This will result in shorter ski seasons with less impressive snowfall. One day, The Greatest Snow On Earth, will be gone. When the snow goes away, so will the tourism associated with it. This is not true for the climbing. Climbing will continue to grow as a sport and Little Cottonwood will only become more popular as a climbing destination. As the ski seasons get shorter, the climbing seasons get longer. Why would we sacrifice the boulders, a resource that we can never rebuild and one that will continue to provide recreation forever, to build a gondola that provides access to a resource that is in rapid decline? It is simply a bad investment.</p> <p>Still the boulders of Little Cottonwood Canyon are more than just a tourist attraction. They hold extra value for the locals of the Salt Lake Valley. Many of us have climbed them for years. Some of us learned to climb here, others moved here to climb. All of us love and cherish the boulders and the time we spend climbing them. It would truly be a tragedy to have these unique boulders that countless climbers know and love be destroyed for the profit of private companies.</p> | 32.1.2B; 32.2.2E; 32.2.2PP; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 29973 | Navidomskis, Finn | <p>The gondola is not a valid solution to the traffic problem because it does not give access to the parts of the canyon most people go to, and it still requires transportation to the bottom of the canyon.</p> <p>77% of canyon users do not go to the resorts at the top. Instead, the majority of people are accessing the many hiking trailheads, bike trails climbing areas, and river recreation areas. The gondola does not provide access to any of these areas, and is therefore not a transportation solution to the majority of canyon users. Another reason the gondola does not solve the traffic problem is that it still requires everyone to drive to the bottom of the canyon. The EIS says that there won't be a reduction to cars driving to Snowbird and Alta. The same number of people will drive, but some additional people will take the gondola. Anyone who access the cottonwoods during a high traffic time knows the problem starts way before the canyon. Wasatch Boulevard is often backed up all the way to I-215. This would still be the case with the gondola solution. The problem will even be exacerbated by the additional people who are driving to LCC just to take the gondola. The gondola will do nothing to solve the traffic problem in the Cottonwoods.</p> | 32.1.2C; 32.1.2D; 32.2.6.5G; 32.2.6.5E | A32.2.6.5E |
| 29688 | Navidomskis, Finn | <p>The goal of the gondola is to be a transportation solution for the estimated 25 days per year with high traffic. However there are 365 days in a year. The majority of the year there is no skiing, and absolutely no traffic problem. I read a study that said 77% of the canyon users are not going to the resorts at all. Ironically, this "transportation solution" only provides transportation to the resorts. There are no stops throughout the canyon at the various trailheads and outdoor recreation areas separate from the resorts. The gondola is therefore not a "transportation solution" for the majority of canyon users.</p> <p>Even more frustrating, is that these non-resort users will be bearing the brunt of the damages to the canyon. Since the resorts are at the top, the gondola's construction will mainly be in the lower and middle sections of the canyon. That is where the other recreation areas are within the canyon. All of the construction damages, gondola towers, destruction of recreational areas, and loss natural aesthetics will be affecting the 77% of canyon users that don't even benefit from the gondola.</p> | 32.1.2B; 32.2.6.5G; 32.2.9E | A32.1.2B |
| 37151 | Navidomskis, Finn | <p>It is well known that the gondola is widely unpopular among local Utahns. Another example of a similar project, a widely unpopular gondola over a large recreation area is British Columbia's Sea To Sky gondola in Squamish. This gondola has been in the news several times since it's construction due to the ongoing opposition of it. In fact, the gondola cable has been intentionally cut twice already. Each time every car on the line plummeted to the ground and cost millions to repair and replace. Since the gondola is so unpopular, could this type of thing happen in Little Cottonwood Canyon? What measure, security and otherwise, will be taken to protect the gondola? It seems necessary that a public investment do this scale should be protected from anything that might damage it. But wouldn't it seem ironic to have to protect the gondola from the people it's meant to serve? I believe that the gondola shouldn't be built, since it is opposed by the majority of people it is meant to help.</p> | 32.2.9E; 32.2.6.5K | |
| 29686 | Navidomskis, Finn | <p>The gondola is being advertised as a "traffic solution." However the EIS says that the gondola will not decrease traffic in the canyon. The effect of the gondola is only to increase the number of people who reach the resorts. It is therefore not a solution to the problem, and should not be advertised as such. This increase in people at the resorts only benefits the resort companies. Why would the people of Utah pay for the most expensive gondola in the world when it won't reduce traffic and will only increase profits to two private companies. Since these companies are the only ones who benefit, they should be the ones to pay. Us Utahns have other uses for our tax dollars. Other roads to fix, schools to fund, and a real homelessness problem that needs more public funding. It would be irresponsible and unethical to spend so many tax dollars to make a couple private companies richer.</p> | 32.20C; 32.2.9E; 32.7C; 32.2.7A; 32.1.2B | A32.20C; A32.1.2B |
| 29974 | Navidomskis, Finn | <p>According to the Deseret News and Hinckley Institute of Politics, 80% of Utahns oppose the gondola construction in Little Cottonwood Canyon. Moreover, the local community of Cottonwood heights is outspoken in its rejection of the gondola. Yet, with such an overwhelming majority opposed to the gondola, the plans are still going forward. Why is this the case? Why is UDOT ignoring the opinion of its constituents? Especially the opinions of its most impacted community? I believe this is evidence of a deeper problem with our system. The needs and desires of the local population, the people directly funding and directly impacted by the decisions, are being overruled by private interest and lobby groups. This shouldn't be the case. This may sound crazy, but public transportation built by public funding should take into account the needs and desires of the public.</p> | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30491 | Navidomskis, Finn | <p>Udot recently announced the cutting of some bus routes and reduction in frequency on other routes that skiers use to access Little Cottonwood Canyon. It seems a bit fishy that this decision was made as Udot is recommending people use public transportation to the resorts and during the comment period of a highly</p> | 32.2.6I | |

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| | | controversial gondola. The official reason these services were reduced is due to a lack of drivers. However I am sure that Udot could hire more than enough drivers to service the canyon all winter for much less than 700 million dollars. If we are okay will such a huge price tag for the gondola, why can't we increase the wage of drivers enough to hire and keep new drivers? There is a cheaper and better solution than the gondola: a revamped and properly funded bus system. | | |
| 29972 | Navidomskis, Finn | The gondola is not an effective public access solution firstly because it does not provide equal access to people in different social and economic standings. Riding the gondola requires transportation to the loading area. Most people will use their car to do so, but this isn't an option for everyone. For example a recent study shows Utah Latinos have about half the access to a personal automobile. How will these people to get to the gondola then? The bus? It wouldn't make sense for them to ride the bus to the canyon, just to get off the bus and pay to ride a gondola. They should just continue up the canyon on the bus. The gondola is therefore not an public transportation solution since many people will still be relying on the bus system. | 32.2.2W; 32.2.4A; 32.5A; 32.2.9E | |
| 29967 | Navidomskis, Finn | The watershed of Little Cottonwood canyon is vital for the local ecosystem and for the community downstream. There has always been an effort to protect and conserve this watershed including the banning of dogs and pets from the canyons. Salt Lake County published that the watershed cannot survive the construction of this gondola. Yet plans for this massive construction project move forward anyway. We've spent years protecting this vulnerable watershed, why throw it all away now? The construction of the gondola will cause irreparable damage to the ecosystem and everything that depends on it. Don't destroy it. Don't build the gondola. | 32.12A; 32.2.9E | A32.12A |
| 32147 | Navidomskis, Finn | 10. The gondola is estimated to cost 590 million dollars. Adjusting for inflation over the time period of construction puts it well over 700 million dollars. How accurate is that estimate? It could be much more costly. Projects of this scale are often way over budget. Building the new addition to the SLC airport was estimated 2.1 billion, but ended up being over 4 billion dollars. If the gondola project has a similar underestimate that puts it near 1.5 billion tax payer dollars to build. That's unacceptable. Don't build the gondola. | 32.2.9E; 32.2.7A | |
| 37121 | Navidomskis, Finn | The EIS says there won't be any impact to the watershed from the gondola construction project. However I find that hard to believe due to the scale of the project. Additionally, there are no precautions outlined in the EIS that will be taken during the construction of the project. Since such a large portion of the population of Utah is reliant on that watershed, it seems extremely risky to plan such a large construction project running the entire length of the drainage. How will the danger to the watershed be mitigated? | 32..2.9E | |
| 32145 | Navidomskis, Finn | Why risk destroying a watershed that 60% of the population of Utah relies upon, to build a gondola that 80% of the people of Utah oppose? | 32.2.9E | |
| 35722 | Naylor, Diane | Please consider the pleas of the vast majority of taxpayers and residents...let's creatively solve the problem of LCC transportation without resorting to the gondola plan. It seems it would do little to solve the issues for access to the entire canyon and would leave an irreversible scar on both the canyon itself and the public treasury. My vote is NO to the gondola. Thank you. | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 37386 | Naylor, K.L. | I am opposed to the gondola idea. I am especially against my taxpayers money being used to deface the canyons, please reconsider!!! | 32.2.9E | |
| 29353 | Naylor, Tim | We need to look towards a Sustainable Future. The Gondola has its merits; however, it is not in the best interest for the people who live in the State of Utah. A Gondola is not sustainable. The Gondola will only qualify for Utah money and private donations to build and limited resources to sustain. The Gondola has limited passenger load and throttled passenger movement. Expanding SR-210, with road and a future railway (possibly Cog) will allow SR-210 to be eligible for Federal Funding along with Utah State Money. And when we hold the Olympics, this corridor will become eligible for additional Federal Money. Gondola Works states the following: NOTE: Gondola Works Statements in Bold Bullet Points-My Comments are in Hollow Bullet Points - It will reduce the congestion in Canyon and Neighborhoods o People still have to get to the Gondola; how do they do this (Car or Bus and in the future, Rail)? o The Gondola will only hold 35 people, Gondola Works states that a Gondola can be available every 30 seconds-How long does it take to load a Gondola (over 30 seconds). Does the proposed cost include 72 Gondolas to meet 30 second headway time? o If the Gondola is served by Rail, there is no way the Gondola will be able to handle 90 people per car and there could be up to 4 cars (360 people). Buses hold up to 70 people. o We need a system that is seamless, providing the ultimate sustainable experience for our community and visitors. - Weather & Avalanche Resistant o Building Sheds and Retaining Walls in Avalanche Areas for road and railway will allow for consistent and safe ingress and egress. | 32.1.1A; 32.1.2F; 32.2.6E; 32.2.6.5A; 32.2.6.5E; 32.2.6.5C; 32.2.6.3C; 32.2.7A; 32.2.9F; 32.6A; 32.7A; 32.13A; 32.1.5F; 32.2.2I | A32.1.1A; A32.1.2F; A32.2.6.5E; A32.2.6.3C; A32.13A; A32.2.2I |

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| | | <ul style="list-style-type: none"> - 36 minutes from La Caille base station to Alta o With a Bus and Rail Service, conveyance will be seamless making the trip quicker, easier, and better. - Carbon neutral o Buses are moving away from Fossil Fuel as are Cars, Light Rail and Cog Rail use Electricity. Let's look towards the future. - Protects Watershed, Wildlife Habitat & Existing Trails o Watershed will still be protected, Wildlife Habitat will not be affected with Sheds and Underpasses, and Existing Trails will still be accessible. - Minimal Concrete, Pavement, & Construction Impacts o By Gondola Works Estimates, 50 Acres will be impacted which is minimal in terms of the Opportunity for better Public Transportation and SOV/HOV's. - 50 Year Life Cycle vs. 14 Years for Buses o Using bus and eventually rail is a Sustainable Plan that will improve the quality of life for all users in the State of Utah and Visitors. This plan could be sustained for over 100 years. - Completes Regional Transportation Loop o The Gondola would only create a pinch point in transporting people, extending the time on the trip, and creating a negative experience. Bus and Rail will be seamless and a better loop. - Allows for Crowd Management o The Gondola will manage to create Big Crowds while people wait for the next Gondola. Eventually people will turn to Public Transportation. - Year-Round Operation o Bus and Rail will be Year-Round and a better experience. - Greater Access for those with Disabilities o How can this be? People with Disabilities will have better access from any point in Utah and a greater experience with Bus and Rail with less inconvenience. - Expanded Parking at Base Stations o No need for Expanded Parking as Riders can access Bus and Rail at any point along the Route. - Less Expensive Operation & Maintenance o With a Conveyance paid for and sustained with Federal Funding and State Dollars the Expense and Maintenance for Bus and Rail for the people of Utah will be minimal. - Does Not Require Added Snowshed Cost o Snowshed Costs will be incorporated in the overall Road/Railway. - Increases Tourism Assets & Economic Opportunities o Everywhere there is Bus and Rail, Tourism and Economic Opportunity Grows. | | |

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| | | <p>If the Gondola is Built, we will end up building a Rail System anyway. The proposed package also includes Roadway improvement. We need to do it right the first time, with a sustainable future in mind by taking that 500 million+ for the Gondola and putting it in a real, sustainable transportation system. Bringing more people to Utah and the Canyons will bring more money to the State of Utah.</p> <p>Thank you,</p> <p>Tim Naylor, CTL</p> | | |
| 31764 | nazzaro, Jennifer | <p>To whom it may concern,</p> <p>I am writing to voice my strong opposition to the gondola alternative for Little Cottonwood Canyon. As a person who lives in the [REDACTED], this decision will affect the daily life of my family, our neighbors, and the entire community.</p> <p>The option of a gondola, not only ignores the need for public transportation to popular hiking trailheads in the canyon during the warmer months, but will do nothing to improve traffic during ski season. Charging a high fee to ride the gondola and long wait times will not entice drivers to instead ride the gondola. Creating a parking structure near the gondola will do nothing to reduce traffic on Wasatch Blvd and 9400 South. People will still have to drive on these roads to get to the gondola parking and will continue to clog roads and contribute to poor air quality with their idling vehicles. The gondola will be an enormous eyesore and damages the natural beauty of our canyon. This pristine area should be left alone. The gondola is a huge expense that taxpayers should not have to pay for. Most people in our area do not want the gondola alternative. Please listen to our citizens, please think of the big picture and chose enhanced bus service instead. Enhanced bus service would improve public transportation for all the seasons, reduce traffic through our neighborhoods, and preserve the natural beauty of the canyon for everyone to enjoy.</p> | 32.2.9E; 32.2.6.5E; 32.17A; 32.2.9A | A32.2.6.5E |
| 32464 | Nazzaro, Leslie | The gondola is a huge expense that is not necessary. Little Cottonwood Canyon depends on lake effect snow. The Great Salt Lake is drying up at an alarming rate. It is going away and taking the lake effect snow with it. Sooner than later, the traffic congestion will be a mere memory. By the time the gondola is paid for, it will no longer be necessary. We need to employ less expensive techniques to deal with this very temporary problem. | 32.2.9E; 32.2.2E; 32.1.2B | A32.1.2B |
| 34297 | Nazzise, Sammie | Please do not destroy our beautiful canyon with this gondola and all that it will do. There are so many different ways to achieve your goal without doing this. | 32.2.9E | |
| 33911 | Nazzise, Sammie | No gondola! Talk about ruining the beautiful of the canyon not to mention the huge traffic jam at the bottom of the canyon. | 32.2.9E; 32.7B | |
| 27254 | Nebeker, Cortney | Please do not put this in our canyon. Please don't sacrifice the natural integrity of its beauty. | 32.2.9E | |
| 29851 | Nebeker, Kinde | <p>I am in strong opposition to a gondola in Little Cottonwood Canyon. I understand the politics of this proposal are convoluted beyond my wildest dreams. But the facts remain that a gondola does NOT solve the traffic issues, does NOT consider other users of the canyon besides Alta and Snowbird patrons, and is NOT a responsible use of public money. The gondola DOES impact the visual beauty of this canyon and DOES put big money in the pockets of developers who are eager to build up the base of the canyon.</p> <p>As a Utah taxpayer, I demand that UDOT seriously and in good faith carry out the many other traffic-reducing alternatives available and ultimately scrap this irresponsible tram scam.</p> | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N; 32.7C | A32.1.2B; A32.2.9N |
| 34204 | Nebeker, Zak | I do not think the Gondola is the correct answer for LCC. The mountains are for everyone and this will benefit only a few. It will further the divide between wealthy patrons and average Utahns. As a local, I have seen it get harder for young local people be able to enjoy our beautiful mountains and it only seems to be getting worse. I believe the gondola is another step down this road | 32.2.9E | |
| 38035 | Neerings, Jake | <p>There is no need for a gondola.</p> <p>Between a toll road, parking reservations and getting rid of lkon the canyon will be just fine.</p> <p>Cheers</p> <p>Jake</p> | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 26160 | Nef, Lauren | NO GONDOLA. | 32.2.9E | |
| 25588 | Neff, Ben | This seems truly shortsighted. The cost of this project will likely end up nearer the \$1B mark and permanently mar the canyon. In the short term the analysis on pollution makes sense, but technology is changing rapidly and alternative less pollutive energy sources are viable and quickly becoming a reality. The gondola only serves the resorts, not other canyon uses, which are so valuable to us locals who like to hike and backcountry ski. THE resorts are already limiting our access to the canyon (solitude parking lots, grizzly gulch, etc.), and now the government is too. electric buses would alleviate traffic and pollution to the resorts, serve the resorts, they could help foot the bill for them, and it would allow other users of the canyon continued access without permanently marring the landscape. | 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.6H; 32.1.2D; 32.2.9N; 32.2.2PP | A32.2.6.3C; A32.2.9N |
| 36716 | Neff, Nicole | I oppose the gondola. Tax payers should not be paying to benefit private ski resorts. The gondola will not stop the build up of traffic going to the parking for the gondola and would not offer any benefit for those looking to use the mountain for other activities such as rock climbing or hiking. The future of skiing is uncertain with climate changes and it is an expensive gamble to force this upon people to pay for when it is not a guarantee that these ski resorts will still be in high demand in the future. | 32.2.9E; 32.2.7A; 32.2.6.5E; 32.1.2D; 32.2.2E | A32.2.6.5E |
| 32318 | Neff, Robert | I am wholeheartedly against the gondola option. The visual impact of a gondola line completely ruins, in my estimation, the incredible views of Little Cottonwood Canyon. More importantly, the gondola impacts only skiers and diminishes canyon access to all other users. For example, in peak hours there will be a \$25 fee to access the canyon from Snowbird to the top of the canyon. This is quite limiting to non-skiers. The plan also presupposes that the only access points that people | 32.2.9E; 32.2.4A | |

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| | | are interested in are Snowbird and Alta which just isn't the case. Hikers just don't seem to be part of the equation. Additionally, this impacts those unable to afford skiing in a particularly harsh manner by emphasizing skiing and affecting all other uses and users disproportionately. Please reject the gondola plan. | | |
| 28771 | Negus, Andrew | I cannot believe this abysmal idea has made it this far and might actually happen. It will completely decimate the beauty of the area. I learned to ski here and love this area so much. My heart is breaking to think that it will be permanently damaged with this Gondola. I would never ride this boondoggle and would have to go to Jackson Hole instead. Idiotic idea pitched by real estate developers, not skiers. | 32.2.9E; 32.2.2PP; 32.1.2B | A32.1.2B |
| 28768 | Negus, Brian | I have been skiing at Alta since the 1980's. It is my favorite ski area and my wife and children grew up skiing here. I think the Gondola is a terrible idea. It will absolutely ruin the appearance and the charm of the canyon. We have taken the UTA busses before and if we cannot drive our own vehicle, we would much prefer shared busses to this monstrosity. It will destroy what makes the area so special. I'd rather go to Vail. Horrible, Horrible idea. | 32.2.9E; 32.2.9A | |
| 31314 | Negus, Mary | This is truly the worst idea that I have ever heard. Little cottonwood canyon is the best ski area in the United States, and the gondola will permanently ruin its aesthetic charm. Even when better technologies are available it will be cost prohibitive to ever remove, resulting in permanent scars to the environment. I can only imagine the short sighted developers and gullible or paid off political class who will make a fortune off this boondoggle. Meanwhile, smart people will leave Utah for more pristine areas. Ugly, costly, stupid, unnecessary, soon to be obsolete. It will be an absolute disaster for Utah and a National shame. Our children will wonder what were they thinking. The answer is they weren't. | 32.2.9E; 32.1.2F | A32.1.2F |
| 28770 | Negus, Mitchell | I learned to ski at Alta and come almost every year. It is my favorite area by far. The Gondola will ruin what makes this area so special. Please, please reject this horrific idea. I would have to find another area that hasn't been defaced and destroyed. ? | 32.2.9E | |
| 28772 | Negus, William | I learned to ski here and will always come back, unless this Gondola is built. It will completely ruin the area for me. We take the UTA busses all the time. Why deface the canyon when busses work? Soon there will be quiet electric busses. The gondola will permanently and irretrievably damage the canyon. Please reconsider this. | 32.2.9E; 32.2.6.3F; 32.2.2PP; 32.2.9N | A32.2.9N |
| 32174 | Nehren, Robert | I remain in full support of the Gondola plan as has been approved. Given that funding needs to be secured, I am also in support of the Phased Implementation of Gondola Alternative B and hope that the funding can be secured as soon as possible. | 32.2.9D | |
| 28076 | Neibaur, Ben | Please do not allow a gondola system to be built in Little Cottonwood Canyon. Tolling, reservation system at the resorts, buses, are all better solutions than a gondola that only stops at the resorts , is so expensive to build, and mars the beauty of the canyon. Thanks. | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.2K | A32.2.2K |
| 28269 | Neibaur, Michael | I'm fully supportive of the gondola option. I believe it's the best way to get skiers and hikers to and from Alta and Snowbird while reducing traffic congestion and pollution. Thank you. | 32.2.9D | |
| 33516 | Neider, Christopher | Please please don't do this. I discovered climbing a couple years after getting sober and it is absolutely changed my life. Please don't go and destroy our beautiful rock. It means so much to me and everybody else that loves to climb. | 32.1.2B; 32.2.2PP; 32.4B | A32.1.2B |
| 31872 | Neider, Darryl | There is far more impact that you purport. The visual impact is environmental impact. Firstly having the towers strewn up and down the canyon, the 30-50 gondolas dangling 50 feet above all of which are 100% visible at all times anywhere you are in LCC plus a 2,500 parking facility and gondola station will destroy the beauty of LCC. Additionally, UDOT ALWAYS underestimates the adverse impact of executing their projects to include cost overruns and substantial delays (consider the west Davis corridor as a current example) and doing so again, this time in LCC, will result in unanticipated and harm to LCC and its broader environment. Moreover, saddling taxpayers for this unneeded project with cost estimates completely outdated with what has happened in this Country and State is an abuse. You always get into these projects and then come back for more money and more time and the taxpayer are left to clean up these messes with additional taxes (federal or state, it's all the same). Bottom line is this project is horrible for LCC and horrible for taxpayers who are already struggling with exploding living costs that will increase even more with continuous inflation and recession. All of this to benefit a few financially and to give UDOT another "grand and sensational" project -- if this is such a great project, why don't Alta and Snowbird pay for it? Additionally, everyone knows that the next step for Alta and Snowbird will be, "There are too many people coming to LCC, we need more land for hotels, ski runs, towers, gondolas, lodges, etc." I don't see that in the EIS. Also consider the ease of use for families. Now you load up the car and park, get into your equipment and set out, leaving what you do not need in the car. With the gondola, load up the car, empty the car, transfer to the gondola, exit the gondola with all of your stuff, now where do you put the stuff?? Then, if you are going to ALTA, now another transfer. Then, at the end of the day, all of this in reverse. Decidedly not user friendly. Please do not inflict this project on us and saddle us with its unquestionably undermined cost and environmental impact. | 32.1.2F; 32.17A; 32.2.7A; 32.2.9E | A32.1.2F |
| 37585 | Neil, Judy | After having just returned from a very busy national park at the Grand Canyon I feel like the very best solution is more buses more often. I do not want a gondola. | 32.2.9E; 32.2.9A | |
| 37968 | Neill, John | Since "UDOT also proposes, as part of the preferred alternative, a phased implementation of components of the Enhanced Bus Service Alternative until funding is obtained and construction of Gondola Alternative B is complete," shouldn't the effects of these components be monitored before any gondola construction be initiated? What of these components improve the flow of traffic beyond what was estimated? Would the gondola alternative B be reconsidered? | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

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| | | UDOT should also get the okay from the county, local municipalities, Salt Lake City Public Utilities, and the Forest Service for their approvals before any alternative is chosen. Elected public officials should have a say in how the UDOT project is implemented. John Neill | | |
| 25546 | Neilson, Benjamin | Once again, I strongly ask that you do NOT put a gondola in this canyon. We do NOT need to do irreversible damage to the canyon for weekend traffic for 2-3 months of the year. The Canyon is a great resource to people the other SEVEN months. I moved to SLC and bought a house here for the back country skiing and rock climbing both which I would prefer not to see a gondola. It seems much more sustainable to close the canyon for 2 hours during peak times and only run Busses. | 32.2.9E; 32.2.2B; 32.1.2B | A32.1.2B |
| 25355 | Neilson, Brian | What a Joke! The whole State will pay for two resorts to add to their profits. We are still paying the "Temporary sales tax" (which was made permanent a few weeks later by the state), to build the pumps out at the Great Salt Lake to control flooding. That worked so well, we barely have a lake anymore, but we are still paying to maintain those darn pumps that only worked for a day for the press to see them. This will be another mess like that one. Why don't we do what they do in Jackson Hole Wyoming. Only sell so many ski passes a day to control the crowds. | 32.2.9D; 32.2.2K | A32.2.2K |
| 31416 | Neilson, Elizabeth | WE DO NOT NEED A GONDOLA. We need more public transport that is not a funnel to the ski resorts alone. We need a light, efficient footprint, not a grandiose, inefficient engineering feat serving the needs of a select few and paid for in part by the public. NO GONDOLA. Please listen to the locals. | 32.2.9E | |
| 29489 | Neilson, Jake | As an avid rock climber, i would hate to see the gondola ruin so much iconic bouldering area in little cottonwood canyon, however, if there was a way to disturb as little of the bouldering and rock climbing i. The area, this is the best option. | 32.4B; 32.6D | |
| 33775 | Neilson, Joe | I am a retired Arizona resident who has visited SLC every year since 2016 for winter ski trips of 5 to 6 weeks in January and February. I know that LCC gets quite crowded on powder days, which have become more infrequent with the warming of winters over time. I believe the gondola plan is overkill for a problem that is occurring less and less as time goes on. I think we can better address the overcrowding with tolls, more bus service, and car pooling. The projected cost of the gondola (over a half a billion) is probably way under forecasted. For example we can see from the SLC airport expansion that those expenses were very underestimated. Thank you for considering my comments. | 32.1.2B; 32.2.2Y; 32.2.9A; 32.2.9E | A32.1.2B |
| 37766 | Neilson, Sabrina | I am wildly opposed to this project. There has been far too much destruction of the cottonwoods already, this would cause great destruction of natural beauty at an obscene cost. We've all seen the wide swath of hideous clearing that is entailed in running these things through. The cottonwoods are uniquely spectacular and to destroy that beauty is a crime against God and nature. Too much of our natural beauty has been destroyed in the pursuit of profit and greed as it is. Please choose to preserve what we have left. Thank you, Sabrina Neilson | 32.2.9E | |
| 38640 | Neilson, Valerie | Please do NOT allow the expensive and destructive construction of a gondola in Little Cottonwood Canyon! NO gondola! No! | 32.2.9E | |
| 37670 | Neilson, Valerie | Please do NOT allow the gondola to be permitted up Little Cottonwood. It would destroy the canyon and cost a fortune. | 32.2.9E | |
| 26087 | Nekvinda, Aubrey | As a hiker, climber, and skier who uses LCC almost weekly, I am vehemently opposed to the gondola. It will be an expensive eye sore that will do almost nothing to prevent traffic in the canyon. And, it refuses to acknowledge the inevitable impact of climate change on the mountain. How many big powder days will we be getting in 10, 15, or 20 years? Certainly less and not more. Traffic in the canyon during ski season is a 10-15 days out of the year issue- which this gondola will not even solve. The cost to the taxpayers, environment, climbing, watershed, wildlife, and LCC visitors is inexcusable to alleviate traffic for only a few weekends each year. And to be honest, locals will hardly use this gondola. If people were that interested in public transport, everyone would take the bus. Clearly, only a limited amount of people do that which is why we have a traffic issue. Locals want their vehicle for tailgating and hauling their skis, beers, snacks, and personal items. This isn't going to change. What you can do is enforce carpooling. Improve the bus system for those willing to use it. Encourage the resorts to handle this issue through limiting lift tickets or using a parking reservation system. They did it during covid and they can do it again. Or, restrict single drivers going up the canyon on peak days. The gondola is an insane overreaction to an issue that only impacts a select group of people during a select time of year. Even IF the gondola was taking up more than 15% of the traffic in the canyon (which is exactly what UDOT says it can do) it wouldn't be worth the cost. This project is a completely insane ploy to attract tourism to the cottonwoods, something that clearly we don't have an issue doing already. I could not be more against this idea. | 32.2.9E; 32.2.2E; 32.1.2B; 32.2.4A; 32.2.2K; 32.2.0A; 32.7C; 32.13A; 32.4B; 32.2.2Y; 32.2.9A; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.0A; A32.13A; A32.2.9N |
| 37152 | Nelsen, Anne | The gondola plan will cost all Utah taxpayers to benefit just two private ski resorts and a handful of politician/developers and do irreparable ppharm to the environment in Little Cottonwood Canyon. There are better, more fair incremental solutions the traffic problems that could be built on or reversed as needed and that cost less than the gondola. Those other options should be selected. | 32.2.9E; 32.2.7A; 32.1.2D | |

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| 29598 | Nelsen, Brett | If a gondola is the proposed solution I don't believe that public tax dollars should be used to pay for the private interest of the ski resorts in LCC. If the gondola doesn't stop at all trailheads and campgrounds along the way it looks very much like public funds going to keeping up on a very expensive system that is for private interests. I do NOT agree with the gondola being the right solution. | 32.2.6.5G; 32.2.9E | |
| 27708 | Nelsen, Jana | <p>As a resident and avid canyon user for 40 years I am absolutely appalled by the decision made by UDOT regarding the proposed gondola. It's no secret that the gondola will only serve a those using the resorts in LCC but will cost taxpayers millions. THIS IS NOT ACCEPTABLE AND IS A MISUSE OF FUNDS. The desires and opinions of tax payers has been openly expressed and ignored. This is of deep concern to me and everyone I am in contact with. The bottom line is that what the public wants has been ignored in favor or private interest and this represents FAILURE by UDOT to do their job.</p> <p>I am a resort and backcountry user and I have seen the damage clouded [caused] by more people in our canyons. The goal should not be to accommodate higher traffic but to maintain the quality and beauty of our mountains and recreation. This is the appeal of our home! Expansion is not desired by anyone or anything but the resort owners wallets !</p> <p>NO GONDOLA NO GONDOLA NO GONDOLA</p> | 32.2.9E | |
| 29596 | Nelsen, Jana | I am opposed to a gondola for many reasons. This would cause irreversible harm to the beauty and serenity of LCC. This decision has been made way to quickly and without the consent of the public it affects and who use the canyon. NO GONGOLA | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 29806 | Nelsen, Katie | The gondola only serves resorts, not the public. It would cause irreversible damage to the landscape & ecosystem of the cottonwoods. I am deeply opposed to the gondola and disgusted with the disregard for the public and taxpayer money. | 32.1.2B; 32.2.7A; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 33037 | Nelson, A | Please do not build a gondola in Little Cottonwood. I encourage alternate solutions that do not destroy the environment for users in other three seasons and only serve a small group of people. I oppose the construction. | 32.2.9E | |
| 37954 | Nelson, Andrew | <p>The gondola will ruin the unique view of the canyon. There are very few cans that offer that unique view. Please don't take that from us!</p> <p>The only groups that want it are the ski areas so if you must, MAKE THEM PAY FOR IT. The average citizen in Salt Lake and Utah does not want and and certainly doesn't want to pay for it. The cost for initial build and maintenance is way too high. Make UDOT be better.</p> | 32.2.9E; 32.2.7A | |
| 27012 | Nelson, Andy | It seems that the only people who will benefit from a gondola is the ski industry so let them fund it not taxpayers. Its obvious that the designers at UDOT are totally incompetant when u look at the history of Bangerter highway design and Mountain View the initial design should have had overpasses and now after failed continuous flow redesigns bangerter highway is being updated with overpasses at what additional expense to the taxpayer. so let the skiers and resorts fund a gondola system in big cottonwood canyon on a private deal and not a state funded project | 32.1.2B; 32.2.7A; 32.2.9D | A32.1.2B |
| 33263 | Nelson, Ben | This is unwanted by the public interest, spanning multiple, diverse demographics. There are enough voices to own the majority. Do not build this ignorant gondola. | 32.2.9E | |
| 29010 | Nelson, Bernadette | <p>I'm so glad that the gondola B option has been selected. Less impact on wildlife and less visual disruption. Good, faster access to ski resorts.</p> <p>Just wished U-Dot could start implementing this solution immediately. Hopefully private and government funding will happen quickly.</p> <p>Bus service proposed alternative doesn't really solve the traffic and parking issues. Building/upgrading parking hubs only increases the expenditure of funds that could be use to start immediate work on the Gondola. Temporary solutions have unfortunately a tendency to become permanent.</p> <p>I look forward to riding the gondola. - B.</p> <p>===== Bernadette A. Nelson [REDACTED] =====</p> | 32.2.9D; 32.2.7A; 32.2.9N | A32.2.9N |

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| 35222 | Nelson, Chase | I am completely against the Gondola proposed solution and the enhanced bus system. The problem starts with the ski resorts, let them implement solutions first. Then implement common sense solutions that do not permanently destroy our canyon and cost tax payer dollars. | 32.2.2F; 32.2.2K; 32.2.9G; 32.2.2S; 32.2.7A | A32.2.2F; A32.2.2K; A32.2.2K |
| 30244 | Nelson, Courtney | No and never a gondola. As a Salt Lake native, I have grown up skiing, hiking and having the mountains close for both recreation and as a mental health outlet. Now as a mom of two boys, I am continuing to share this love of the outdoors by exploring our mountains, but also honoring and respecting them. We make sure to leave them better than we found them, to preserve them for others to enjoy, and protect them. Part of the majesty that they hold lies in viewing them as you enter and exit the canyon. As you reach the summit or ridges of them. Placing a gondola obscures that majesty. It would distract and disrespect the landscape that took 1000s of years in the making. The gondola wouldn't save time, it would both destroy the canyon, corrupt the watershed with promoting more foot traffic. Having a bigger parking lot would only create more problems for surrounding neighborhoods, the small roads leading to the lots, and crowd hiking and skiing. Please, I beg you, plead with you, DONT resort to the gondola. Don't sell out the mountains that provide so much for us, esp as locals. Our job is to protect. Not destroy. I vote and support both tolls and a reservation system. People will pay and because they pay, they have already invested in preserving and protecting. Maybe those funds could be divided to offer support the landscape. Please give the mountains the respect they deserve. To save them for the future generations to enjoy. | 32.2.9E; 32.2.2K; 32.2.4A | A32.2.2K |
| 26968 | Nelson, David | No gondola. It would ruin the view of the canyons and only cause traffic on wasatch to be worse. | 32.2.9E | |
| 32188 | Nelson, DeAnn | Please do not spend money on a Gondola. Not only is it a costly initial investment, but a high recurring amount. It would be an eyesore to our beautiful canyon and it would be the slowest method to transport people and the most expensive for people. A train would be much faster like they do in Europe up to ski resorts, faster, no eye sore, not as costly initial investment and recurring costs. We have a train company not far from my work that manufacturers them (Stadler). | 32.2.9E; 32.2.9F | |
| 38657 | Nelson, Diana | Hi, my name's Diana Nelson. And I am sending a letter but I don't know if it'll get there with the way our mail system is doing so I just wanted to inform you that I am opposed to having this Gondola built. It will only benefit few and make every taxpayer in Utah from Box Elder to St. George pay and if UODT is really concerned about pollution of buses and, over the course of time, have they thought of using electric buses that are being made at this point in time. The green deal is trying to make everybody do electric cars. So why not electric buses? Another thing is that it's looking pretty, you know, like they're showing favoritism over two ski resorts in our valley and versus the other two ski resorts that are in the other canyon which doesn't make sense to me. And well, they also were doing a projected study of what it would cost for maintenance and upkeep and students down at BYU, I believe it was, said that it would cost over \$10,000,000 a year. So that really makes sense for Utah to keep paying more money. And, if skiers are worried about getting up and down the mountain every day and they can afford to spend \$150 to almost \$200 to for a day pass. Maybe they can get a few buddies and share the cost of a room so that they don't have to run up and down the mountain. So those are my issues and I just hate to have the landscape of that beautiful canyon ruined by having another monstrosity that relates to city life in the canyons when you're trying to escape the city and have some tranquility and be with nature. So those are my comments. Thank you. Bye. | 32.2.9E; 32.2.6.3F; 32.1.2D | |
| 34693 | Nelson, Fraser | NO NO NO to the gondola! | 32.2.9E | |
| 36715 | Nelson, Gabby | I oppose the gondola in little cottonwood canyon and so does seemingly everyone I know who cares about our beautiful landscapes. It would be a tragedy to approve construction of the gondola and in complete disregard towards what the people of salt lake valley care about, all to ensure money which doesn't matter in the end matters | 32.2.9E | |
| 32085 | Nelson, Gary | I do not support the gondola option. I think enhanced bussing and limiting traffic up the canyon is a far better option to preserve the canyon and improve traffic flow. | 32.2.9E; 32.2.9A; 32.2.2K | A32.2.2K |
| 26718 | Nelson, Harvey | I have been a resident of Sandy, Utah for 35 years. I am in total agreement with Mayor Zoltanski's Statement on the UDOT Environmental Impact Statement for Little Cottonwood Canyon, dated August 31, 2022. I am absolutely opposed to the gondola alternative in Little Cottonwood canyon for all the reasons she states, including the viewpoints many, many other individuals have that are opposed to the gondola proposal. | 32.2.9E | |
| 37642 | Nelson, Jake | As a sandy local born and raised I'm extremely against the proposition for a gondola. Locals do not believe it is a long term solution for the canyon. We need a solution that can provide access for all people, all activities, all seasons, and all aspects of the canyon. Another the reason the gondola is a not beneficial is the dirty money that flows behind it. Former politicians who own the property around the la caille area should be a red flag. The gondola would dramatically change the view and damage pristine areas for rock climbers. I have sympathy for Carlos Braceras who has been thrown in the middle of this political issue. I would much rather have toll or road widening as a sufficient long term solution. We need to listen to the locals speak about this issue since after all it is our tax money. We should have a say or a vote on this issue. | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.9N | A32.2.9N |
| 38131 | Nelson, Janice | I am strongly opposed to the building of gondolas in LCC. Nor do I support widening the road as a good option. I am greatly concerned about the environmental and water-shed impacts, and how such projects would ruin the vistas and beauty of the canyon. There are other common sense, fiscally responsible solutions to handle the traffic such as implementing carpooling & tolling, regular electric buses with parking hubs in the valley, and reservations. Another great concern I have with the gondola (and road widening) proposal is the prospect of having taxpayers subsidize two, already successful, private entities in order to provide greater accessibility to their ski resorts. In addition to only stopping at the two ski resorts I understand that the gondolas will only operate for 3 months during the ski season. How will this serve the general public? Why should I as a taxpayer have to support such an irresponsible project that | 32.2.9E; 32.2.9L; 32.2.4A; 32.2.2K; 32.2.9A; 32.2.2I; 32.2.6.3F; 32.2.7A; 32.1.2D; 32.2.6.5F; 32.2.6.5G | A32.2.2K; A32.2.2I |

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| | | <p>only serves a few private and elite interests? Our property taxes are ever increasing, inflation is out of control and yet special interests want to heap more taxes on our backs with a proposed half billion dollar plus project. And that won't be enough. Then the ski resorts will be complaining that they don't have enough ski runs to support their increased business and they'll be submitting proposals to take over more forest service land in order to expand.</p> <p>We need to protect our natural resources. They are a big part of what makes Utah special. With this being the most avalanche prone canyon in North America, maybe it's time to step back and acknowledge that it doesn't make sense to keep increasing the winter usage of the canyon to and past the point of breaking. We need to act NOW to protect our natural resources before it's too late to save the canyon and impossible for damage done in the name of 'progress' to be restored. Avalanches are a fact of life in the canyon. There have been and will continue be times when the canyon is closed during ski season (summer time too) due to weather conditions. If people want to ski in the canyon then this is the condition that needs to be accepted - and respected.</p> <p>This proposal does not have the support of the vast majority of the public nor numerous community groups such as Save Our Canyons, the League of Women Voters of Salt Lake, Salt Lake Climbers Alliance, Wasatch Mountain Club, etc. It does not have the support of the Salt Lake County Council, the Salt Lake City Council, Cottonwood Heights, etc. PLEASE listen to the people! We do not want a gondola which only mar the beauty of our canyon and will not serve the general public. Please protect our beautiful canyon! It is irreplaceable!</p> | | |
| 32243 | Nelson, Jeff | Tax dollars should not be spent to help out so few people. This is stupid. The businesses Benefiting from this should be the ones paying for it | 32.2.7A | |
| 36694 | Nelson, Jen | I am disappointed to think how LCC will be so completely impacted for the benefit only of the builders of the gondola as I don't believe that the gondola will be used as much as even the ski resorts believe it will. It also is unacceptable that any group other than Alta and Snowbird should pay for the gondola as it is obviously being considered at the expense of all other activities and residents of Little Cottonwood Canyon. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 36248 | Nelson, John | What we really need is enforcement of no dogs in our canyons and smart solutions to solving air quality issues. Money should be spent on traffic light timing, enforcement of diesel pickup air emission violations, clunker car emission violations, & better traffic management. I rarely ski so why do my tax dollars have to fund a gondola? | 32.29D | |
| 33372 | Nelson, Kendall | Having travelled abroad quite extensively, I have been really impressed with the use of gondolas throughout Europe, China, and Canada. They provide clean and efficient access to many areas that are otherwise inaccessible to many people with minimal impact. I'm definitely a fan of the efficiency of this mode of transportation which becomes an enjoyable part of the experience rather than a frustration which is often the case when dealing with congestion on the roads and limited parking on the mountain and in the canyon. | 32.2.9D | |
| 26926 | Nelson, Kyle | Keep the ██████ gondola out of the canyon. The people have spoken and you guys aren't listening. | 32.2.9E | |
| 25465 | Nelson, Kylw | No one wants this listen to the people we pay your salary don't destroy the area with this useless project | 32.2.9G | |
| 36014 | Nelson, Lauren | The proposal to build a gondola that only supports the listed resorts is a huge oversight. It will only destroy world renowned formations and take years to complete leaving the canyon as a construction zone for far too long. It also doesn't solve the issue of car traffic since not everyone will use the gondola to go to resorts. The drive to bring more people into the canyon will also harm the watershed. As a citizen of Salt Lake County I DO NOT support this transportation proposal to build a gondola. | 32.1.2F; 32.1.2D; 32.1.2B; 32.2.9E | A32.1.2F; A32.1.2B |
| 38669 | Nelson, Linda | Linda Nelson ██████ I am strongly in disfavor of the gondola of Little Cottonwood Canyon. I feel it benefits the ski resorts, private interest groups. I also realize that when enough money is passed between people, public comments don't really matter very much and decisions have already been made, but I would hope that it's not true. | 32.2.9E; 32.1.2D | |
| 37987 | Nelson, linda | I am strongly against the gondola as I believe this benefits the ski resorts at the expense of the tax payer. | 32.2.9E; 32.1.2D | |
| 34883 | Nelson, Madeline | I do not support the proposed gondola initiative in little cottonwood. This would cause an immense amount of destruction to the canyon and its inhabitants (the trees, creatures, etc). I do support the alternatives like tolling, parking reservations, and ride share options to help alleviate some of the traffic and destruction that comes from it. | 32.2.2Y; 32.2.2K | A32.2.2K |
| 29239 | Nelson, Nicola | I support the decision for a gondola | 32.2.9D | |
| 36187 | Nelson, Nicole | Does this hold a lot of people and their equipment? | 32.2.6.5C | |
| 25970 | Nelson, Parker | Don't tear up the mountain for a gondola! | 32.2.9E | |
| 31343 | Nelson, Paul | pLeAsE dOnT bUiLd tHe gOnDoLa1 PLEASE DONT DO IT!!! | 32.2.9E | |
| 27434 | Nelson, Rex | I am a Sandy resident and have been skiing in little cottonwood for the past 5 years. I have seen the resorts traffic drastically increase. I think the proposed solution should be reevaluated. Expanded bus service makes more sense. Even closing down the road to private vehicles would be preferred. This way the number of busses can be increased/decreased based on demand. Build snow shelters in the avalanche paths. The gondola is not the right solution here. It cannot be adapted and does not have enough capacity. | 32.2.9E; 32.2.9A; 32.2.9K | |
| 35699 | Nelson, Royd | I am in favor of the gondola approach, provided a non-toll option is available for other wanting to use the canyon for purposes other than going to the ski resorts. The gondola should relieve the traffic by removing most of the ski resort traffic from the high way. | 32.2.9D; 32.2.4A | |

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| 26016 | Nelson, Russel | Hello, The addition of a Gondola is an unnecessary and terrible way to destroy God's Creation, Little Cottonwood Canyon. The Mormon Church does not support this proposal. Thank you, Russel Nelson President and Prophet of The Mormon Church | 32.2.9E | |
| 29482 | Nelson, Sam | I strongly oppose the recommendation of Gondola Plan B. I've read the Environmental Impact Statement and feel many points are minimalizing deleterious effects this will have on the ecosystem. The cost and length of construction will be detrimental to wildlife as well as neighborhoods and communities in the area. If it attracts additional users to Little Cottonwood Canyon, then it will not reduce traffic--it will worsen it. Given the issues of the Great Salt Lake drying up (and climate change), we may also have less snow on the mountains. Let's focus on that instead of expensive, frivolous transportation projects . | 32.1.2B; 32.2.2E; 32.2.9E; 32.7C | A32.1.2B |
| 36193 | Nelson, Sarah | stop destroying utah! | 32.1.2B | A32.1.2B |
| 36749 | Nelson, Scott | No gondola! What are you thinking? Ruining the canyon. Put a toll booth up and charge for going up the canyon. Use the money to keep the canyon clean and not over used. | 32.2.9E; 32.2.4A | |
| 31791 | Nelson, Shirley | I absolutely oppose the plan to put in a gondola up Little Cottonwood Canyon. How dare you monkey around with taxpayer funds for such a elitist project!! | 32.2.9E; 32.2.7A; 32.1.2D | |
| 29812 | Nelson, Tre' | I a-pose the gondola. It's expensive. It destroys the tranquility currently enjoyed in the canyon. I say get ██████ to anyone trying to build a ride for millionaires up to the ██████ ski resort. Get ██████ UDOT is what I am trying to say as well for pushing this ██████ to the next stage. | 32.1.2B; 32.2.9E | A32.1.2B |
| 35647 | Nelson, Trevor | The gondola serves only business interests. If you really wanted to fix this problem, you'd ban parking at the ski resorts, build a bunch of parking structures in the Cottenwood heights Holliday and Sandy area and invest in frequent public transport. Destroying the natural beauty of little Cottenwood in favor of short term profits for two ski resorts is unfathomable. An army of busses on a nyc subway frequency is the answer to both canyons's woes. | 32.2.9E; 32.1.2F; 32.2.2I | A32.1.2F; A32.2.2I |
| 27160 | Nelson, Tyler | I do not support the gondola plan. Please do not move forward with it! The canyon is a special place and does not need more towers or development. This is not a good solution. | 32.2.9E | |
| 32728 | Nelson, Tyler | No gondola! This is far too expensive and too damaging to our precious canyon. Improve the road and the bus system please! | 32.2.9E; 32.2.9B | |
| 38668 | Nelson, Valerie | Hi, my name is Valerie Nelson. My phone number is ██████. And I just wanted to be on the record stating that as a native Utahn and a resident of Utah, I am passionately opposed to the construction of a gondola. Please do not allow that to go through. It would be wildly costly and massively destructive to a canyon that I absolutely adore. Please do not allow the gondola. Thank you. | 32.2.9E | |
| 27629 | Nelson, Vikki | I am opposed to building the gondola. I live at the base of Cottonwood Canyon. I am a skier, biker and hiker. I am affected by the traffic congestion on Wasatch and Little Cottonwood road. The visual impact of a gondola would be terrifying and destroy the beauty of the canyon. I prefer a more subtle solution that doesn't increase our taxes. That is a toll and limiting the cars that actually drive up the canyon. Both ski resorts up the canyon are overwhelmed with the amount of skiers already. I was born and raised here in Utah. I'm not opposed to change if I believed it would be the best solution for those that live in our State not just property owners, businesses, Politicians and tourist. There are better options. Sincerely, Vikki Nelson | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 34590 | Nelson, Vikki | Please no Gondola. What is needed are other possibilities like improved busses, toll, more busses. A limit of cars entering the canyon... as a tax payer it makes no sense a costly unsightly options when simpler solutions have not been tryed | 32.2.9A; 32.2.9E | |
| 32197 | Nelson, Vikki | Prefer B option | 32.2.9D | |
| 37588 | Nemethy, Esther | Every single person I know who actually cares about the environment and the quality of life here in the cottonwoods opposes the gondola. It is the worst possible idea, wreaks havoc on the landscape and outdoors culture, and is incredibly stupid and a waste of money. Invest in busses, car share apps, quite literally ANYTHING else. Say NO to the gondola. | 32.2.9E; 32.2.9A | |
| 31446 | Nervig, Christine | As an outdoor recreationalist that participates in all types of outdoor activities in Little Cottonwood Canyon, I vehemently do not support building of the gondola in little cottonwood canyon. The gondola would have a huge negative effect on one of Salt Lake City's biggest economic drivers: dispersed recreation (hiking, climbing, running, backcountry skiing). This is more difficult to quantify than resort skiing, but is a huge factor when people choose to visit and/or relocate to Salt Lake City and is surely the largest economic driver in our local canyons. Without access to those resources, Salt Lake City economy would take a large hit and | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.4A | |

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| | | would suffer in recognition as an enticing community to mix work and recreation. Many industries, including Biotech where I work, have made moves into Salt Lake City because of access to Little Cottonwood Canyon. With the building of the gondola and the loss of those resources, it is extremely likely that those companies would no longer consider bringing jobs into the state. Further, the building of the gondola is fiscally irresponsible, with half a billion in initial construction costs alone. In addition to exorbitant fees and the guaranteed loss of recreation in the canyon, the gondola is not an equitable solution and will perpetuate environmental marginalization and injustice in the Wasatch Front. | | |
| 31845 | Nesse, Will | I say NO to the gondola. The main reasons are (1) the gondola is not fast enough, or scalable to be a practical solution. After waiting in parking in lot, waiting in lines, and boarding/unboarding, I can't see how this will actually help get people up the mountain quickly or at the scale required in a quick fashion---Also, a 40 min gondola ride up canyon will surely require a bathroom facility for the captive riders or the cabins will smell of urine, adding to cost. Busses, if the roads are properly tolled, can get as many people as required up the road in half the time of the gondola without as much new physical infrastructure in a scalable fashion that can flexibly meet demand, and can serve a broader population than just resort-goers. (2) the gondola will destroy the view shed of our beautiful canyon with a huge hunk of metal that sits dormant 8 months out of the year, and would only be used at its capacity on a few weekend powder days. (3) The price tag of half a billion dollars is too expensive and irreversible for such a risky proposition. We should first try out reversible and cheaper solutions like busses. (4) climate change estimates in UDOT's own analysis predicts 4 fewer weeks of winter skiing operations in the canyon by 2050, adding to the risk. | 32.2.9E; 32.2.2Y; 32.2.9A; 32.1.2B; 32.2.9R; 32.2.2E | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 33731 | Nester, Julie | Unnecessary, Colossal, waste of money. Let them ride the bus | 32.2.9D | |
| 29620 | Nestler, John | Please do not proceed with the plans for the gondola. The costs associated with building such infrastructure as well as the environmental impact would be huge. I firmly believe that building upon current infrastructure with the park and rides and increasing bus service within the canyon would be the simplest, most cost effective, and scalable option for the long term. Please keep it simple. | 32.2.9A; 32.2.9E | |
| 34906 | Neth, Darlene | Hello, to whom it may concern. I am writing you to inform you of my concerns regarding the gondola. We must keep our canyons natural and preserve them in it's natural state. For the sake of humanity, please don't do things for the money, we deserve to have access and rights to our canyon. There is so much beauty in nature and we do not need to intervene and creating more man made chaos on our land. Please, consider NO to the gondola. We deserve to have our world class climbing, trails. routes and to not punish mother nature anymore. | 32.1.2F; 32.2.9E | A32.1.2F |
| 29642 | Nettleton, Cory | The gondola is a terrible idea for so many reasons. The main reason I want to highlight is there is flexibility in the pickup and drop-off locations of a gondola. This means that it is 0% future proof and will require 1 massive parking structure at the bottom which will only lead to more traffic. I'm guessing the dropoff spots will only be at Snowbird and Alta, meaning the gondola will only benefit the resorts, not the people. No dropoffs anywhere else in the canyon. The answer to this problem is very simple. Use electric buses. The buses will allow pick up zones spread out throughout the entire valley and drop off areas anywhere in the canyon with the ability to change routes as time progresses. The problem with the bus system now is that there are way too few buses and because of that there is too much traffic in the canyon which therefore throws the bus schedule completely off to the buses are almost impossible to catch. If the number of buses was quadrupled or more they would be less people in the canyon because there is more availability on the buses and therefore the buses wouldn't have to sit in traffic and could actually maintain their schedules. This is already been shown to work it's several other locations throughout the country. Electric buses going up the canyon will also be able to charge on the way back down the canyon and will therefore have a very small environmental impact. Increasing the number of buses and therefore reducing the number of cars will also not require widening of the road. If a bus leaves say every 5 minutes to go up the canyon that will be more than enough uphill capacity to meet the current needs and future needs. The gondola is not the answer and you know that. | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.7B | A32.1.1A; A32.1.2B |
| 29910 | Nettleton, Mary | Electric buses and lots of them is the answer the gondola solves nothing just creates different problems | 32.1.2B; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.2B |
| 25395 | Neuberger, Kevin | I support the gondola. Seems to be the least disruptive to the canyon. Please don't scar the canyon by widening the road. Wish the resorts would at least pay for 10% of the upfront costs | 32.2.9D; 32.2.9L; 32.2.7A | |
| 28469 | Neumann, Itay | I think building this Gondola will serve nobody but the contractors and other profit-making entities. It'll forever scar LCC and the surrounding area, increasing traffic to an already busy recreation area, and impact the lives of the local residents negatively. It's also unnecessarily expensive, compared to the simple option of increasing the frequency of bus-service. I hope this will never get funding as it is a horrible solution that serves none of the local residents. | 32.2.9A; 32.6A; 32.7C; 32.2.7A | |
| 29331 | Neumann, Kathy | I do not support the Gondola plan. Parking lots in the valley, electric buses, carpooling, and ESPECIALLY reservations are more fiscally responsible solutions. I say no to the gondola solution with its half billion+ price tag that will destroy the canyon and leave taxpayers to constantly bail it out, which you know will happen long after the developers have taken their profit and run. The canyon cannot support an unlimited number of people. Reservations should be implemented asap for starters. The people have overwhelmingly said no to the gondola. We elected our officials to listen to our viewpoints, so please take this into consideration. Thank you for you time. | 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N | A32.2.2K; A32.2.9N |
| 31915 | Neunzert, Martin | I know UDOT is required to accept public comments but it's obvious it doesn't matter anymore what the public thinks. Martin Neunzert [REDACTED] | 32.2.9N | A32.2.9N |

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| 27195 | Neves, Jerry | The Tram is being promoted as an answer to poor weather days in the canyon. However, I have been skiing at Snowbird several times when lightning or wind have closed the lifts. I doubt the tram would be immune to such events, stranding plenty of people at the top of the canyon without their cars. I experienced just such an event when I rode the tram in Breckenridge, Colorado. I ended up taking a bus to get back down. | 32.2.5.4, 32.2.6.5K | |
| 34572 | Neves, Matt | Definitely against this as a resident of cottonwood heights. This will make taxes go up and destroy the nature around us. | 32.2.9E | |
| 32805 | Neves, Michele | Utah taxpayers should not be charged with paying nearly 1 billion dollars for a gondola that only benefits mostly Snowbird and Alta. It is absolutely mind blowing that this has gotten as far as it has. There are so many more worthwhile projects to spend our money on. Snowbird should not get a free ride. Use some common sense. | 32.2.9E; 32.2.7A | |
| 34706 | Neves, Pat | I am absolutely opposed to the gondola. The fact that you expect tax payers to fund almost a billion dollars for a monstrosity that only benefits snowbird and alta mind boggling. A better and more robust bus service is the way to go. The current buses are always packed and difficult to get on. We, the people, should not be letting snowbird off the hook for finding their portion. Say no to this boondoggle. | 32.2.9E; 32.2.9A; 32.2.9R; 32.2.6.3D; 32.2.7A | A32.2.9R; A32.1.2H; A32.2.6S |
| 34563 | Neves, Pat | No gondola | 32.2.9E | |
| 34571 | Neves, Pat | No gondola | 32.2.9E | |
| 37304 | Neville, Chris | The gondola is an utterly impractical solution to canyon congestion. It serves the wrong interests, mainly private industry rather than the broader needs of the average citizen. The issues in the canyon run the length of the canyon. There are numerous destinations that could benefit from an enhanced bus system and vehicle tolls. Destinations that the gondola could never serve. The gondola will reduce traffic in a very limited manner and on too few days. A bus system can serve the length of the canyon and reduce congestion year round at a much lower cost. The estimated cost now approaching 600 million dollars will most certainly cost much more than that, not to mention the several million dollars required annually for maintenance. Once built it will mar the beauty of the canyon. If current climate trends continue the utility of the gondola will be further diminished and is too specialized to be of use for other purposes. A bus system will be of far greater value. It can be redeployed for other purposes such as natural disaster management eg evacuations after earthquakes, fires, or other emergencies. Busses will likely be far more affordable for the average person who otherwise would be footing the tax bill that serves private businesses. Businesses that will still benefit from an enhanced bus service and car pooling. Canyon tolls could offset the tax bill of an enhanced bus system and would direct the fees to the people visiting the canyon. Canyon tolls would also encourage car pooling further reducing congestion. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A | |
| 27932 | Nevins, Riley | As someone who enjoys recreating in little cottonwood canyon beyond Alta and Snowbird, I am very opposed to the gondola. An increase in buses and a limit to visitor traffic is what I'd prefer. The gondola is unsightly, forever will impact the landscape, and is extremely expensive. If we really want to invest in Utah's future, tourism, and ski industry SAVE THE GREAT SALT LAKE. Without the lake effect we can all say goodbye to the "greatest snow on earth." | 32.2.9E; 32.2.2K; 32.2.9A | A32.2.2K |
| 37019 | Newby, Christian | Do not put a gondola in LCC. Nature is good and should be protected in such a fragile water shed. Thing if the amount of pollution that building will cause. | 32.2.9E | |
| 25824 | Newdome, Miranda | Please do not implement the gondola. There are countless other causes that justify this exorbitant taxpayer money or at least provide a better year round solution to LCC. The biggest beneficiaries are companies. Not people. Please find a better environmental and meaningful solution. Or no solution would be better than the gondola as it is proposed. | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9G; 32.2.2PP | A32.1.2B |
| 34485 | Newhall, Thomas | Although I originally wrote a letter strongly in support of building a gondola in Little Cottonwood Canyon, when I saw the latest draft of the EIS I had to pause to reconsider the reality of having a huge gondola running up the whole canyon. What would it really look like? Is this really a viable solution? What about the objection that this is merely serving the interests of Snowbird and Alta? Still, after recovering from the shock of realizing that I might just get exactly what I wanted, I still think the Gondola is the right way to go, for the environment and for the future of recreation in the canyon. Even though it seems like a bold, radical, and unusual solution, that is just what we need to keep the canyon safe and usable for everyone. Building a gondola is clearly the way forward. | 32.2.9D | |
| 27586 | Newhouse, Tom | To whom it may concern... I am disappointed in the non-comprehensive preference for Little Cottonwood Canyon transportation. That fateful preference is for a Gondola service. Two main reason undergird my disappointment: The preferred "solution" does not alleviate the main winter issue which is the number of people that Little Cottonwood Canyon can handle in its present state for winter recreation. A Gondola will primarily serve the ski areas (resorts) in the winter. Those areas already experience long lines with waiting skiers because the chairlifts are at capacity. Moving more people up the mountain will result in ski resorts selling more tickets, but that will not result in more skiing. In other words, the primary reason for going up the canyon in the winter, which is outdoor recreation, will not be met. Winter recreation will not be enhanced. To solve this dilemma, efforts to increase the ski areas with more territory and lift lines must be adopted. The preferred "solution" does not address the main summer issue which is the number of people that Little Cottonwood Canyon can handle for summer recreation. A gondola that does not stop at the many outdoor recreation sites cannot accommodate summer recreation. To solve this dilemma, the gondola option, if applied at all, needs to be configured to stop at various locations up the canyon. Sure, this will add costs, but the costs go to the heart of the matter which is helping more people enjoy the canyon in the summer. I think there are better options than a gondola system. But if you are resolved to have that, at least, address the amount of skiing capacity and the ability to use the gondola along the canyon. | 32.2.9E; 32.2.0C; 32.2.8J; 32.1.2B; 32.2.6.5G | A32.2.0C; A32.1.2B |

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| | | Do not miss the point of accommodating outdoor recreation. Transportation is not the real concern; it only is an outgrowth of the main concern. Tom Newhouse [REDACTED] [REDACTED] | | |
| 30429 | Newkirk, Noah | I am appalled that such a destructive and expensive gondola has been decided the "preferred alternative" for reducing traffic and pollution in LCC. And all to convenience a small minority at the expense of everyone else by using taxpayer dollars and imposing tolls for driving. | 32.2.9E | |
| 30851 | Newland, Caitlin | Please don't destroy the beauty and wildness of our mountains by putting in a gondola. Let's reassess and get a shuttle system and carpooling. | 32.2.9E; 32.2.9A | |
| 32923 | Newland, Eian | This only benefits private businesses and should not use tax payers dollars to fund. The businesses that would benefit from it should pay for it. | 32.2.7A | |
| 33378 | Newman, Anthony | That exquisite canyon was here long before we were and will be here after we're gone. Obstructing the natural beauty with towers and a gondola is a travesty and an unnecessary endeavor. I feel very strongly that it would only serve very few and, down the line the road will need to get widened anyways. People want to drive the canyon and explore ALL parts of it, not just the two very expensive resorts. Widen the road. Do not build a gondola. | 32.1.2B; 32.2.9E; 32.2.9Q | A32.1.2B |
| 34948 | Newman, Bekah | Please do NOT put in the gondola! It will ruin the natural beauty of LCC. It will not be an effective way to reduce congestion in the canyon. It will create more problems. It will not improve access to other parts of LCC. It will be a waste and a blight all summer long. It will not ease environmental impact from cars/traffic all year. It will increase the traffic and problems in BCC. Please implement buses, tolls, and car volume limits instead. This will help both canyons reduce cars, traffic, and lack of parking issues. This fall peeping season was a perfect example of the need for car reduction policies throughout the year and for improved access to trailheads for everyone up and down the canyons. No single occupancy cars and increased year round buses would improve access for hikers, skiers, bikers, and sightseers while reducing emissions and traffic. Please no gondola! | 32.2.0D; 32.2.9E; 32.2.2K | A32.2.2K |
| 33805 | Newman, Bryce | /We are avid downhill skiers and take trips to Alta and Snowbird every winter. We have first-hand experience with the traffic congestion in the canyon. In fact, last March we sat in traffic for 2 hours and had to turn around and not go skiing, missing out on using one of our 2 Alta ski days for the season. We agree that something needs to be done to alleviate the traffic congestion. However, we do not believe this should marginalize other low impact recreational opportunities in the canyon. The proposed gondola or road widening would destroy world class climbing/bouldering in the lower canyon. The proposed changes are not considering multiple use of the canyon. There are lower impact options that should be implemented to alleviate the traffic congestion. Mandatory bussing of skiers and riders from the base of the canyon to the resort is an alternative that would not alter the natural environment of the canyon. There could be exceptions for those with handicapped passengers and those with babies and toddlers. On that day when we were unable to make it up the canyon, we spoke with a friend who had gotten "in line" 1.5 hours before us, she was able to make it to the resort to ski, but she told us that 2-wheel drive cars were spun out on the side of the road and that was causing traffic to back up. A gate could be added at the mouth of the canyon to be staffed during inclement weather to prevent any vehicles without 4-wheel drive or all-wheel drive from entering the canyon. A gondola will change the aesthetics of this beautiful natural canyon. A humming/buzzing sound will be heard when the gondola is in operation, further lessening the natural experience. We do not believe the preferred alternative considers the multiple uses of the canyon and instead prioritizes skiing and snowboarding over all other forms of recreation in the canyon. We urge you to reconsider the alternatives and choose a lower impact alternative. | 32.1.2D; 32.2.2B; 32.2.2M; 32.2.2PP; 32.2.9E; 32.4B; 32.6D; 32.11D | |
| 27535 | Newman, Caroline | I oppose the gondola. It will be unsightly, costly and would not be needed if the ski industry was being so catered to. There has been no talk of limits to numbers of skiers at the resorts. They could use a system of caps for daily users. Like Arches allowing odd or even plates on certain days. It would reduce numbers by 50%. Or the resorts could use a timed entry approach to stagger entrance into the resorts and thus the canyon. The ski resorts are making zero concessions towards the problem. They want more more more! Lets see how serious they are towards helping canyon congestion. They need to pony up, as the sole monetary beneficiaries, oh, and state tax commission. | 32.2.9E; 32.2.2K; 32.2.7A | A32.2.2K |
| 33083 | Newman, Caroline | I am opposed to the gondola proposal. It caters to the ski industry, who have never had to come up with alternative use options, ie. staggered entrance into the resort, daily caps like the national park has had to do at Arches National Park. They could use the even odd license plates which worked at Arches. We as taxpayers should not have to subsidize the ski industries profits. There are no limits to the resorts growth, they are greedy. The project has no application to hikers. I can't request off the gondola at a fixed trailhead. This projects profits the few, not the majority. | 32.2.9E; 32.2.2K; 32.2.6.5G | A32.2.2K |
| 35921 | Newman, Co | The Gondola would diminish congestion and pollution from more buses and cars, plus save the natural beauty of the canyon without widening the road. | 32.2.9D | |
| 36078 | Newman, Craig | I think that spending \$500 to \$600 Million dollars of taxpayer money for the benefit of two ski resorts is the most irresponsible use of public money possible. Close the canyon to automobiles, widen the road and use more electric buses. | 32.2.9E; 32.2.2B; 32.2.6.3F | |
| 33803 | Newman, Cynthia | We are avid downhill skiers and take trips to Alta and Snowbird every winter. We have first-hand experience with the traffic congestion in the canyon. In fact, last March we sat in traffic for 2 hours and had to turn around and not go skiing, missing out on using one of our 2 Alta ski days for the season. We agree that something needs to be done to alleviate the traffic congestion. However, we do not believe this should marginalize other low impact recreational | 32.1.2D; 32.2.2B; 32.2.2M; 32.2.2PP; | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | opportunities in the canyon. The proposed gondola or road widening would destroy world class climbing/bouldering in the lower canyon. The proposed changes are not considering multiple use of the canyon. There are lower impact options that should be implemented to alleviate the traffic congestion. Mandatory bussing of skiers and riders from the base of the canyon to the resort is an alternative that would not alter the natural environment of the canyon. There could be exceptions for those with handicapped passengers and those with babies and toddlers. On that day when we were unable to make it up the canyon, we spoke with a friend who had gotten "in line" 1.5 hours before us, she was able to make it to the resort to ski, but she told us that 2-wheel drive cars were spun out on the side of the road and that was causing traffic to back up. A gate could be added at the mouth of the canyon to be staffed during inclement weather to prevent any vehicles without 4-wheel drive or all-wheel drive from entering the canyon. A gondola will change the aesthetics of this beautiful natural canyon. A humming/buzzing sound will be heard when the gondola is in operation, further lessening the natural experience. We do not believe the preferred alternative considers the multiple uses of the canyon and instead prioritizes skiing and snowboarding over all other forms of recreation in the canyon. We urge you to reconsider the alternatives and choose a lower impact alternative. | 32.2.9E; 32.4B; 32.6D; 32.11D | |
| 38345 | Newman, Derek | Boooo | 32.2.9D | |
| 26819 | Newman, Ethan | Respectfully, I believe this alternative is a mistake that largely suits the desires of the ski resorts along the Wasatch front, rather than many of the people who live here. I believe increased bussing would much better utilize the existing infrastructure at a lower cost, and more minimally affect the resources within Little Cottonwood Canyon (watershed, viewshed, climbing boulders, etc.). | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 28644 | Newman, Jenelle | Gondola would be amazing. Please do it. It reduces traffic and canyon accidents. | 32.2.9D | |
| 33804 | Newman, Jeremy | I am an avid downhill skier and take trips to Alta and Snowbird every winter. I have first-hand experience with the traffic congestion in the canyon. In fact, last March we sat in traffic for 2 hours and had to turn around and not go skiing, missing out on using one of my 2 Alta ski days for the season. I agree that something needs to be done to alleviate the traffic congestion. However, I do not believe this should marginalize other low impact recreational opportunities in the canyon. The proposed gondola or road widening would destroy world class climbing/bouldering in the lower canyon. The proposed changes are not considering multiple use of the canyon. There are lower impact options that should be implemented to alleviate the traffic congestion. Mandatory bussing of skiers and riders from the base of the canyon to the resort is an alternative that would not alter the natural environment of the canyon. There could be exceptions for those with handicapped passengers and those with babies and toddlers. On that day when we were unable to make it up the canyon, we spoke with a friend who had gotten "in line" 1.5 hours before us, she was able to make it to the resort to ski, but she told us that 2-wheel drive cars were spun out on the side of the road and that was causing traffic to back up. A gate could be added at the mouth of the canyon to be staffed during inclement weather to prevent any vehicles without 4-wheel drive or all-wheel drive from entering the canyon. A gondola will change the aesthetics of this beautiful natural canyon. A humming/buzzing sound will be heard when the gondola is in operation, further lessening the natural experience. I do not believe the preferred alternative considers the multiple uses of the canyon and instead prioritizes skiing and snowboarding over all other forms of recreation in the canyon. I urge you to reconsider the alternatives and choose a lower impact alternative. | 32.1.2D; 32.2.2B; 32.2.2M; 32.2.2PP; 32.2.9E; 32.4B; 32.6D; 32.11D | |
| 33323 | Newman, Kevin | No, no no to gondola, it's a money grab | 32.2.9E | |
| 33383 | Newman, Marie | I am opposed to gondola! Would prefer a bigger park and ride for bus or carpool. | 32.2.9E | |
| 31624 | Newman, Michael | Yeah electric buses are the way to go. Why spend so much money to accommodate traffic for a lot of high socioeconomic status people for a few days each year. Seems like there are a lot better ways to use those resources. | 32.2.6.3F | |
| 27689 | Newman, Paul | The gondola is a year round commitment for a 20 day a year issue. There are other less costly and less damaging to the canyon alternatives for those 20 days. Utahns who will not go to the trouble of getting on a bus will not get on a gondola. | 32.2.9E; 32.1.2B | A32.1.2B |
| 33150 | Newman, Rachelle | NO GONDOLA!! | 32.2.9E | |
| 33807 | Newman, Sierra | We are avid downhill skiers and take trips to Alta and Snowbird every winter. We have first-hand experience with the traffic congestion in the canyon. In fact, last March we sat in traffic for 2 hours and had to turn around and not go skiing, missing out on using one of our 2 Alta ski days for the season. We agree that something needs to be done to alleviate the traffic congestion. However, we do not believe this should marginalize other low impact recreational opportunities in the canyon. The proposed gondola or road widening would destroy world class climbing/bouldering in the lower canyon. The proposed changes are not considering multiple use of the canyon. There are lower impact options that should be implemented to alleviate the traffic congestion. Mandatory bussing of skiers and riders from the base of the canyon to the resort is an alternative that would not alter the natural environment of the canyon. There could be exceptions for those with handicapped passengers and those with babies and toddlers. On that day when we were unable to make it up the canyon, we spoke with a friend who had gotten "in line" 1.5 hours before us, she was able to make it to the resort to ski, but she told us that 2-wheel drive cars were spun out on the side of the road and that was causing traffic to back up. A gate could be added at the mouth of the canyon to be staffed during inclement weather to prevent any vehicles without 4-wheel drive or all-wheel drive from entering the canyon. A gondola will change the aesthetics of this beautiful natural canyon. A humming/buzzing sound will be heard when the gondola is in operation, further lessening the natural experience. We do not believe the preferred alternative considers the multiple uses of the canyon and instead prioritizes skiing and snowboarding over all other forms of recreation in the canyon. We urge you to reconsider the alternatives and choose a lower impact alternative. | 32.1.2D; 32.2.2B; 32.2.2M; 32.2.2PP; 32.2.9E; 32.4B; 32.6D; 32.11D | |

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| 32884 | Newmark, William | I strongly oppose UDOT's preferred option to build a gondola. Not only is option extremely expensive but it will be visually unattractive. Creating a designated bus lane in Little Cottonwood Canyon with increased numbers of buses traveling hourly is a preferable strategy. | 32.2.9B | |
| 26703 | Newsom, Sussette | Gondola B proposal seems to be the best choice! | 32.2.9D | |
| 36008 | Newsome, David | I still believe a gondola instead of widening the roads is the best option, but it would have to run year round, to help with our tourist economy. I've traveled a bit and your always looking for interesting things to do. A ride up the canyon would be a winner. | 32.2.9D; 32.2.6.5F | |
| 29777 | Newton, Andrew | Would you mind having your various proposals and subsequent studies peer-reviewed by an independent panel? I frankly don't trust that this has been done with public utility in mind. I would feel more comfortable - as would all of us - if the economic and environmental impact reports could be independently assessed. There seems to be a severe lack of transparency in this process. Having been a part of some of the initial feasibility conversations on this topic at the University of Utah, a gondola fell almost near the bottom of the list. It renders existing infrastructure almost entirely obsolete, an immediate red flag. In virtually all economic planning, using or repurposing existing resources almost always generates a more efficient outcome. I'm skeptical that this is objectively the best outcome. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 31912 | Newton, Brady | UDOT's process of commenting and EIS makes it seem like UDOT will do whatever it wants regardless of public will or sentiment, but I will submit a comment again anyway. The communities have spoken: No Gondola! Sandy Mayor has represented her constituency in opposing the gondola. The Salt Lake County Council has officially passed a motion condemning the option. Our community does not want or need the gondola. Please stop pushing this option on the patrons of the canyon. The traffic congestion is only an issue a handful of days per year, yet a massive infrastructure development is proposed at taxpayer expense to transport people up LCC. The numbers don't make sense either. A 30 person gondola car departing every 2 minutes only transports a maximum of 900 people per hour. On a busy travel day, canyon rush hour is only 2-3 hours. This means that effectively the gondola will only transport a couple thousand people per busy day, in ideal conditions. Use scalable transportation solutions, not fixed, high-priced, and high impact developer friendly options! | 32.2.9E; 32.1.2B | A32.1.2B |
| 25978 | Newton, Brandon | Don't ██████ build this ██████. If you want to see increased tourism revenue allow beer higher than 3% ABV you ██████. | 32.2.9D | |
| 37407 | Newton, Chuck | Since I returned to Utah in 1988, the population has grown from 1.1 million to 3.1 million roughly at present. Yet from 1988 to present, the arguments have gone back and forth over Canyon traffic and suitable resolutions with nothing but complaints about every proposed solution. I believe UDOT's proposed solution utilizing a future gondola build with a bridge to the future using an expanded bus system is brilliant! I am assuming that UDOT will use the future gondola base parking hub for immediate parking build out. As for tolling, I'd suggest an alternative. Simply close the canyon (similar to Guardsman's Pass) except for the bus system. Ski resorts will be given a limited number of permanent season passes that allow 1 person (perhaps for mgmt). Remaining employees will ride the bus depending on bus schedules (yes, will need massaging). Permanent live-in home owners receive a pass. Any home owners renting out as AirBNB/VRBO could have renters park at hub below, and bus stops at predetermined cutouts only if person looking to ride up or down partway (buses could alternate every other as pickup/no pickup). This would cut down on additional traffic leaving bus majority. Chuck Newton, former S Jordan City Council | 32.2.2B; 32.2.9D; 32.2.2K | A32.2.2K |
| 29807 | Newton, John | I am opposed to the gondola in Little Cottonwood Canyon. And apparently the vast majority of the population of Salt Lake agrees with me. The fact that the project is moving forward can only stem from two things: either the gondola is a great idea that somehow those pushing the project have not been able to express properly to the public; or else it's the terrible idea that the public think it is, but will make a small group of important decision makers a lot of money, so they are pushing it through anyway. In other words, the gondola idea has either had bad marketing, or is the result of major government corruption. Considering the pro-gondola group has spent large sums of money on marketing this idea and yet public sentiment just seems to sour even more, it seems like they've done their best marketing. That leaves the corruption being the main driver behind the gondola idea. Considering the track record of government in general, and the amount of money already invested into making this project happen, that seems like a very sensible explanation. If this gondola project goes through, I have no other option but to assume that my government leaders are horribly corrupt. Build a large parking lot by la caille. Get a fleet of small electric or hybrid buses and have them run the canyon. Make those buses free to ride, but charge cars tolls to drive up the canyon. Let the tolls from the cars pay for the buses. (That way you want to incentivize taking the bus and de-incentivize driving. Buses that cost money, but free driving does the opposite, making traffic worse.) Adjust the price of those tolls as necessary to reduce traffic and keep the buses free or affordable. No need to widen the roads. All of this would probably cost less than what the gondola plan has already spent on trying to market their terrible plan to a public that thank heavens is smart enough to see through some clever marketing. No one wants an expensive gondola that is an eye-sore in the canyon, an enormous burden on tax-payers, is too expensive to actually ride regularly, and isn't interesting or fun enough to actually be a tourist attraction. The views of the canyon from the road are excellent. A gondola doesn't give you better views. Instead, it spoils the already amazing views from the road. | 32.2.9E; 32.2.9N; 32.2.6.3F; 32.2.200; 32.2.4A | A32.2.9N |
| 29788 | Newton, Laurel | I understand there's a problem needing to be solved. However, this to me doesn't solve the problems and adds more problems. This won't help with congestion. This has a huge environmental impact. There will be a parking issue with this plan. I don't think it solves any problems for families carrying a lot of gear up the mountain. It will destroy views. I think there is a better solution. Electric buses that go up the canyon every 30 minutes will be far cheaper, more environmentally friendly, and not block views. Also it could be fixed this winter if supplemented. To me it's the fastest, easiest, and cheapest option for the best outcome. | 32.2.9A | |

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| 27061 | Newton, Rick | I am in full support of the Gondola option for Little Cottonwood Canyon and believe it is the most prudent solution for the long term. | 32.2.9D | |
| 30080 | Newton, Rick | I believe that the gondola solution is an appropriate and prudent choice given the options. | 32.2.9D | |
| 29786 | Newton, Sarah | The gondola is not an equitable solution it primarily it benefits the shareholders and snowbird and Alta. This is benefitting businesses and not the locals in utah. I think a better and more often bus system is a much better alternative. As a local who has lived here my entire life and loved exploring the mountains I would be heartbroken and disappointed to see the gondola installed. I have always been an avid user of the bus system and would love to see improvements on a shuttling the canyon. | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 33303 | Ngo, Jim | No gondola! | 32.2.9E | |
| 34603 | Ngu, Kara | The Gondola will do ni good for the community and traffic to come in future season. This with UTA running and private vehicles running that is already damaging our environment so stop the building of the go dams because it will do more harm than good. | 32.2.9E | |
| 29052 | Nguyen, Jasmine | this is not only going to create more traffic problems, but harm the natural environment around this. do better. | 32.2.2PP | |
| 32290 | Nguyen, Michael | <p>One of Utah's primary assets is it's natural beauty. People come from around the world to enjoy all kinds of biomes and scenery. To residents of the valley, the mountains are a sanctuary: joyful winter sports to relaxing summer hikes.</p> <p>I bike, climb, hike and am getting my toes wet into skiing. I enjoy the canyons in all seasons. I do NOT support a gondola. The pylons have immense impacts to the visual aesthetics, trails, habitats and rock. I've seen the impacts of gondolas in Vietnam, swaths of dense jungle cut down so tourists can take an easy way up.</p> <p>I support the enhanced bus solution. Buses can be reallocated in non-peak ski seasons to support summer transit-to-trails and to enhance public transportation.</p> <p>I understand the need to keep skiers happy, it's a big part of our economy, but I am apprehensive about public transportation solutions that support private ski resorts and that are environmentally destructive. I hope that UDOT does not implement a gondola.</p> <p>In a greater sense, I support more widely available and low cost/free public transit and will happy vote for good solutions.</p> | 32.1.2B; 32.2.9A | A32.1.2B |
| 32893 | Nibley, Sylvia | <p>I oppose the Gondola plan for Little Cottonwood Canyon. The cost is too high for the benefit and the benefit is for too few people, and not good for the mountain. Better options are:</p> <ul style="list-style-type: none"> Enhanced electric buses with higher frequency and improved reliability, together with strategically placed mobility hubs; Tolling infrastructure; Parking management technologies and policies, such as ski parking reservations, micro-transit, and rideshare programs; Multi-passenger vehicle incentives; and Traction device requirements with expanded inspection hours and enforcement. | 32.2.9A; 32.2.6.5F; 32.2.2I; 32.2.2K; 32.2.2Y | A32.2.2I; A32.2.2K |
| 29308 | Nichol, Joy | LCC has been my favorite canyon over 1/2 century, i strongly want the best alternative for it. the gondola! | 32.2.9D | |
| 28702 | Nichol, Kevin | <p>Thanks for sticking with the facts and selecting a preferred alternative that best meets the purpose and need for a LONG-TERM transportation solution and not being swayed by the emotional responses of its detractors. I love Little Cottonwood Canyon, having been skiing, hiking, climbing, and camping there for over 60 years and I am amazed at the traffic issues RIGHT NOW that have become untenable in just the past few years.</p> <p>Yes, there will be visual impacts from the gondola, but I think it will be far less noticeable than people are claiming. And widening the road to increase the frequency of noisy, smelly buses will make permanent, irreversible changes to the character of the drive up the canyon. There is a boulder that my father pointed out to me when I was very young that was "propped up" by a stick. People have been religiously maintaining that stick and that little tradition for the six decades that I am aware of, and probably for many years before that. It is an integral part of the canyon drive. I am quite sure that we would lose that boulder and that tradition would be swept away if we widen the highway.</p> <p>The current Sandy mayor opposes the gondola, in part because of up-front cost. I might point out that the previous Sandy mayor opposed the original TRAX line, for much the same reason, and wouldn't allow the line to go through the planned downtown area on State Street and 10000 South. Later, when TRAX was more successful than even the rosiest ridership estimates, he reversed course and wished there was a stop in downtown, rather than east of the high school and east of the Expo. I'm sure the gondola will be an asset to the canyon and the community.</p> <p>I was lukewarm about the gondola in its original form, because of the bus transfer needed, but when the revised version with the La Caille station was proposed. I knew it was a winner.</p> <p>I look forward to the progress.</p> | 32.2.9D | |
| 26998 | Nicholls, Katie | The gondola is a huge waste of money, looks terrible, and won't solve the issue when it only goes to ski resorts. Why are we not looking into the future and using electric buses? This is irresponsible and disappointing. | 32.1.2B; 32.2.2B; 32.2.6.3F | A32.1.2B |

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| 37853 | Nichols, Allan | I think the cost of a gondola in Little Cottonwood Canyon is too high and the towers will be ugly. There is no reason to rush to such an expensive decision. Widening the road is also not needed. Increases in carpooling, buses and potential fees to skiers (not residents of Alta) should be looked at first. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 31136 | Nichols, Jessica | With the incredible reaction you have continually received from the public, it should be so clear that a gondola is not wanted up LCC. There are much better methods of helping the canyon - more buses, more times of the buses, incentives to take the buses, etc. Evidence shows that a gondola will not solve the problem. I am thoroughly opposed to the gondola up LCC. It is a horrific plan that would hurt the canyon, destroy a wild place, hurt the many, and only benefit the very very few. NO TO THE GONDOLA, plain and simple. Thank you. | 32.2.9A | |
| 27908 | Nichols, Jonathon | I applaud UDOT for considering a phased approach but I implore them to carefully study the improvements to traffic with the increased bussing and tolling before moving forward pursuing funding for the gondola. I'm concerned about jumping to this option at enormous cost to tax payers for the benefits of only two private organizations and at the detriment of one of our most valuable resources, the natural beauty of Little Cottonwood Canyon. I believe the phased improvements shy of the gondola will do much to improve the traffic in the canyon without the need for a government handout to private businesses. | 32.29R; 32.2.4A | A32.29R; A32.1.2H; A32.2.6S |
| 30597 | Nichols, Kirk | <p>U-DOT LCC FEIS comment - Kirk Nichols</p> <p>Thank you for the opportunity to comment and for all the diligent work in creating an engineering study of the Little Cottonwood Road. I look forward to your Supplemental EIS with a reasonable alternative.</p> <p>Starting with the Purpose and Need statement, the actual purpose and need was to study the environmental effects of putting more people on the public lands throughout Little Cottonwood Canyon. It is irrational to think that putting more people more efficiently onto the public land would have no significant affect outside the highway right-of-way. Almost no one will stay only on the highway right-of-way. This study failed to study the very effects on the human environment that NEPA requires to be studied. To limit the area of study to only the roadway is irrational and does not meet the connected, direct, and indirect impact studies required by NEPA for this proposed action. In the court case of Thomas v Peterson, the finding was that the Forest Service could not limit their EIS to the road only, but must also study the effects on the environment throughout the area that would change due to the creation of the road. This U-DOT LCC EIS in inadequate to meet the requirements of NEPA.</p> <p>This EIS studied only the engineering in the roadway and not the purpose of the engineering, which is to put more people, outside the roadway, onto our public lands. No adequate visitor effects or visitor management study was included in this EIS as required by NEPA.</p> <p>If the engineering of the roadway increases the efficiency of traffic and reduces congestion, then more people will come to the canyon. This means more people will go hiking, picnicking, camping, mountain biking etc. throughout the canyon, not just more skiers at the ski resorts. The entire canyon from rim to rim will become more crowded and more impacted -- out on the trails and at the recreation destination sites. The effects of this increase in visitor use outside the roadway were never studied, even though NEPA requires that this increase, caused by the proposed roadway alterations, be studied as connected to the road alterations. Significant impacts on the environment will occur throughout the canyon; both direct and indirect impacts will be the result of roadway and transit (gondola) alterations.</p> <p>This EIS looked only at estimated population growth as the source of the expected increase in the volume of visitors to the canyon. This EIS never took a hard look, as required by NEPA, at the latent demand for the canyon recreation in the population already living nearby. Never studied was whether the people already crowding the canyon would come more frequently if they perceived that there would be no waiting on the roadway before getting to their destination. A small straw poll found most canyon users would come almost twice as often if they thought there would be a low risk of congestion in the canyon. This immediate increase of visitors to the canyon was never studied in this U-DOT LCC EIS. Any reasonable decision maker would require that this latent demand be studied.</p> <p>The visitors to these canyons have demonstrated that they are willing to wait for hours in their cars to go up and down the canyons. If road congestion is somehow reduced, the demand for visiting the canyons will increase again until this point of risking four-hour delays is reached again. There is no mechanism in the gondola proposal to stop this increase in visitorship that will result in the same congestion found currently in the Cottonwood canyons. Since reducing foreseeable-future congestion is the actual the purpose of this EIS, a limiting mechanism must be in place in the canyons or we will soon have the problem all over again. A limiting mechanism such as reservations and timed entry must be part of any reasonable alternative. Adding a tolling only (rather than including limits) to drive the canyon only increases the percentage of wealthy people in the canyons.</p> <p>The traffic congestion begins long before and outside the inadequate study area of this EIS. The congestion begins out on SR-215, the congestion begins in the neighborhoods along on the roads leading to the Cottonwood Canyons. Therefore, most solutions to congestion must start before vehicles get within several miles of the bottom of the Cottonwood canyons. The reasonable alternative never studied was to examine the transit routes, hubs, and incentives spread across the valley. People need, for the majority, to be on their final mode of transport long before they reach the canyon. No study was made of incentivizing bus ridership out in the valley. No study was made of graduated bus fares where the farther out in the valley one gets on the bus, the lower the cost. Perhaps at a distance of 5 miles out from the canyon (from the airport, downtown, the university, etc.), the ski bus would be \$5, and the price would increase to perhaps \$45 at the mouth of the canyon where the congestion is at its worst. This alternative appears to have never been studied. Reservations for the bus was never studied. Reservations and timed entry for both public transit and private vehicles into the canyon was inadequately studied. A toll that is higher than transit costs must be</p> | 32.1.2B; 32.1.5C; 32.2.0B; 32.2.0A; 32.2.0E; 32.2.2I; 32.2.6.5E; 32.2.6.4A; 32.2.7A; 32.2.2K; 32.2.0D; 32.1.1A; 32.28J; 32.2.2V | A32.1.2B; A32.1.5C; A32.2.0A; A32.2.2I; A32.2.6.5E; A32.2.2K; A32.1.1A |

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| | | <p>put on private vehicle use to incentivize transit public use.</p> <p>Building the proposed parking facilities at the mouth of the canyons will only increase the congestion problem associated with this U-DOT LCC EIS. The Cottonwood Heights neighborhoods will only become more congested as more private vehicles arrive at the proposed parking areas to then transfer to the gondola. Why would anyone drive to a parking lot at the bottom of Big Cottonwood, hand carry their gear to a bus, ride the bus along congested Wasatch Boulevard to the proposed parking lot at the gondola, and then hand carry their gear from the bus to the gondola to then finally ride up to the ski resort?</p> <p>The citizens of Utah should not be funding this proposal -that is, the proposal to build a transit mode, the gondola, that takes only paying customers to two private ski resorts. This is fundamentally wrong. Citizens should not be spending half a billion dollars so two private ski resorts can make money. Increasing bus transit throughout the valley will benefit more than just the well-to-do skiing public and ski resorts.</p> <p>Requiring that private ski resorts put a limit on the number of patrons was never studied as part of a reasonable alternative as required by NEPA. The ski resorts must step-up to be better citizens and limit the number of visitors they bring to the canyon rather than charging the taxpayer to fund these two private resorts. The congestion is due to the large number of people wanting to go to the canyons at the same time. The most direct mechanism to reduce congestion is to reduce the number of visitors to the private resorts. The next most direct mechanism to reduce congestion is to reduce the number of vehicles, meaning that mass transit from out in the valley will have a greater effect on reducing congestion than will a gondola that starts deep into the congestion zone thereby exacerbating the vey congestion that it is proposed to reduce.</p> <p>The study, or if you will, natural experiment studying the capacity or limits of these canyons was run years ago. Probably twenty years back, congestion was rare except for waiting for avalanche control work. For river running in the west, a year, 1971 for many areas, was recognized as a year to be modeled for river entry permit limits. Since then, adjustments have been made to the '70s limits because the management has become more sophisticated. U-DOT has numbers of vehicles per hour beyond which congestion happens in the Cottonwoods. U-Dot must continue those studies and set reservations and metered entry to the canyons based on those numbers. Limits must be part of a reasonable alternative.</p> <p>This U-DOT LCC FEIS failed to study the connected and blatantly obvious effects on Big Cottonwood Canyon. If resort visitors are required in Little Cottonwood to pay their actual expense to the community, the visitors will just switch canyons and go to the Big Cottonwood resorts increasing congestion there. The Big Cottonwood connection to congestion in Little Cottonwood Canyon is so obvious that an EIS for either canyon's traffic, must include the other Cottonwood canyon. The limited and geographically narrow study area for this EIS is inadequate.</p> <p>There is concern about the origins of why the traffic congestion in Little Cottonwood Canyon was studied first, rather than the more year-round congestion in Big Cottonwood Canyon. When the gondola proposal that involves private property development was chosen, those concern increased. There was a time during this LCC EIS when a comprehensive Cottonwood Canyons Transit action plan was started by U-DOT and then suddenly dropped. It appears that no adequate explanation was ever made public.</p> <p>U-DOT was to be the lead agency in this LCC-EIS. Eventually, for all practical purposes, it appears that U-DOT became the exclusive agency -- minimizing most input from the other members of the NEPA-required EIS interdisciplinary planning team. This may be part of why this EIS became an engineering study that left out all the connected visitor impact studies required by NEPA. The Forest Service may be somewhat complicit and complacent in not demanding that all the connected and foreseeable effects on the forest be studied. The Forest Service seriously needs both indicators and rigorous standards of environmental impacts caused by increased visitor use in the Cottonwood canyons to be able to monitor and manage for unacceptable changes on the forest. U-DOT and the Utah legislature should be funding a visitor impact study, not just leaving the Central Wasatch Commission (CWC) to do clean-up from the inadequate U-DOT LCC EIS.</p> <p>In none of the Alternatives did U-DOT support the development of a resort in another location such as Butterfield Canyon, Oquirrh Mountains. Kennecott was considering building a resort there at one time. An alternative ski location to the central Wasatch Mountains would greatly reduce congestion in the Cottonwood Canyons.</p> <p>This U-DOT LCC FEIS is inadequate by the requirements of NEPA. This EIS has been in the works for many many years and should be held to the requirements of NEPA as defined by the Council on Environmental Quality (CEQ) before this last administration and as NEPA is currently defined under the Biden administration. Under any administration, all reasonable alternatives must be studied. This U-DOT LCC EIS never adequately studied an alternative where private vehicles and parking was kept out of congested area listed as the study area for this EIS. Visitors must be incentivized to get out of their private vehicles well before reaching the canyons and into the (inadequate) study area of this EIS.</p> <p>These are the comments of,</p> <p>Kirk Nichols</p> | | |

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| | | <p>With insights from being:</p> <p>President and Watermaster, Evergreen HOA, Brighton, UT</p> <p>Associate Professor/Lecturer, University of Utah</p> <p>Big Cottonwood Canyon Community Council member</p> <p>Central Wasatch Commission's Stakeholder Committee member</p> <p>Central Wasatch Commission Environmental Dashboard member</p> | | |
| 31352 | Nichols, Kirk | <p>U-DOT LCC FEIS Comments on Tolling - Kirk Nichols</p> <p>Tolling a road to recover additional road costs incurred by that specific user can be fair. Tolling to limit use, using wealth as the limiter, is unethical on a public road. When limits are what are intended, then set and enforce limits in a just manner. Use a reservations and metered entry to limit access with a system where each user has an equal chance at a reservation and thereby equal chance at entry.</p> <p>Charging a canyon resident a tolling fee to go home is also unethical unless it is applied to all residents across the state who go home; doing so statewide would be absurd. Charging a canyon resident a toll to go to work, to go home, to visit a neighbor is an unethical restriction on those residents. Tolling for the purpose of limiting access is unjust to start with (instead, set limits) but additionally charging residents each time they move about is reprehensible. Technology to read license plates abounds. U-DOT can solve the residents unfair tolling with license plate readers, better yet, let residents come and go as they do in any neighborhood and fairly set limits on visitors - not residents. U-DOT engineers are great at engineering, they can solve any license plate reader issues -- get rid of tolls and set reservation limits on visitors. In Alaska, you get ticketed if your license plates are dirty and unreadable. You clear your license plates every time you clear or wash your windows.</p> <p>If an annual toll, to cover road maintenance costs, were created instead of single use tolling to limit visitors, then residents should pay the one-time annual fee just as any visitor would. However, when tolls are created to limit visitors (a very poor mechanism for creating limits) residents must have a way to come and go from their home equal to all Utah residents coming and going to their homes.</p> <p>These are the comments of, Kirk Nichols</p> <p>With insights from being: President and Watermaster, Evergreen HOA, Brighton, UT Associate Professor/Lecturer, University of Utah Big Cottonwood Canyon Community Council member Central Wasatch Commission's Stakeholder Committee member Central Wasatch Commission's Environmental Dashboard member</p> | 32.2.4A; 32.2.2K; 32.2.2Y | A32.2.2K |
| 34487 | Nichols, Lora | Please do not allow this gondola to be built. it only adds more strain on those of us who live here. | 32.2.9E | |
| 31354 | Nichols, Lynn | I believe the better solution is to use buses, similar to Zion National Park. This would be less costly and be more useful to those who are not using the ski resorts. The gondola only serves the ski resorts. Please make the better choice for all users of the canyon. | 32.2.2B; 32.2.6.3C | A32.2.6.3C |
| 34547 | Nichols, Martin | The EIS surrounding canyons and roads need to be looked at in their entirety. Also the Watershed impacts were not sufficiently studied or considered Nor were alternatives presented or explored sufficiently. Such as a toll system and e buses. Also, cost estimates of the gondola were not fully analyzed and presented. | 32.1.1A; 32.2.7C; 32.2.2PP | A32.1.1A; A32.2.7C |
| 34460 | Nichols, Nels | I do not want the gondola. I don't want the eye sore, and I don't believe it will reduce traffic - there will be just as much traffic, just more people at the resorts as the latent population now accesses the canyon. The gondola will not serve the local community who wants to visit places other than the resorts, and given that, I think that the ski resorts should be paying for this, not taxpayers. I believe enhanced bus service and properly policed parkrides at the bottom would serve us better, perhaps with a Trax line to the base of the mountain to disperse sources of parking. I would also consider having an hour in the morning when both lanes are for uphill traffic, and an hour in the afternoon when both lanes are for downhill traffic. We are not Switzerland, we do not want to be Switzerland. No gondola, please. | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.2D | |
| 33980 | Nichols, Samuel | To whom it may concern, | 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.9E; | A32.2.9N; A32.13A |

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| | | <p>As a member of the Cottonwood Heights community, a homeowner, and tax-paying citizen I stand firmly against the proposition of a gondola to service Little Cottonwood canyon.</p> <p>As someone who has enjoyed this special space all my life through skiing, climbing, hiking, and mountain biking the proposition of a gondola has an overwhelmingly negative impact on these activities and more. As a climber who finds this canyon to be a reprieve and would classify the walls as world-class climbing, a gondola would destroy the escape and serenity this space offers to climbers. This is not only a visual pain being proposed but a risk to climbers, you cannot have distractions while you are engaged in this albeit risky, but beautiful activity. Onlookers from gondola cars could shout and distract climbers risking their lives. The proposed towers would be far too close to the climber's trails and walls for them to be deemed safe to climb. Additionally, the noise pollution this project would create will be detrimental to all recreation, residents, and wildlife within the canyon. The privacy and seclusion of homeowners within the canyon and recreation should be considered. A gondola destroys all privacy.</p> <p>Increasing the footprint of humans in this canyon from the ground and above in the form of gondola towers and stations will destroy an incredibly unique ecosystem that has taken thousands of years to develop. In the last decade traffic through this canyon has increased greatly. While this is a sign of people showing love for the great outdoors and this unique landscape, a gondola will exacerbate the traffic of people into this canyon.</p> <p>The community of Cottonwood Heights will be bearing a significant financial load if the gondola is approved, all in the name of shuttling people to the ski resorts that are increasing their prices year after year. The gondola may reduce vehicular traffic on roadways but the ski resorts stand to profit from this at an alarming level with no apparent skin in the game financially. This is not okay, if the resorts cannot manage the current crowds of visitors to their resorts in a meaningful manner, what makes us think they can handle more?</p> <p>There are thousands of Cottonwood Heights citizens standing against a gondola, including our community leaders as stated in the city paper for October 2022. These leaders are elected by the people for the people. Listen to our leaders' stances as they represent the citizens of our community! If we destroy this landscape we will be unable to recover it. This is a place that should be shared with generations beyond those alive today. A gondola and greed stand to destroy this. We cannot allow this!</p> <p>While a solution to the ever-increasing traffic of Little Cottonwood canyon is not easy, we must find innovative ways to solve this problem. I am a first supporter of roadway reinforcement and expansion. Covered roadways through sections of the canyon will reduce snow removal requirements - increasing safety and opening the canyon easier. Additionally, a carpool lane for those who travel wisely can reduce cars in the canyon and speed up travel. Yes, this would require expanding the existing roadway, but this cost, environmental impact, and impact on activities travelers enjoy in the canyon are far less than a gondola without sacrificing the communities trust in government. Another small solution would be to certify vehicles before peak traffic season as compliant with the winter travel requirements - 4x4, winter tires, etc. - and install an RFID gate for those travelers. This would limit the need for local law enforcement to check cars daily, regulate the flow of traffic and keep people safer on this roadway.</p> <p>I can only hope that this comment is taken into consideration and that we do not allow money and greed to corrupt our government at a local level. This has been going on in Washington for far too long and we cannot let it spread into our community. A gondola IS NOT the solution, we must find better alternatives that support the citizens of the community, the unique ecological spaces of the canyon, and those who choose to recreate within it. Little Cottonwood canyon is truly a special place and a gondola would destroy this.</p> <p>Once again, I and the community of Cottonwood Heights stand resolutely against a gondola being built in Little Cottonwood canyon. Please head our voices, elected officials comments, and community needs.</p> <p>Sincerely, Samuel Nichols</p> | <p>32.2.9K; 32.2.9N; 32.4B; 32.7B; 32.7C; 32.11D; 32.13A</p> | |
| 29073 | Nicholson, Jake | <p>The proposed Gondola plan B is NOT the best alternative for our future. To preserve the " value" of LCC as stated in your report would not include visual destruction by adding 20+ gondola towers. The traffic issue will only by pushed back further trying to get to proposed parking structure. I live on and monitor traffic on Wasatch and the majority of the time there are very few cars. Computer traffic along Wasatch Blvd. through our town all leads to single lane, 35 or 40 mph zones. Widening, and the gondola are both the wrong direction for the future. Zion, Arches, and Acadia NPs all have had suscess by regulating the number of visitors at a time. This is the only solution to preserving the value of LCC, quality of skiing, hiking, bouldering, and safety on Wasatch. Slow it down!</p> | <p>32.2.9E; 32.2.6.5E; 32.2.6.2.2A; 32.2.2K</p> | <p>A32.2.6.5E; A32.2.6.2.2A; A32.2.2K</p> |
| 33858 | Nicholson, jake | <p>Dear DOT, Lease consider the following. 1. Lower the seed limit on SR 210 through Cottonwood Heights. All other "neighborhood roads are 35-40, NOT a dangerous 50! 2. Redesign with a calming parkway feel , like Wasatch extension. We do not need more cars by 2050, we need alternative transport methods. le: electric busses bike and pedestrian friendly. 3. NO Gondola There will still be traffic backups to a parking base. Hubs need to be more numerous and smaller. Gravel pit too.</p> | <p>32.2.6.2.2A; 32.2.9E; 32.2.6.5E</p> | <p>A32.2.6.2.2A; A32.2.6.5E</p> |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Will forever change LCC. Benefits only Snowbird and Alta. That should be financially responsible, NOT the taxpayer who never goes up there. A gondola does not benefit any other parts of LCC except ski resorts. Electric busses, tolling, snow sheds, must be the answer. Thanks for considering by ideas. | | |
| 35031 | Nicholson, Kathleen | DOT, I am writing to plead to you to change the speed limit to 35 m.p.h. from Big Cottonwood to Little Cottonwood Canyon. As a resident of the [REDACTED] I fear for the lives of my neighbors and family. The entrance to [REDACTED] is just north of the High T where Wasatch turns into two lanes. Sadly, it's referred to as "the suicide lane," in our neighborhood. Speed kills, please lower the speed limit and come up a better solution than widening Wasatch Blvd. that makes it safe for pedestrians, bikers, and cars accessing the Golden Hills subdivision. I support an enhanced bus service over a gondola. We need to protect our canyon, not with a gondola which would serve a few at the taxpayers expense and forever change the landscape of LCC, and impact wild life. | 32.2.6.2.2A | A32.2.6.2.2A |
| 26060 | Nicholson, Kelsey | How many times do the taxpayers have to say we DO NOT want this. This is not a sustainable option nor the best option. The long term damage this will do to our beautiful canyon can never be undone. With the current climate it is not guaranteed that there will be skiing in the the next 30 years. All of this damage for nothing and it truly benefits snowbird and Alta, not the locals. Listen to the people, do not do this. | 32.2.9D; 32.2.2E | |
| 26259 | Nicholson, Rosemary | I am really disappointed in the decision to use the gondola. It seems to only benefit those skiing at a resort in LCC and doesn't help any of the other users of LCC. There are many things to do other than ski at Alta or Snowbird such as hiking/running, back country skiing, climbing, back packing, and many others. The gondola does not solve any problem for these users. It seems many locals are against this and I'm disappointed that these opinions were not considered. | 32.2.9E; 32.2.9N; 32.1.2D; 32.2.2PP | A32.2.9N |
| 33248 | Nick, Nick | I often go hiking in LCC. The gondola does not stop near the hiking trails. I see no benefit of a gondola. Corruption is a serious problem in America, please think of a solution that works for everyone. | 32.2.9E; 32.1.2D | |
| 26944 | Nickman, Steve | Please DO NOT support the gondola for Little Cottonwood Canyon. The gondola is NOT the best solution to serve all users of the canyon. I support promotion of bus public transit. Thank you. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.9E | A32.1.2B |
| 36805 | Nicksic, TyRone | The existing infrastructure is adequate with more frequent bus service and educational campaign will be much greater use of resources. | 32.2.9E; 32.2.9A | |
| 32144 | Nicoll, Kate | I moved here for the home town feeling of salt lake. The beautiful mountains and the scenery. I've been here 10 years and if this is built you will attract the worst amount of people and give the tax payers the worst experience of living here. If this could be done without defacing the mountain that would be the correct way to do this. Please leave it alone. Figure out another way. We can accomplish it another way!!! | 32.2.9E | |
| 36159 | Niebuhr, Christopher | Please do not implement the gondola option in LCC. It does not solve the problem of congestion if cars are still allowed up the canyon. Given the option to wait in traffic for 50 min to get to the resort but have my vehicle to store gear/ transport children is still going to win over a 50 min ride in a gondola with no bathroom. This option is so biased and only serves the for-profit resorts. It does not help users get to other places in the canyon and in fact not only degrades the visual resource, but it removes climbing resources and extremely disrupts the way the rest of the users see and interact with the canyon. Please do not cater to these resorts, one of which (Alta) discriminates against half of winter resort users(snowboarders). Utahns should not have to pay for this! This is so much money for such a tiny fraction of users, none of which will be here in ten years if we do not save the lake. Save the lake first, utilize funds to create a better public transit system to the canyons from the city and utilize a regular bus schedule up the canyon. People will use it if there are enough of them and they can get to them easily. I strongly disapprove of the gondola option. | 32.1.2D; 32.2.9E; 32.1.2F; 32.2.7A; 32.2.9A; 32.2.2E | A32.1.2F |
| 37062 | Nied, Tom | A gondola is a waste of money and will not solve the problem. Increased bus service is the way to go. Why spend \$500M for Alta and Snowbird? \$500M will buy a lot of bus service and parking facilities. | 32.2.9E; 32.2.9A | |
| 28991 | Niederauer, Stefan | When I began reading the final EIS report, I expected a presentation of the logical data-based decisions and rationale for selecting the Gondola B alternative recommended by UDOT over the other proposed alternatives. Unfortunately, the documents read more like opinion pieces with sparse reference to data that support the decision. It is extremely worrying that no summary statistics of public comments, reliability, or economic impact was made available in the final EIS report. While UDOT spent the time and resources to respond to specific comments, why was no effort made to summarize the wealth of public input to this project? If the public overwhelmingly supported the Gondola option, why not present that data to support the decision? Similarly, no specific data is given to support the rationale used to make the decision. UDOT cites the selection of Gondola Alternative B as its preferred option due the "best overall reliability", but no measurable metrics of reliability are presented anywhere in the Final EIS. The only direct comparison made for reliability occurs in Table 4 of the executive summary, where UDOT's own analysis states that the gondola would stop service if any part malfunctioned, but the cog rail would only stop service if a train malfunctioned in the 2-mile stretch of single-track. How likely are each of malfunction events and what would the impact be on commuters should a malfunction occur? UDOT presents arguments that the cog rail and bus alternatives are subject to reduced reliability from avalanche and mitigation activities, but overlook the impact the same winter storms have on the gondola alternative when high winds are present. Historical data from similar projects around the world could have been collected and presented, but UDOT fails to do this. Overall, it is difficult to conclude if UDOT was not provided the resources to conduct a thorough assessment of all these variables, or if other factors played a role in the decision that are not presented in the EIS. Either way, the decision appears highly subjective with weak support using quantified metrics, and creates suspicion and distrust of UDOT's decision, especially among the outdoor community. | 32.2.9N; 32.2.9W; 32.2.9G; 32.2.9E | A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | An overwhelming majority of the outdoor community that spends time in LCC away from resorts staunchly disfavor the use of the Gondola alternatives. Sacrificing the year-round recreation experience of devoted outdoor enthusiasts to mitigate travel congestion a few days per year to private businesses, who have made minimal efforts to improve commuting experience for their own customers, is far from an equitable decision. Trolling the outdoor community by selecting the very transportation option we decisively detest will likely only increase conflict and reduce cooperation to attain improved mobility sought by the LCC EIS. | | |
| 36771 | Niederee, Thomas | I am opposed to Gondola B as the preferred alternative to improve transportation in the canyon. | 32.2.9E | |
| 30046 | Niederhauser, Ray | This is corporate welfare plain and simple. A taxpayer handout to narrow interested parties. It really aids only the ski resort owners. If Snowbird wants a gondola let them pay for it. | 32.2.7A; 32.2.9E | |
| 26485 | Nielsen, April | Absolutely do NOT want a gondola built in the beautiful canyon. | 32.2.9E | |
| 25860 | Nielsen, Brent | I was under the impression this issue was to be placed on the November 2022 ballot. Construction supports special interest groups (skiers, politicians - Wayne Niederhauser, Christ McCandless, lobbyists) not the general taxpayer population! This is a bad idea. Purchase electric buses. STOP IN NOW! | 32.2.6.3F; 32.2.9N | A32.2.9N |
| 32538 | Nielsen, Caitlyn | <p>The best option is more busses with a dedicated lane. This can help reduce traffic but also give people a cheap option to get up the canyon. And in the future you may be able to use electric busses which would reduce the carbon footprint of this option significantly. Instead of tolling there should only be a certain amount of cars allowed up the canyon for the resorts each day during the winter. After that number is reached people will need to park and take a bus, which you need to make improving parking availability at the bottom of the canyon a priority. Also the ski resorts should have to help subsidize the cost of people using the bus to keep cost down because they are the one benefiting from having more people use their resorts. Most of your solutions are either ruining the canyon or making it so expensive and hard for people to use the resorts unless they are rich, which the resorts are already doing themselves. Serve everyone, not just high income residents. I am against the tolling option and gondola, see comments below.</p> <p>Tolling the canyon is not a good solution. The only people that support tolling are the ones that make so much money that adding more onto a day of skiing does not matter to them. The resorts are already raising their prices and pricing out most of the residents of Utah. Adding on another cost to be able to enjoy half of the resorts in Utah is unacceptable. Even if it is only for a few hours a day that would make people going outside of those hours only get a half day, which half day passes at the resorts cost almost as much as full day passes and a lot of people can not afford season passes.</p> <p>I do not support the gondola alternative at all. Although it will help reduce congestion on roads leading into the canyon and help the residents, it will mainly only be benefiting people that are going to snowbird and alta in the winter. Spending over 550 million dollars of tax payer money on a gondola is unacceptable. The gondola will ruin the scenery of the whole canyon, for all users not just skiers and snowboarders. The ski resorts should be paying for the gondola if they want to be able to have more customers at their resorts, otherwise it is a large pay out to two Privately owned corporations who are already making a huge profit off of Utahans.</p> | 32.2.9B; 32.2.6.3F; 32.2.7A; 32.2.4A; 32.2.9E | |
| 29935 | Nielsen, Chris | What a joke... This is the biggest waste of taxpayer \$\$\$ to help the ski resorts! It will not solve the traffic issues the cars still have to get to this [redacted] and it will ruin the canyon. I knew from day one you were going to push this [redacted] thing thru regardless of the public opinion and it was proven by all your ads about ONLY the gondola.... You should not have the right to do something the public is totally against. The ski resorts should be paying for this if you do go thru with it. What a [redacted] joke. | 32.1.2B; 32.2.2PP; 32.2.6E; 32.2.9E; 32.2.9N; 32.7C | A32.1.2B; A32.2.9N |
| 38584 | Nielsen, Deanna_and_Jay | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.6.3F; 32.1.1A; 32.1.2B | A32.1.1A; A32.1.2B |
| 34247 | Nielsen, Delena | I have a concern that is continuing to not be addressed. Human deposits. LCC capacity is way beyond manageable now. When I run there is poop under so many rocks. I pack mine out like a good girl. Its not just summer. Winter is worse because now were over flooding sewers never intended for this many people to be in our watershed. To increase capacity!!!! Its ridiculous. All sewer lines break at some point but the danger is location. How many millions of people will have no water? In a desert? In the heat? This is a fragile ecosystem and we simply cannot increase capacity. We need to get rid of alot of the crowds already. The mountains should be limited access with reservations. Who cares about 2 ski resorts when so much more is at risk. | 32.1.2B; 32.2.2K; 32.2.0B | A32.1.2B; A32.2.2K |
| 34231 | Nielsen, Delena | Last year UDOT workers dumped concrete into the stream near my apt. All the fish died. As humans we think we can keep altering landscapes and impeding without impacts. But we cant. The more we are present. The more we destroy everything we touch. LCC is a major water source, yet we keep cluttering it for profit. Lets not. I say we end all roads up the canyon at all before its too late. Why weever thought it was okay to continue to expand makes no sense. All construction up there except for absolutely necessary should cease immediately. | 32.2.9G | |
| 34213 | Nielsen, Delena | I have reviewed thoroughly UDOT's information on the matter. Here's my input. This should be put to a local vote and not left to UDOTs interpretation of data. There is some heavy bias on prosperity and money by the entities reviewing information. The public locally here and I am local do not want it. Put it on the Ballot please. Corporations from colorado where they already messed up their mountains shouldnt have full access to expand here for profit on our backs. | 32.2.9N | A32.2.9N |
| 34256 | Nielsen, Delena | Put this choice on the ballot. I dont think for a minute that the people want the Gondola. Stop manipulating the data you have received to pretend it says that. That is lying to the public. Water protections have not been addressed in the past and are still being ignored. Increasing capacity is not an option. Decreasing is the only way to save our water. | 32.1.2B; 32.1.2F; 32.2.9E; 32.2.9N | A32.1.2B; A32.1.2F; A32.2.9N |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34234 | Nielsen, Delena | Here's my concern other then money and how ugly a gondola would be. The community does not want continued growth and use of LCC. If you build a gondola it will only increase capacity. We need to limit capacity and Im sorry that these ski resorts wont be able to expand to their liking. | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 26640 | Nielsen, Erik | I have lived at the base of the cottonwoods my entire life and have recreated in the canyons at least 65 times per year during that time. A gondola in LCC would effectively RUIN my quality of life in the winter time as well as give unwanted access to unsafe tourists and rich folks to these beautiful canyons who don't respect or appreciate them the way everyone should. I am AGAINST any proposal for a gondola in any of our wonderful canyons. | 32.2.9.E | |
| 36351 | Nielsen, Ezra | Strongly oppose the Gondola primarily for the following reasons: 1. No service to any mid-canyon trailheads 2. Diverts traffic problem to mouth of Canyon 3. Corporate welfare 4. Shady business dealings by Neiderhauser and McCandless (C.W. Management) to acquire the property where base station would be located and then to pass the necessary legislation to (road tolling bill primarily) to make riding the gondola mandatory. | 32.2.9E; 32.2.6.5G; 32.2.6.5E | A32.2.6.5E |
| 36171 | Nielsen, Irv | This proposal is not user friendly. Only rich people will be able to afford a Gondola pass. Electric buses could be more user friendly and cheaper. | 32.2.9E; 32.1.2D; 32.2.6.3F | |
| 38614 | Nielsen, Jay_and_Deanna | Here are our thoughts regarding the gondola. Jay and Deanna Nielsen <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.6.3F; 32.1.1A; 32.1.2B | A32.1.1A; A32.1.2B |
| 27816 | Nielsen, Jerry | Constructing a gondola is a stupid over priced idea. There are 20k people on a busy weekend. The gondola can only handle 1k an hour. It will ruin the view of the canyon. It's inefficient and a poor solution to the problem. | 32.2.9E | |
| 27739 | Nielsen, Jonathan | Please no ugly intrusive gondola in Little Cottonwood Canyon, it's not necessary, everything else should be done in order to prevent this monstrosity. | 32.2.9E | |
| 33122 | Nielsen, Kelly | The gondola is the wrong option. It is crazy expensive and will only be used a few months of the year and won't alleviate traffic. Why put in a permanent gondola and let it sit for 9 months?? Everyone knows powder days are the days with the most traffic but those are only a few days of the season. One estimate predicts that the gondola would only transport 15-20% of the people that cars can. Why spend 500 million+ on 15-20%??!! The gondola only helps the resorts. It's just a stupid idea. If you want help alleviate some traffic get rid of the ikon pass. Since the ikon pass, traffic in both canyons has significantly increased. I'll say it again: Gondola is stupid. Get rid of the ikon. | 32.2.9E; 32.2.6.5F; 32.2.2K | A32.2.2K |
| 36874 | Nielsen, Lauren | I am a frequent local user of LCC for trail running, hiking, and skiing. I am commenting to say, please, NO GONDOLA. I can't imagine a more destructive and ineffective option. I would much rather pay canyon fees or use public transit. ANYTHING that doesn't change the beloved landscape is a preferable option. Please listen to the people who love this special place. We resoundingly do NOT want a gondola. | 32.2.9E | |
| 26849 | Nielsen, Lindsey | I am not in support of the gondola. It is very disheartening to see articles from formally likeminded organizations now change their tune as well. Save our canyons. Preserve. | 32.2.9E | |
| 33320 | Nielsen, Lisa | Increased his service, no canyon widening & absolutely NO gondola. Thackeray you!! | 32.2.9A; 32.2.9E; 32.2.9L | |
| 25950 | Nielsen, Michael | I'm against the Gondola proposal. I would rather see something like a pay per use for personal vehicles like Millcreek Canyon or American Fork Canyon and use the money generated from that to fund a free or low cost shuttle system that would take people up and down the canyon. | 32.2.9E; 32.2.4A | |
| 25596 | Nielsen, Natalie | I am an avid hiker and love snow shoeing in the winter months, and I am extremely upset with the decision to go forward with the gondola. How often will it be utilized outside the ski season? Who truly benefits from this beyond the ski resorts? Why ruin the landscape of our beautiful canyon for cables, noise,, and towers? For those of us who enjoy the unobstructed views at the tops of our beautiful peaks, this is an absolute travesty that will only benefit a limited number of people. Utah puts on the image of wanting to protect nature and preserve our outdoors, but this decision shows that money supercedes reason. | 32.1.2B; 32.2.9E; 32.2.6.5F; 32.6A; 32.1.2D; 32.2.2PP; 32.2.9N | A32.1.2B; A32.2.9N |
| 28586 | Nielsen, Scott | A condo doesn't solve the problem for anyone but Snowbird and Alta At the expense for the tax payers of Utah. I've lived near the mouth of the canyon my whole life and think a gondola is the worst thing that could happen to Little Cottonwood. Very few people support the gondola that live near the canyons and will be impacted the most. Don't let big money ruin our canyons. | 32.2.9E | |
| 31964 | Nielsen, Steve | Why aren't the ski resorts paying for part of this? My concern for them would be that tolls will drive business to other ski resorts. | 32.2.7A | |
| 29658 | Nielson, Alea | It seems as though UDOT has done it's due diligence in choosing an option that will balance the needs of the environment, finances, and accessibility for the whole community to enjoy our beautiful canyon. In other mountainous regions in the world, such as Switzerland, gondolas and other public transit options have been successfully used for many years. The gondola will create a reliable way for everyone to get up the slopes to ski, while limiting our growing populations interest in skiing. The worst thing I can think of, would be to widen the highway up the canyon and essentially create a cars only access to the top of the mountain. This does nothing to improve the wildlife, or keep the canyon usable and accessible to all. The added benefit that this is the most affordable option long term makes this choice a no brainer. Let's all enjoy the canyon without a 2 hour wait in traffic and keeping our environment accessible to our wildlife. | 32.2.9D | |
| 36500 | Nielson, Blaine | I'm a big no for the gondola in Little Cottonwood canyon. It would be way too expensive and would be corporate welfare to the ski resorts. It's a stupid proposal, that is nothing more than a money grab for U.D.O.T. and their preferred contractors. Sincerely, Blaine Nielson | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25467 | Nielson, Blake | <p>LCC is a Utah treasure. Let's not ruin the iconic skyline with a Gondola that only benefits some winter time users. Enhanced busses and tolling CAN fix the problem, especially peak time shoulder lane busses.</p> <p>We have the infrastructure in the road to do this. Lets optimize what we already have.</p> | 32.2.9E; 32.2.9A; 32.2.4A | |
| 30073 | Nielson, Sam | I am 100% for the gondola. It will clear up the roads for people who want to use the roads lower diem the canyon and provide an amazing experience | 32.2.9D | |
| 31875 | Nielson, Samantha | Love the gondola idea. It gets all the skiers off the road to relieve traffic for the rest of us | 32.2.9D | |
| 31876 | Nielson, Sean | I do not support the installation of the proposed gondola as a solution to transportation problems in LCC. The gondola serves a limited area of the canyon and essentially relocates the parking lots of Snowbird and Alta. Is does not mitigate the larger transportation problems and driving to/from LCC and has a limited reduction in overall emissions in the SL valley. The gondola seems to be catered to skiers/snowboards, largely focused on the wealthier socioeconomic class and does not serve the populations that need affordable transportation the most. The gondola would also diminish the visual environment in LCC. I encourage you to implement alternative(s) with less of an impact to the environment and that focuses on underserved communities. | 32.2.9E | |
| 27255 | Nielson, Sharlene | Love the gondola | 32.2.9D | |
| 34479 | Niemeyer, Zach | <p>I am not in favor of your preferred alternative. The gondola does not address the needs adequately. The stated purpose of the EIS is to analyze an integrated transportation system that increases the reliability, mobility, and safety for all users on S.R. 210 from Fort Union Blvd. to the Town of Alta. The EIS identified that a gondola from La Caille would be the best alternative. This is contrary to the stated goals.</p> <p>First, the reliability of a gondola would not be better than a bus alternative. When the canyon is shut down due to heavy snow, the gondola would not be able to run as the need to use explosives would prohibit the gondola from being run. In addition to this, the gondola may need maintenance and would not be available during this time. If something were to break during the winter, it may be significantly more difficult to repair than a bus.</p> <p>Secondly, the mobility of people would not be improved with the gondola. The average time to the resorts would be lower on the gondola than the bus. The only improvement would be the average time it takes for people to drive. This is the most egregious data. The gondola would take on average 55 minutes from base to resort. The bus without roadway improvements would take 54 minutes. This means that taxpayers would be paying \$200 million dollars more for a slower alternative. This estimate may also be on the low end as inflation has drastically increased all costs since the EIS started. These are the issues I have with the conclusions from the EIS.</p> <p>The gondola itself has additional issues that were not addressed. This is a taxpayer funded project and it only stops at two private resorts. This means that two private entities will benefit from significant expenditures from the public. This is absolutely not acceptable. Additionally, the local political entities have all stated their displeasure with this alternative. Cottonwood Heights, Sandy, Salt Lake City, and Salt Lake County have all stated that this alternative is not their preferred alternative. The gondola is also not an easy solution to implement. It will cause significant changes to the environment as the towers and access roads are built. It will have significant visual impacts on the canyon. It will be a permanent solution that may not work well. It is like putting all of your eggs in one basket and assuming that our projections for 30 years in the future will be correct.</p> <p>In addition to these problems, I have issues with the manner in which the EIS was conducted. Little Cottonwood Canyon can only support so many people at the resorts, as overcrowding is currently happening. Resorts are implementing limits on the number of tickets because of this. The assumption that more people will visit the resorts may not be true. The EIS also ignores possible climate changes that may limit the amount of snow at the resorts. This could also reduce the number of days that a gondola would help traffic. The issues that the EIS hopes to alleviate are only minor issues on a small number of days throughout the year. This means that a large, permanent, expensive project is only going to affect people positively on a small number of days, while negatively affecting the environment and ambiance of the canyon all other days. The gondola would also push traffic problems into neighborhoods around La Caille.</p> <p>Overall, a bussing solution would be much easier to implement, and could be experimented with. The traffic using the bus would only need to reach the bus station at the gravel pit, which is close to the highway. The bus would not affect the environment if hydrogen powered buses or electric buses were used. This solution could be phased to increase service on busy days and decrease service on less popular days. Overall, a bus solution has significant advantages over a gondola.</p> | 32.2.9E; 32.2.6.5H; 32.2.7F; 32.20C; 32.2.2E; 32.1.4D; 32.2.6.5E; 32.2.9A | A32.2.7F; A32.2.7C; A32.20C; A32.2.6.5E |
| 34478 | Niemeyer, Zachary | <p>I am not in favor of your preferred alternative. The gondola does not address the needs adequately. The stated purpose of the EIS is to analyze an integrated transportation system that increases the reliability, mobility, and safety for all users on S.R. 210 from Fort Union Blvd. to the Town of Alta. The EIS identified that a gondola from La Caille would be the best alternative. This is contrary to the stated goals.</p> <p>First, the reliability of a gondola would not be better than a bus alternative. When the canyon is shut down due to heavy snow, the gondola would not be able to run as the need to use explosives would prohibit the gondola from being run. In addition to this, the gondola may need maintenance and would not be available during this time. If something were to break during the winter, it may be significantly more difficult to repair than a bus.</p> <p>Secondly, the mobility of people would not be improved with the gondola. The average time to the resorts would be lower on the gondola than the bus. The only improvement would be the average time it takes for people to drive. This is the most egregious data. The gondola would take on average 55 minutes from base to resort. The bus without roadway improvements would take 54 minutes. This means that taxpayers would be paying \$200 million dollars more for a slower alternative. This estimate may also be on the low end as inflation has drastically increased all costs since the EIS started. These are the issues I have with the conclusions from the EIS.</p> <p>The gondola itself has additional issues that were not addressed. This is a taxpayer funded project and it only stops at two private resorts. This means that two private entities will benefit from significant expenditures from the public. This is absolutely not acceptable. Additionally, the local political entities have all stated their displeasure with this alternative. Cottonwood Heights, Sandy, Salt Lake City, and Salt Lake County have all stated that this alternative is not their preferred alternative. The gondola is also not an easy solution to implement. It will cause significant changes to the environment as the towers and access roads are built. It</p> | 32.2.9E; 32.2.6.5H; 32.2.7F; 32.20C; 32.2.2E; 32.1.4D; 32.2.6.5E; 32.2.9A | A32.2.7F; A32.2.7C; A32.20C; A32.2.6.5E |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | will have significant visual impacts on the canyon. It will be a permanent solution that may not work well. It is like putting all of your eggs in one basket and assuming that our projections for 30 years in the future will be correct. In addition to these problems, I have issues with the manner in which the EIS was conducted. Little Cottonwood Canyon can only support so many people at the resorts, as overcrowding is currently happening. Resorts are implementing limits on the number of tickets because of this. The assumption that more people will visit the resorts may not be true. The EIS also ignores possible climate changes that may limit the amount of snow at the resorts. This could also reduce the number of days that a gondola would help traffic. The issues that the EIS hopes to alleviate are only minor issues on a small number of days throughout the year. This means that a large, permanent, expensive project is only going to affect people positively on a small number of days, while negatively affecting the environment and ambiance of the canyon all other days. The gondola would also push traffic problems into neighborhoods around La Caille. Overall, a bussing solution would be much easier to implement, and could be experimented with. The traffic using the bus would only need to reach the bus station at the gravel pit, which is close to the highway. The bus would not affect the environment if hydrogen powered buses or electric buses were used. This solution could be phased to increase service on busy days and decrease service on less popular days. Overall, a bus solution has significant advantages over a gondola. | | |
| 28237 | Niesen, Howard | No way. Only works for resorts. No tax dollars for this. | 32.2.9E | |
| 34387 | Niesen, Ingrid | I oppose the gondola, it will destroy the canyon. Disrupt the wildlife, environment and natural beauty of LCC. | 32.2.9E | |
| 30218 | Niezrecki, Neshia | Please look at other alternatives instead of a gondola money grab. What about a train? Or just charging cars to enter the cantina during certain days? Thank you, Neshia | 32.2.2I; 32.2.2PP; 32.2.4A; 32.2.9E | A32.2.2I |
| 37275 | Nilsen, Jeff | I am all for the Gondola solution. It just makes sense. I live at the bottom of LCC in Sandy and do not have a single neighbor that is against it. Please move forward with this solution. | 32.2.9D | |
| 34692 | Nilsen, Kathleen | I prefer option B, the cost to the community will be less and those who use it could pay a fee. | 32.2.9D | |
| 33115 | Nilson, Jake | No thanks! Let me climb! Keep your grubby paws off the mountain | 32.4B; 32.2.9G; 32.1.2F | A32.1.2F |
| 30283 | Nilsson, Brandon | This will disrupt the trails we run, the boulders and walls we climb for years- maybe permanently. Buses are a cheaper better solution any way you look at it. | 32.2.9A | |
| 31093 | Nilsson, Ty | I'm a resident of cottonwood heights and DO NOT support the gondola option for little cottonwood canyon winter congestion. The option may only serve a purpose during the core ski season which is roughly December thru March-that's only roughly 25% of the year. Spending \$550+ million dollars for such a short timeframe doesn't make sense. Also, what hasn't been discussed at depth is the cost to ride the gondola. There must be a cost to riders and will the cost be prohibitive to encourage gondola riders? | 32.2.9E | |
| 27126 | Nino, Steven | We don't want the gondola here, don't bring it. | 32.2.9E | |
| 34605 | Nipkow, Colleen | I am writing to let you know that I oppose the idea of a gondola in Little Cottonwood Canyon, and below are my reasons: - I do not agree with Utah taxpayers footing the \$550 million bill for the benefit of two private businesses only, that will only operate during the heart of ski season. UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts.," [Ch. 6] - 80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll. Sandy Mayor Monica Zoltanski, Salt Lake County Mayor Jenny Wilson and many other elected officials agree. - I believe we should preserve the beauty of LCC. Buildinging more than 20 towers reaching 200 feet tall through the heart of LCC would destroy the canyon's natural beauty and destroy popular climbing and hiking areas. With no trailhead or backcountry access, the gondola is far from a solution that benefits all LCC's users throughout the year. - Most Americans prefer convenience, and will not choose to use the gondola if you first need to take a bus to the base station and then have to ride the gondola 31 minutes to Snowbird or 37 minutes to Alta. And then do it all again at the end of the day. People will just drive instead. - Have you seen the traffic in LCC the past two weekends? Why don't we have buses that run in both LCC and BCC during the summer that stop at popular trailheads to reduce traffic year-round? - As a resident of Cottonwood Heights, I am concerned that the gondola will not solve traffic issues. Instead, it will push traffic out of LCC onto Wasatch Blvd, I-215 and surrounding neighborhoods in the Cottonwood Heights community. Thank you for considering my comments, and please do not build the gondola in Little Cottonwood Canyon. Thank you. Colleen Nipkow, resident of Cottonwood Heights, Utah | 32.2.9E; 32.20B; 31.17A; 32.2.6.5; 32.2.6.3C; 32.2.6.5G | A32.2.6.3C |
| 27257 | Nisbet, Maija | I fully support the gondola and would love to see this happen. It seems that it would be the safest and the greenest option to help traffic in llc. You have my full support. | 32.2.9D | |

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| 25584 | Nischalke, Mark | I am not in support of a Gondola in LCC. I believe other alternatives are more cost effective and more flexible to adjusting conditions and usage. Tolling should be considered with variable rates dependent on conditions, time and season. Our natural resources may be available to all, but they are not free. Additionally, enhanced bus service should be used to make it more appealing and convenient for users. However, buses MUST be electric so as to not contribute more pollution. Further, resorts should be encouraged to implement parking schemes to discourage driving and encourage more responsible usage. | 32.2.9A; 32.2.2Y; 32.2.2PP; 32.2.2K; 32.2.4A; 32.2.6.3F | A32.2.2K |
| 33222 | Nitchman, Lee | I am opposed the the preferred alternative of the gondola in LCC. As a Utah citizen and user of the canyon the gondola is not in the best interest of Utahns. There are less impactful, lower cost, higher benefit alternatives in the EIS. The gondola does not reflect UDOT's values as a good steward of taxpayers money. Please take into consideration the opinions of the majority of Utah taxpayers. Thank you for trying to solve the traffic problem in LCC. | 32.2.9E | |
| 28563 | Nix, David | No! This is the worse option! 1/2 a billion dollars plus cost overruns to benefit two commercial ski resorts. Are you nuts? What about backcountry skiers? What about hikers? What about runners? What about birdwatchers? What about the other 90% of canyon users who DO NOT SKI at those resorts? This is a massive waste of tax payer dollars on a scale we've never seen. Think about what you are proposing, it's frankly BS and serves no one but the dupes that shell out hundreds to ski at those two resorts. So disappointed in UDOT and UT Gov. | 32.2.9E; 32.1.2D; 32.4B; 32.2.7A; 32.2.9N; 32.2.2PP | A32.2.9N |
| 35088 | Noble, Christine | Against gondola which benefits only ski resorts, mainly during winter. With global warming, skiing/snow will become increasingly sparce. Gondolas could end up like pumps at Great Salt Lake in future. Since ski resorts are not paying and taxpayers are, lower cost alternatives like electric buses and more parking lots should be used first. | 32.2.9E; 32.2.9A | |
| 31750 | Noble, Christopher | I strongly oppose building a gondola in LCC. The gondola is not a solution, it is a real estate scheme hatched by Snowbird posing as a public works project. | 32.2.9E | |
| 25963 | Noble, Stacey | I oppose the gondola. Why are we spending this large amount of money for something that will not be utilized effectively or solve the problem. I'm actually shocked that UDOT would choose this option over taking some smaller steps first. As long as there is a road going up the canyon people and families will choose that option so it is only on big powder days that the gondola will be utilized and on those days it will not even come close to meeting the demand of getting people up the canyon, not to mention the mess at the parking structure and pushing more traffic into Sandy and surrounding cities. Building this gondola is irresponsible and will forever change the natural beauty of the canyon. I find it very convenient that all the advertisements pushing the gondola there has not been one that shows the massive towers and what the forever changed view of the canyon will look like. With such a high disapproval by Utah residents it seems like UDOT caved to the businesses and state leaders that will directly profit and push more traffic into our surrounding cities. I feel like no one is listening to UT residents and it is so disappointing. It's a sad day to be a Utahn. Please reassess and begin with the increased bussing, continue with the reserved parking on peak days (this worked very well at Alta this year). Technology is always changing so let's be willing to adapt with time to the needs of the canyon and community rather than putting in the shiny new toy that forever changes our beautiful treasured canyon and can never be undone. Let the lawsuits begin if this plan actually transpires. | 32.2.9E; 32.2.4A; 32.2.6.5E; 32.2.9R; 32.2.2K; 32.7C; 32.2.6E; 32.2.9N; 32.1.2B; 32.2.2PP | A32.2.6.5E; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K; A32.2.9N; A32.1.2B |
| 31595 | Noda, Laurie | I am opposed to the gondola for a number of reasons including the cost to build it which is too high. The projected cost of \$500 million is low, given inflation for the materials to build it and labor costs. The cost will be closer to 750 million or higher which I, as a taxpayer, am unwilling to pay for. It will also severely affect the canyon in a number of ways including the structural base supports which have to driven deep into the mountain to meet earthquake standards. It also will affect the watershed. It will also affect the routes for hikers and climbers and the the majestic views of canyon. It also will not reduce traffic in the canyon because most people will be unwilling to pay to take it and can get into the canyon faster by driving or taking the bus. Finally, the issue of funding is a serious one as the legislature and the federal government may be unwilling to fund it. I seriously question the need for it and think it should be reconsidered as the preferred alternative. | 32.2.9E; 32.2.7F; 32.1.2D; 32.12A; 32.4B; 32.2.4A | A32.2.7F; A32.2.7C; A32.12A |
| 31625 | Noel, Byron | The gondola is a WASTE of taxpayer dollars. No no no gondola | 32.2.9E | |
| 35875 | Nofsinger, Rick | Go with the gondola. I believe it is the fastest and least destructive of the options in moving people up and down the canyon. | 32.2.9D | |
| 26761 | Noh, Andrew | Please please protect our natural public lands. This is a unique a beautiful recreation area used by thousands of people from many different sports. Please move to not pass this motion, which will destroy public lands for the sake of a gondola. | 32.1.2B; 32.1.2D; 32.2.9N | A32.1.2B; A32.2.9N |
| 31573 | Nokes, Danielle | Skiing is already for the rich now. Don't make any use for the canyon only accessible for the privileged. Average people with families need to be able to enjoy it too abd would be impacted the most. The rich skiers won't be the ones impacted. | 32.1.2D | |
| 27827 | Nolan, Kelly | I live in CW Heights. This will be a enormous waste of taxpayer dollars. The resorts who would benefit from this gondola traffic ought to pay a large proportion of this project first off, but the bigger problem in my mind is going to be convincing people to park and use the gondola. Drivers from all around the SL Valley will not be inclined to get out of their cars. If you build a east-west trax line and/or a east bench trax line that would actually get people to the mouth of the canyon without their vehicle, then they could transfer to the gondola or whatever solution you decide upon. Gondola also doesn't solve the building traffic problem all winter in big cottonwood canyon. Better trax also solves the big issue of the parking problem that will be created by this gondola. That trax line would go even further to decrease the enormous pollution problem of the SL Valley as it would get people from the CW heights area onto public transportation when they go downtown too, which is a yearlong benefit to our precious environment. I would love to be able to hop on TRAX to get downtown from this part of the valley which is very poorly served by public transportation. If first you get people there, then I think the gondola or other option would actually get used and would be worthwhile in decreasing canyon traffic and help to decrease pollution year round d as opposed to just during the busy winter months which is the only time the traffic issue exists. | 32.1.2B; 32.2.9E; 32.2.7A; 32.2.2I; 32.2.2AA | A32.1.2B; A32.2.2I |

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| 25442 | Nolan, Liam | The people of Salt Lake do not want a Gondola, it would be an environmental disaster that would alter the canyon forever. We want common sense solutions like tolling and buses, solutions that can be reversed if they do not work. Or better yet restrict all private traffic to upper canyon. Only allow buses and resort employees to drive in upper canyon and implement an enhanced bus service. There is no reason for the gondola, we do not want, we will not tolerate it. Do better | 32.2.9E; 32.2.9A; 32.2.2B; 32.2.2Y; 32.2.4A; 32.1.2B; 32.2.2PP; 32.2.9N | A32.1.2B; A32.2.9N |
| 33977 | Nolen, Leisha | Installing a gondola in LCC will not serve the SLC region well. This approach is fun and attractive to tourists who simply want to get to the resorts but for people who live in the valley this is not effective. Many people travel up canyon to a variety of locations. This gondola will not help them and therefore will not affect traffic. If the true intent is to decrease road traffic a bus that can stop at different locations is significantly more appropriate. | 32.1.1A; 32.1.2B; 32.2.6.3F | A32.1.1A; A32.1.2B |
| 33648 | Nolte, Lynne | The plan to put a gondola up Little Cottonwood Canyon is a terrible idea. Expensive, disruptive, unsightly, unnecessary and ultimately not able to achieve the stated goals. It only serves the interests of two resorts and doesn't help any of us in summer. This is our watershed! It needs protection, not further development. Who knows? By the time it is completed there may not be any snow in winter. | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.2PP; 32.2.6.5F; 32.2.9E | A32.1.2B |
| 34377 | Nolte, Ronald | I am not in favor of this proposal. The GondolaB proposal is wasteful of capital resources, elitist in that it reinforces power of the ski resorts, and further concentrates the human impact on the canyon environment to a smaller area of the watershed. Common sense options of more buses that include trailhead stops, demand based road use fees, and other options to reduce peak load to the system and encourage more dispersed use of the canyon. | 32.2.9E; 32.2.9A; 32.2.6.3C; 32.2.4A | A32.2.6.3C |
| 29276 | Noonan, Maggie | I support this alternative and all the work. Thank you | 32.2.9D | |
| 29727 | Norbutt, Robert | I am very much against a gondola. Utah is not a Disney ride. What will happen to backcountry access with a gondola? A lot of people use the canyon that do not go to resorts. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 30898 | Nord, David | I firmly believe that the gondola project will be doing more harm than good to the little cottonwood canyon area. People using the canyon during regular hours might use the gondola, but people coming up early and leaving late will be left out of options, especially if parking is not allowed before certain hours of the day. Back country users would benefit more from an increased bus service that runs earlier and later and more often. Bus stops could be improved, making ridership more attractive to the general user base. The gondola is a waste of money and largely a performative gesture, not an actual solution. | 32.2.6.5D; 32.2.9E; 32.2.9A | |
| 31269 | Nord, Lisa | The taxpayers should not pay a half billion dollars to finance a gondola system that will ruin the pristine beauty of the canyons. Then when you consider that the ugly, ridiculously expensive gondola system will then charge exorbitant fees to use it, and it all benefits two privately owned ski resorts that the average local Utahn can't afford to use, it's offensive and out of line to even consider this gondola. The majority of people do NOT WANT this gondola! Take the half BILLION dollars and put it to better use for ALL citizens of Utah, not the elitist ski resorts and tourism industry. The canyons are for everyday Utahns, and we shouldn't have our tax dollars used for frivolous, elitist, private enterprise, and in so doing ruin the beautiful canyon with the ultimate eyesore. | 32.2.9E; 32.1.2F; 32.2.7A | A32.1.2F |
| 29626 | Nordberg, Brian | The preferred alternative appears riddled with technical errors. Somehow the time it takes for the gondola to travel from La Calle vs the LCC PNR is less. The gondola traveling a further distance in less time, is an error in the analysis and falsely makes the La Calle option better. All other options are quicker than the gondola, proposing a slower option is a mistake for a department of transportation and shows the bias in choosing the preferred alternative. There is no mention of fees charged to a rider. Will the gondola cost each rider the same amount as a different method? If the gondola will cost a rider more than a bus or private transportation, then the impact is invalid. Riders such as myself will not pay more than it costs in gas to go up the canyon. Even current bus fee is more expensive (vs carpooling), so we do not use the bus. The EIS also disregards users that are not destined for a ski resort. The preferred alternative only stops at ski resorts. As ski resort traffic is NOT the only traffic in the canyon, the preferred alternative does NOT present a full solution for the canyon. Users stopping at trailheads represent significant use of Little Cottonwood Canyon, yet, this usage is not addressed in the preferred alternative. Maintenance costs are also incorrect in the EIS. Somehow, maintaining the area to La Calle vs the Park and ride is significantly less. This is an error in the EIS, as the distance is greater to La Calle. Further distance will require extra wire and supports, this increases maintenance costs, the EIS incorrectly reports this a reduced maintenance. The LCC watershed will be impacted with erosion and increased run off from the concrete pillars and construction roads required to create the gondola infrastructure. The EIS does not adequately address mitigation of erosion, loss of vegetation and ultimately reduced water quality in our watershed that comes from the gondola alternatives. | 32.1.2B; 32.1.2D; 32.1.2F; 32.2.4A; 32.2.6.5B; 32.2.6.5N; 32.2.7C; 32.19A; 32.12A | A32.1.2B; A32.1.2F; A32.2.7C; A32.12A |
| 26113 | Nordquist, Dustin | A significant issue with a similar gondola at Breckenridge is getting traffic into and out of the base parking area. If the parking area was more accessible to traffic to/from the south, it would cut out a major bottle neck at the junction of Wasatch and LCC road. The proposed parking lot would only be accessible from one main street. If the lot were moved up the canyon, it could be accessed via Wasatch or LCC rd. Also, in the current proposal, anyone who came north on Wasatch, turned right onto LCC rd before La Callie, would then have to turn left into that lot, which would probably never happen without a stop light present. | 32.2.6.5E | A32.2.6.5E |
| 31621 | Nordstrom, Michael | The proposed toll is like a cigarette tax. It depresses use but how will the toll money be utilized. Alta charges \$10 for entry to Albion basin. That will be a large cost to go to secret lake. The bus is a better way. I like the gondola idea too, but that is future. There were hundreds of cars on the big cottonwood canyon road today Saturday. Still no problem getting up there and parking. | 32.2.4A | |
| 36022 | Noriega, Joshua | I think it's a fabulous idea and I can't wait for it to come to life. | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35148 | Norman, Caleb | <p>Note: this is a re-submission to edit on October 17, 2022 to a prior comment.</p> <p>For all of the items that have been proposed to be introduced around the same time as the gondola implementation, they begin to beg the question, "why would a gondola up LCC need to be implemented in the first place, especially when the added measures would work so well on their own?" This is especially important to consider when we examine the current situation and find that it has not been optimized for lowering traffic at any truly significant level.</p> <p>The gondola would only impact the current traffic rate up LCC by around 28% [1,2], with no effect on BCC traffic, which has arguably been worse. While this figure may sound nice, improvements to the traffic would likely need to be several multiples of its current state in order to satisfy the long term demand the canyons will grow into. These effects drop even more during the summer periods when vehicle speeds are higher on clear roads and the typical gondola usage plummet. A solution is needed that can be adaptable at the peak and low volume portions of the season, and something that can work well year-round for both canyons. Most/all of these suggestions have been brought up to some degree, but a recommendation to implement all of them together needs to be prioritized.</p> <ul style="list-style-type: none"> -Build strategically placed avalanche tunnels on both canyon roads. -Drastically increase the rate of buses per hour for both canyons, and increase the parking infrastructure options for each to work with the bussing and possible carpooling options. -Incentivize those who insist on still driving to carpool via free canyon passes and parking. -The availability of the free canyon passes and parking could be further restricted to vehicles with snow tires on storm days, if need be. -Toll and charge parking to those who are not carpooling and bussing. -These changes could be adjusted during the summer as needed. <p>The sum of even a handful of the proposals UDOT have presented to supplement or help introduce the Gondola via 'phasing' would function far better than either the current situation, or the Gondola itself. In fact, proposing a Gondola to solve the problems in either canyon is irrelevant to the actual issue of traffic overflow. Yes it might be profitable for the Gondola Works coalition, but at what cost to the paying SLC residents who may not even ski, and only one of the two crowded canyons? Additionally, as a lifelong skier and avid user of LCC's resources, it seems clear that the proposal of a gondola installation simply serves as a trojan horse to eventually interconnect all the Cottonwood and Park City ski resorts, a'la many European ski areas. If the groundwork is allowed to be laid for this possible long-term outcome, we will greatly risk overrunning the incredible mountains we have been blessed with, losing their beauty in the process.</p> <p>References: [1] "Little Cottonwood Canyon Environmental Impact Statement," September 2022 [2] Gondolaworks.com website, est. figures for busy days in LCC. Note: 7000 vehicles/hr is still a relatively conservative estimate due to the summer traffic frequently beating this figure.</p> <p>Calculations: Gondola capacity: 35 persons/gondola car * 1 gondola car/2 min * 60 min/hr = 1050 persons/hr Road capacity: 7000 vehicles/day * 2.17 persons/vehicle * 1 day/4 hrs@peak usage = 3800 persons/hr Percent difference in capacity of canyon users affected = 1050 * 100% = 28% improvement in capacity 3800 Where the 4 hrs @peak usage is defined as the approximate 7-11am window that the canyons see the most ascending traffic during a given ski season. Numbers may vary for seasonal travel.</p> <p>Background: I am the son of an Alta employee entering her 33rd-year on the ski instructor team, and have been skiing and hiking in the canyon since I was 3 years old. I will be graduating from the University of Utah in the spring of 2023 with a Bachelor's degree in Mechanical Engineering.</p> | 32.1.1A; 32.20D; 32.2.9A; 32.1.5B; 32.20C | A32.1.1A; A32.20C |
| 34923 | Norman, Caleb | <p>For all of the items that have been proposed to be introduced around the same time as the gondola implementation, they begin to beg the question, "why would an LCC gondola need to be implemented in the first place, especially when the added measures would work so well on their own?" This is especially important to consider when we examine the current situation and find that it has not been optimized for lowering traffic at any truly significant level.</p> <p>The gondola would only impact a [1] of the current traffic rate up LCC , with no effect on BCC traffic, which has arguably been worse. These effects drop even more during the summer periods when vehicle speeds are higher on clear roads and the gondola usage will plummet.</p> <p>A solution is needed that can be adaptable at the peak and low volume portions of the season, and something that can work well year-round for both canyons. Most/all of these suggestions have been brought up to some degree, but a recommendation to implement all of them together needs to be prioritized.</p> <ul style="list-style-type: none"> -Build strategically placed avalanche tunnels on both canyon roads. -Drastically increase the rate of buses per hour for both canyons, and increase parking infrastructure options for each canyon to work with the bussing and possible carpooling options. -Incentivize those who insist on still driving to carpool via free canyon passes and parking. -The availability of the free canyon passes and parking could be further restricted to vehicles with snow tires on storm days, if need be. -Toll and charge parking to those who are not carpooling and bussing. -These changes could be adjusted during the summer as needed. | 32.1.1A; 32.20D; 32.2.9A; 32.1.5B | A32.1.1A |

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| | | <p>-Ignore</p> <p>The sum of nearly all of the proposals that UDOT have brought up to supplement or help introduce the Gondola via 'phasing' would function far better than either the current situation, or the Gondola itself. In fact, proposing a Gondola to solve the problems in either canyon is irrelevant to the actual issue of traffic overflow. Yes it might be profitable for the Gondola Works coalition, but at what cost to the paying SLC residents who may not even ski, and only one of the two crowded canyons? Additionally, as a lifelong skier and avid user of LCC's resources, it seems clear that the proposal of a gondola installation simply serves as a trojan horse to eventually interconnect multiple ski resorts, a'la European ski resorts. If the groundwork allowed to be laid for this likely long-term outcome, we will greatly risk overrunning the very special mountains we are blessed with, losing their beauty in the process.</p> <p>[1] "Little Cottonwood Canyon Environmental Impact Statement," September 2022 and the Gondolaworks.com website. Calculations: Gondola capacity: 35 persons/gondola car * 1 gondola car/2 min * 60 min/hr = 1050 persons/hr Road capacity: ~7000 vehicles/day * 2.17 persons/vehicle * 1 day/4 hrs@peak usage = 3800 persons/hr Where the 4 hrs @peak usage is defined as the approximate 7-11am window that the canyons see the most ascending traffic during a given ski season. Numbers may vary for seasonal travel.</p> <p>Background: I am the son of a ski instructor entering her 33rd-year as an Alta ski instructor, and have been skiing and hiking in the canyon since I was 3 years old. I will be graduating from the University of Utah in the spring of 2023 with a Bachelor's degree in Mechanical Engineering.</p> | | |
| 33271 | Norman, Kayla | As a Utah voter living in Millcreek who skis, hikes and climbs I have yet to see evidence that the gondola will do anything to improve access to the canyon nor reduce traffic during ski season. The consequences are too great. | 32.2.9E | |
| 31073 | Norman, Laurie | <p>I have worked in Little Cottonwood Canyon for over 32 years and I believe there are so many options other than a gondola that should be considered. The gondola plan does not implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations, and enforcement of traction laws. These measures have been very successful in Millcreek Canyon, which serves roughly the same population as Little Cottonwood Canyon.</p> <p>The proposed gondola comes at a huge cost (at least \$550,000), but will not decrease the detrimental environmental impacts of high traffic since, in fact, it will likely result in increased numbers of visitors at a higher cost to the environment. According to UDOT's Environmental Impact Statement, if the gondola is implemented, the number of vehicles visiting resorts will remain the same while skier visits will increase by 20%. The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts."</p> <p>The gondola will not provide access to trailheads, and will not be of added benefit to backcountry users such as mountain bikers, hikers, and backcountry skiers.</p> <p>Little Cottonwood Canyon is a true treasure of our local environment that attracts outdoor enthusiasts from around the world to enjoy its beauty. Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of LCC would destroy the canyon's natural beauty. I am STRONGLY against the gondola even though I work for Alta Ski Area, one the businesses that might actually benefit. I believe there are many other options that should be considered before building the gondola and I urge UDOT to consider these first. I do feel that the large majority of the public, skiers and others, is against the gondola and that if you tally your responses, you will find that to be true. Please go with the majority rather than the vocal minority who stand to profit from this.</p> | 32.2.9E; 32.2.2K; 32.2.2M; 32.2.0C; 32.2.6.5G; 32.2.9N | A32.2.2K; A32.2.0C; A32.2.9N |
| 35316 | Norman, Shaun | <p>I appose to the LLC Gondola project in the opening line.</p> <p>I am a Utah voter and a user of Little Cottonwood Canyon</p> <p>There are other solutions (tolling, increased bus service, etc.)</p> <p>I appreciate you trying to find a solution to this issue but will support the gondola project.</p> | 32.2.9E; 32.2.4A | |
| 35660 | Norouzi, Bijan | Probably my voice doesn't matter and people making profit from this project would gain. But it's a big mistake to create gondola in a little cotton wood canyon. Instead of wasting people's money- better ways to solve this problem. | 32.2.9E | |
| 37703 | Norris, Carter | Im worried about the environmental toll that the gondola could have | 32.2.9E | |
| 38346 | Norris, Mary | Please do not put in a gondola. It will be an expensive and destructive eyesore and will not be used. Increased bus schedule and tolls would work much better and might actually decrease the traffic. I am tired of the politicians getting rich on their insider information and then ruining out landscape. Tax payers should not have to foot the bill for skiers from out of town. Let them go to Park City and Colorado. | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.7A | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37411 | Norris, Mary | Please leave Little Cottonwood Canyon alone. No gondola. No billions of dollars of waste. Add busses. Add a toll. Tax the resorts. No gondola. Let the tourists go to Park City. A gondola will not run with avalanche possibilities any more than driving. It's just a tax payers nightmare for rich and corrupt politicians to get richer and further hurt our watershed. Just say NO!!! | 32.2.9E; 32.2.2Y | |
| 25927 | North, Ali | Against this option. There are other options that could help traffic. Please do not ruin our beautiful canyon | 32.2.2PP | |
| 38142 | North, David | Saving five minutes should be the last thing on the mind of anyone going up the canyons. Widening the roads and increasing cars and busses should also be a DEFINITELY NOT no-brainer. The road should still be there as it has always been. Gondolas make the most sense and pleasurable method for the increase of new people who want to see the canyons with the minimal environmental impact. | 32.2.9D | |
| 30048 | North, Doug | I disagree with the Gondola proposal. Expensive/view altering solution for about 3 months per year! | 32.1.2B; 32.2.9E | A32.1.2B |
| 30199 | North, Ethan | This is the best proposed plan. Please make it happen | 32.29D | |
| 31788 | North, James | I am opposed to gondola, add bus lane and sheds. | 32.29E; 32.2.9B | |
| 25375 | North, Matt | By selecting the gondola alternative, you are authoring the destruction of Little Cottonwood Canyon. Reading the message that the gondola alternative has been selected broke my heart, and I am devastated for the canyon and future generations. | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 33571 | North, Robert | I am strongly opposed to spending public (of which I am a part) money to support private business. The gondola project to alleviate traffic and parking for two ski resorts should only be considered if Alta and Snowbird are willing to kick in the majority of funding. The only way public funding should be used is if it benefits the public at large. BIG expenditures for a narrow private entity are an abomination. The ski resorts could buy and build their own parking lot and include the price of their environmentally friendly bus service in the price of their ski passes or work out another way to fund their own fix to the problem. | 32.2.7A; 32.2.9E | |
| 35333 | North, Robert | I am outraged that public money would be used to support private business. If the ski resorts have a problem with parking and traffic in the winter in Little Cottonwood Canyon WHY can't they be required to fund the fix. I am strongly opposed to large sums of public money being used to benefit 2 private business. | 32.2.7A | |
| 33132 | Northrop, Clay | The gondola is not a good solution to the traffic issues in Little Cottonwood Canyon. It is a gimmick that serves only two ski resorts, not the public that uses LCC. It's irreversible, inflexible, and likely to be ineffective. Further, it will be an eyesore, forever disfiguring our beautiful canyon. It's an irresponsible use of taxpayers' money. There are many options that are far cheaper, far more flexible, far less disfiguring, and likely to be more effective. And if they prove ineffective, we haven't destroyed the canyon to find out. Thanks for your consideration! | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 36575 | Norton, Ingrid | The gondola is a really bad idea and politically motivated by a few people who will make a lot of money while the canyon, wildlife and everyone else suffers the consequences and pays dearly. | 32.2.9E | |
| 26646 | Norton, Kary | I do not support the gondola. It is a poor use of tax payer dollars to make some rich people richer, including state legislators who are fighting for it. Improving and incentivizing busses is a much better option for the general public. As a backcountry skier, this gondola does nothing for me. Please don't go ahead with the gondola plan. It is a horrible business decision, and a bad look for udot and shady Utah politics. | 32.1.2B; 32.2.9A; 32.2.9E; 32.6A | A32.1.2B |
| 29015 | Norton, Matthew | Hello, I own a home at the mouth of the canyon. The primary reason I support the gondola is that it should make it possible to easily get in and out of my home when the canyon is closed. It's currently a nightmare when the road is closed. I also think the gondola will be good for Utah as an added attraction. Even running at a loss in the summer would likely pay for itself multiple times over with added tourism and interest. Last point.....I think the cost should be more clearly differentiated to cut the gondola from the roadway work. Sounds like \$160 million of the price tag is really not driven by the gondola. Thank you, Matt | 32.2.9D | |
| 35153 | Norton, Matthew | I live at the base of the canyon, and am in favor of the gondola. Being a life long skier, I view the towers and gondolas as simply a part of a mountain experience, not an eyesore. I'm interested in eliminating the massive lines of cars that accumulate on snow days, and having a clean and quiet solution to getting up the canyon. I also view the gondola as one more reason for tourists to visit Utah (and that is a good thing for our economy). | 32.2.9D | |
| 27399 | Norton, Nick | I am a 68 year old retired professional and I have lived in SLC for the past 42 years. I am against the gondola plan. Satellite hubs in the valley with regular schedules of electric buses during ski season makes more sense. The gondola is too expensive and caters to out of town skiers who can afford the high cost. Also, a regulated controlled access plan could be the best answer but the ski industry would fight this. In Utah, local interests vs the monied ski industry equals a win for the monied ski industry. The ski industry does not own the mountains...maybe they do...maybe they also own UDOT. | 32.2.9E; 32.2.2K; 32.2.2I | A32.2.2K; A32.2.2I |

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| 31563 | Nortz, Kim | I'm not opposed to a toll, many canyons have them, but 20- 30 dollars is punishing people who are low income and will make it so many people won't be able to access the canyon Let the people who want to use your ugly view killing gondola pay more, not those who don't ski or can't afford it. | 32.2.4A | |
| 31851 | Norwood, Christopher | Before committing over half of a billion dollars to a gondola infrastructure plan, less expensive and less invasive measures must be implemented for a significant time period to determine their success. A trial period needs to happen to determine if traffic can be significantly reduced by charging single-occupancy vehicles a toll while also providing a significant increase in bus transit. We should only move forward with this gondola plan after these other measures are determined to not provide enough traffic reduction after being tested for a few years. | 32.2.29R | A32.2.29R; A32.1.2H; A32.2.6S |
| 27460 | Nosack, Kurt | I am fully against the proposed gondola system. It is expensive, inflexible and serves primaythe ski resorts while being funded by taxpayers. No to the gondola! | 32.2.9E; 32.2.7A | |
| 31315 | Noshiravan, Amir | It's so unfair to charge residents to pay \$30 everyday to just get home from work. This is unheard of in any living community. Why can't DOT give residents sticker or some kind of solution to remedy this problem. Maybe they can reimburse the residents. It's unrealistic to charge anybody \$30 to get home from their work everyday. | 32.2.4A | |
| 31002 | Noteboom, Graham | I am disappointed. How does this project help with access to public lands? There are so many wonderful trails and backcountry areas that are completely missed by this limited service option. | 32.1.2D | |
| 36234 | Novack, Chase | I do not support the gondola construction. Please put money into buses and shuttles and tolling as needed to keep the canyon accessible and beautiful for all. | 32.2.9E; 32.2.2Y; 32.2.9A | |
| 33871 | Novak, Kate | I have been living in Utah and enjoying the Cottonwood Canyons for 25 years. The traffic situation has gotten increasingly difficult and must be addressed immediately with workable solutions without added infrastructure construction in Little Cottonwood Canyon. I am completely opposed to the gondola preferred alternative for the following reasons: -the gondola only assists with travel to the ski areas and will not help with traffic for other canyon uses -the impacts at the mouth of the canyon and beyond with gondola construction (including the LCC climbing routes that will be destroyed) -the length of time to construct a gondola when we need a solution now (yesterday really) -the lack of more simple efforts to help with traffic such as increasing bus service, tolling, increasing parking areas at the mouth, carpool incentives -a fancy gondola that only serves ski areas is narrow sighted and not in the greater interest of our community Thank you UDOT and partners for spending the time to review comments from the public. My closing comment is that this EIS needs to be a dual canyon EIS and asses the entire issue with both canyons (Big and Little Cottonwood). This is a huge issue for the entire Salt Lake Valley and it's narrow cited to only look at Little Cottonwood and only push forward a gondola- we need a more comprehensive EIS and an immediate feasible solution- NO GONDOLA please!! We need buses, tolling, and parking at the mouth of both canyons!!! | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.9A; 32.2.9E; 32.4B; 32.7B | A32.1.1A; A32.1.2B |
| 31024 | Novak, Peter | The Little Cottonwood Canyon gondola is an idea whose time has not come. I find it unconscionable to consider spending \$550 million to build a gondola that will only be used a few days a year. America is built on cars, and people will continue to drive to the ski resorts, unless they're forced to do otherwise. The only time a gondola would be used is if the road is closed due to avalanche. Otherwise, people will stick to the reliability and comfort of their cars. Why create a massively expensive eyesore they will only be used occasionally? Has anyone considered that transporting skiers to Snowbird and Alta is a luxury that few people support? Not being able to get to a ski resort is not a human need. If the road is closed due to avalanche, and you can't make it up the canyon, so what? No lives are lost, people are only slightly inconvenienced. There are no hospitals at the top of the canyon, no schools, no universities that absolutely have to be attended. It's just recreation. I have had a seasons pass at Snowbird for two decades, but if I can't make it up the canyon on a particular day, it's not the end of the world. At a certain point, the canyons reach maximum capacity. At that point, the canyon should be closed. The only people who are interested in packing infinite numbers of people into the resorts are the resort owners themselves. There are many incremental ideas that should be explored first, before spending huge amounts of money for a gondola. How about a toll on the road? How about mandatory parking reservations? How about mandatory carpooling? How about more buses? All of these ideas would be low-cost, and should be attempted before the horrible idea of a gondola. | 32.2.9E; 32.2.4A; 32.1.2B; 32.2.29R; 32.2.2K; 32.2.9A | A32.1.2B; A32.2.29R; A32.1.2H; A32.2.6S; A32.2.2K |
| 27081 | Novinska-lois, Briant | The problem is that the bus alternative that was considered included new road lanes and not electric buses. If the road will be tolled no matter, just shut it down to cars altogether, unless you are an employee or disabled. Then the electric buses can run. Increase transit through the valley to get to the entrance so the traffic congestion just doesn't become a massive parking lot. | 32.2.2B; 32.2.2I; 32.2.6.3F | |
| 34253 | Nowa, Matt | I am a Salk Lake City resident. The gonadal should not be built for environmental impact. Limiting ski resort ticket sales to reduce traffic or expanding on existing bus lines or a toll system to reduce traffic | 32.2.2K; 32.2.2Y; 32.2.9A; 32.2.9E | A32.2.2K |
| 29693 | Nowels, Suzann | I say NO to the gondola. We do not need to finance a mode of transportation that only benefits those who can afford the luxury of a winter sport such as skiing and snowboarding. The location of departure is only at the resorts. The issue is traffic in the canyon ALL year round. We need hub stations for mass transit (buses) that could have multiple stops in the canyon for the benefit of ALL to enjoy the canyon and what it offers. The gondola is short sighted and invasive to address an issue that is limited to only winter and one sport for the wealthy. Please DO NOT support the gondola! Look for alternatives that are not backed by folks who will lobby with their money, not citizen benefit, to get it. | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.6.5G; 32.2.9E | A32.1.1A; A32.1.2B |

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| 30712 | Noyce, Zachary | <p>I am sure there are many comments complaining about the selection. And I'm not necessarily in love with the gondola. (My preferred option would have been for cog rail. Failing that, I would have liked to see one additional gondola stop before the resorts.) That said, I think the gondola is clearly superior to alternate options that called for widening the road. I like going up the canyon, though I am not a skier. And it's getting harder and harder to access the canyons all the time. Maintaining the canyons as locations that residents can actually access means building more capacity for people to get into them. I believe building a gondola up Little Cottonwood Canyon (and, in my dreams, in Big Cottonwood Canyon as well) is probably the best option to achieve that goal. It's certainly less environmentally-impactful than widening the road would be.</p> <p>And, personally, I would love to ride the gondola up the canyon. My family and I visit Little or Big Cottonwood Canyon just to take in the scenery roughly a half dozen times per year. I love the sights and the smells and the feel of being in the mountains. The worst part of these drives in the mountains? The driving! Let me ride on a gondola up the canyon and bring my kids with me. We'll all love it.</p> | 32.2.9D | |
| 38165 | Nuar, Catherine | <p>As a resident of Salt Lake County and a frequent visitor to Little Cottonwood Canyon, I appreciate this organization's efforts to find a transportation system that improves the reliability, mobility, and safety for those who use S.R. 210. I do not believe that the gondola proposed as the preferred alternative adequately addresses the challenges as they exist.</p> <p>Some key areas of concern are as follows....</p> <p>Equitable Outdoor Access - Any solution to canyon crowding should consider all canyon users. The proposed gondola, however, would not operate during the winter and would only service the resorts. This does not address the needs of the many, many individuals who recreate further south in the canyons. Without restricting all private vehicles from driving past White Pine, a gondola would increase the number of visitors accessing the ski resorts while doing little to mitigate traffic concerns. As well, the proposed gondola would disrupt bouldering areas, climbing routes, and trails that are used and loved by residents and visitors alike.</p> <p>Economic Benefit to Private Entities - A gondola would benefit the resorts by increasing the number of guests who could access those areas. Currently limited by parking and bus capacity, a gondola would be a significant boon to the resorts as more visitors who be able to access them. Applying public funds to the gondola would be a reckless use of taxpayer funds.</p> <p>Seasonal Shortfalls - The proposed gondola is not planned to be run in summer. Summer traffic meets or exceeds winter usage between wildflower season, leaf peepers, and Snowbird's Octoberfest in addition to the many residents and visitors who recreate in the canyon.</p> <p>Weather/Avalanche Mitigation Shortfalls - The proposed gondola would not be able to operate during certain periods of inclement weather. Additionally, it would not run while avalanche control work is happening. It is unclear how long after avalanche mitigation is completed before the proposed gondola would be able to run again. A study must be conducted to determine this before accepting the gondola proposal. Additionally, road closures could be mitigated by building snow sheds, which is a much lower cost solution.</p> <p>Resort Capacity - Building a gondola that would significantly increase the number of guests able to access the resorts in Little Cottonwood without addressing the real capacity limits of said resorts is shortsighted at best. Overcrowded resorts create a safety issue as congested resorts have lead to significant injuries and deaths due to collisions.</p> <p>Bus Access - This winter alone the ski bus routes have been significantly reduced because of an inability to find adequate drivers. Before committing to funding a massive project such as the gondola, a good faith effort needs to be made to increase bus access rather than reduce it. Paying bus drivers a livable wage commensurate with the increasing costs of living in Salt Lake City would be a first step.</p> <p>Traction Laws - The majority of traffic issues in Little Cottonwood during the winter are a result of car crashes and slide offs. Enforcing the traction laws is a low cost way to mitigate much of the traffic issues.</p> <p>Resort Parking Reservations - Requiring parking reservations would ensure that folks wanting to ski would know whether or not they had a parking spot and mitigate the issue of folks all rushing up the canyon at the same time.</p> <p>Lack of Adequate Analysis on Operating Constraints, Usage, and Limitations - The proposed gondola solution does not adequately address operating constraints due to weather, avalanche mitigation, and unplanned maintenance. Additionally, there is no clear proposal on cost to users, long term maintenance, or realistic usage. With continued vehicle access allowing folks to drive to the resorts, there is no real incentive for individuals to use the gondola that would - on most days - increase their commute time by a factor of 3. In my own case, I skied 170 days last winter. Less than ten of days had traffic so bad that it took be longer than the proposed gondola would take.</p> | 32.2.9E; 32.1.2D; 32.2.6.5F; 32.2.6.5K; 32.20C; 32.2.9A; 32.2.2M; 32.2.2K | A32.20C; A32.2.2K |
| 26090 | Nuckolls, Greg | I support the decision to build Gondola B. I do not support the Phased approach. Just build it right away. | 32.2.9D | |

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| 26438 | Nufer, Tom | I respectfully disagree with those that claim the gondola would be an eyesore. It would be a spectacular way to go up and down. It would present canyon views to the traveler they've never seen while driving. Gondolas are magnificent engineering feats and it would be a wonderful to see, and to ride. It would help the canyon be enjoyed by waves of new people who've never seen its beauty before - not just the few willing to brave the drive and parking. | 32.2.9D | |
| 26400 | Nufer, Tom | I am 100% in favor of the gondola. I'd love to have a gondola to ride up and down the canyon. No parking hassles at the top. You'd see views of the mountains you'd never see while driving. I've ridden several in Europe, plus Snowbird Gondola. Take your bike up. Or hike. Huge tourist attraction year round. | 32.2.9D | |
| 34144 | Nukaya, Chris | The solution is easy and cheap. During Ski season. All personal vehicles should be banned from the Canyon. Except those that have homes in the Canyon. Busses should stop at White Pine during ski season. | 32.2.2B; 32.2.2L | |
| 33561 | Nummerdor, Jennifer | It's very disappointing to hear that plans are continuing for the gondola, despite receiving an overall negative reception. This gondola threatens the visual beauty of LCC and also many boulders which myself and many others enjoy climbing on. The pushing forward of this plan is only to serve the corporate interests of Snowbird and does not actually benefit anyone else, as evidenced by the plans to stop nowhere else along the canyon, and the coincidentally timed message that the bus system for Snowbird will be greatly reduced for the upcoming ski season. Like many others, I'm very tired of hearing how tax dollars are going to be used to benefit an already very wealthy company, in a way that is detrimental to almost everyone else, including the wildlife and native species in the area. This gondola plan greatly saddens my community and me. Please do not move forward with these plans. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E; 32.2.9N; 32.4B; 32.6A; 32.6D; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 25604 | Nuttall, Austin | Here's how I view this entire situation: "Hey we're open to public comments about what we should do for Little cottonwood canyon! Leave them here" Utahns:"please dear god anything other than a gondola. We don't want to pay for it and it'll ruin our canyon" UDOT:"thanks for all the comments, we're gonna go with the gondola because snowbir...er we mean, the public REALLY supports the idea of a project that will really only benefit two privately owned resorts and leave them with the burden of paying for it in state taxes and also paying to use it!" Really wish that all the public outcry from your constituents rather than businesses made you all give a damn but hey, money talks I guess. | 32.2.9N; 32.1.2B; 32.2.2PP | A32.2.9N; A32.1.2B |
| 33135 | Nuttall, Chloe | Hi! My names Chloe I'm 18 years old and one of my favorite things to do is drive up the canyon. I do not think putting a gondola in the middle of the canyon would be the best option. Increasing bus services would make much more sense in my opinion! | 32.2.9E; 32.2.9A | |
| 30187 | Nuttall, Ezra | Please dont build a gondola. It would ruin the natural beauty of the canyon. It is not necessary for a few days in the winter. Please consider adding busses only and not adding lanes to the road | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 30192 | Nuttall, Ezra | This is a terrible idea. There is no reason to destroy the view with a gondola. Just limit the number of cars and add more buses on the existing road. | 32.1.2B; 32.2.2K; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 28490 | Nuzzo-jones, Garret | I do not support any form of a gondola in LCC. Your own internal numbers are not realistic with regards to how many people it will move up the canyon in comparison to a bus or no alternative option (2500 parking spaces and 10000 people per day? Nobody carools that well, nice try). An enhanced bus system combined with tolling at the resorts will fully manage the traffic situation in LCC. Half a billion dollars pays for a lot of buses. | 32.2.9A; 32.2.9E | |
| 34328 | Nuzzolo, Joe | At this time, I believe it is unnecessary to be installing a cable car style transportation system in little cottonwood canyon, to help alleviate canyon road congestion for a few weekends during one of the four seasons. At the expense of state tax payers, this will not solve a problem faced by the majority of utahns and utilizes old technology that would be far out performed in every category from sustainability to pysical performance by an underground rail system. Start by making the existing road safer with snow sheds, continue to encourage the public to carpool and use the busses, and save up to build an underground rail system which will be safer, more efficient and leave no eye sore to canyon recreationalists of all seasons. | 32.2.9F; 32.2.2C; 32.2.9K | |
| 32633 | Nydegger, Rich | No! No gondola, no additional bus lanes. Let's start with simple, inexpensive, Lowe hanging fruit. Tolls for cats [cars] with only 1 or 2 people in it. Parking reservation. | 32.2.2Y; 32.2.2K | A32.2.2K |
| 36399 | Nydegger, Richy | Please, no gondola! Not every problem needs a solution. Certainly not a \$600 million "solution." Yeah the canyons are crowded. So be it. Nothing is the best solution. Just like how the locals treated the funding in hanalei. They decided not to widen the road and bridges. Yeah it's crowded, it's because it's a cool place. Nothing for LCC. No more roads, parking lots and certainly no gondola! | 32.2.9G | |
| 27607 | Nye, Ashley | The gondola project is a corporate grab at public land access. The use of local taxes for private interests is unconstitutional and simply unethical. The gondola will not address the urgent needs for reform in LCC. This decision pits the community against local leadership and will not be a fight that simmers down over time. The idea that this project will "increase access" is negated by the exorbitant fees, tolling, and environmental impact that will eventually cut locals off from national forest land. | 32.2.9E; 32.1.2B; 32.2.4A | A32.1.2B |
| 30233 | Nye, Benjamin | The proposed plan is not only an insult to all who love and use the canyon, but it is also an insult to taxpayers around the state. We are to believe that this project will actually finish at only 500 million? When was the last major public infrastructure project that did not go at least 2x over budget? | 32.2.7A; 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 38225 | Nygaard, Erich | I believe it is important to be addressing the transportation issues in Little Cottonwood Canyon, and it looks like UDOT has put significant effort into incorporating past feedback into the current proposal. Regardless of the near term availability of the full funding amount, it would be wise to proceed with the measures that minimally impact recreation and the visual quality of the canyon first, before considering the gondola, as its cost represents over half of the capital cost of this solution and its impacts are the most significant. This is the most financially and environmentally conscientious course of action. | 32.2.9E | |
| 32852 | O Whiteside, Henry | The gondola is a gift at public expense to two ski areas. Full stop. At best the gondola will serve even that purpose only a few days a year - and likely fewer as snow pack diminishes over time. Constructing the gondola would itself massively impact the ecology of the canyon. It is the most expensive, least flexible and responsive "solution" that can be managed. It simply ignores the broader question of the canyon's carrying capacity and how to address preserving the resources of the canyon will providing the maximum, equitable access compataible with sustainable management of the canyon. Asking DOT to address this problem asking the wrong question. The only saving grace of the likely \$1 billion proposal is the "let's try everything else first" portion. In truth the gondola is a massive distraction from addressing real solutions to balancing access and sustainability. | 32.2.9E; 32.2.2E; 32.20B; 32.1.2F | A32.1.2F |
| 31679 | O, K | This is the stupidest idea ever. Why lay off 50% of ski bus drivers and then build a multi million gondola when you can ban cars and just get more ski busses going up the mountains?? There's your solution for pollution, traffic, and more local jobs for bus drivers!! You wont pay ski bus drivers a livable wage but you'll build a multi million dollar gondola? Y'all are seriously so disconnected from reality and what the people in this city need. Your stupidity amazes me. Use that money to give locals a livable wage and start giving an about the air quality here. BAN CARS UP THE CANYON. SCREW THE GONDOLA. SKI BUS IS THE ANSWER. | 32.2.9E; 32.2.9A; 32.2.2B | |
| 30382 | Oaks, Tom | This gondola proposal would primarily benefit two private businesses: Snowbird and Alta. We, the public, should not be spending our tax dollars to benefit private business. | 32.2.9E | |
| 33841 | Obbard, Alexander | I am opposed to the gondola. There are so many other, better, less-destructive, less-expensive and more practical solutions to crowding in Little Cottonwood Canyon, including busines, reserved parking, tolls, and enforcement of traction laws. | 32.2.2K; 32.2.2M; 32.2.2Y; 32.2.9A; 32.2.9E | A32.2.2K |
| 33838 | Obbard, Alexander | I am opposed to the gondola. Every credible poll repeatedly shows a majority of Utahn opposed to its construction. Why is it still being pursued?>>? | 32.2.9E; 32.2.9N | A32.2.9N |
| 33837 | Obbard, Alexander | I am opposed to the gondola. It is an expensive boondoggle that will benefit the owners of Snowbird and Alta, funded by my taxes. | 32.2.9E; 32.6A | |
| 33843 | Obbard, Alexander | I am opposed to the gondola. It would be an ugly, destructive eyesore to the most beautiful canyon on the Wasatch Front. | 32.2.9E | |
| 33842 | Obbard, Alexander | I am opposed to the gondola. It would provide no trailhead or backcountry access, and benefit only the resort owners. | 32.1.2D; 32.2.9E | |
| 26744 | Oberg, Naomi | As a salt lake resident and multi sport user of little cottonwood canyon I do not support the building of this gondola at all. Little cottonwood canyon is a multi use recreation area. The building of a gondola will primarily support for-profit ski resorts which already restrict local ski access to backcountry terrain and should be held accountable for the large amount of usage during the winters, not tax payers. These are institutions that make billions of dollars a year, most of which does not get returned to the PUBLIC lands on which they reside. Why are we not discussing limiting day passes to Alta and snowbird? Or making the bus system more accessible and efficient? Not to mention that the primary season of high traffic has nothing to do with the mountain biker, climbing, or trail running community who would all be impacted by this project. Especially when we have a public transportation system already in place that is underfunded and underutilized. This project is akin to turning public lands (which we ALL have a right to enjoy) into an amusement park. An amusement park that would only benefit extremely wealthy ski resort executives. There are so many other options that have not been discussed yet so why rush into building something that will ruin little cottonwood forever? I oppose this gondola, the local ski community opposes the gondola, and this would be a catastrophic mistake. | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 29261 | Oberkircher, Paul | Gondola is still best option. I will not use bus as it will get stuck in snow and traffic. Also bus creates exhaust fumes. | 32.2.9D | |
| 26065 | Obriem, Brandi | I am really opposed to this gondola. The purpose of it seems to be to cram as many people up the mountain as possible, which will only serve to benefit the businesses and is not in the best interest of the people. Our canyons are why people live and visit here and this would be a step in the wrong direction as far as protecting them is concerned. | 32.2.9E; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 27787 | O'brien, Cait | I have lived at the mouth of little cottonwood since I was 2 years old. I have spent my life hiking, climbing, and enjoying this beautiful landscape but I have never skied at the resorts here. A gondola will not stop my car from being on the road here as it would not service any if the activities I do while in the canyon. It is too expensive to justify the small result we would get from it. | 32.2.9E | |
| 27531 | Obrien, Dan | Don't build the gondola. Ban the ikon pass and see how that changes things first! | 32.2.9E; 32.2.2K | A32.2.2K |
| 27531 | Obrien, Dan | Don't build the gondola. Ban the ikon pass and see how that changes things first! | 32.2.9E; 32.2.2K | A32.2.2K |
| 25529 | Obrien, Erik | Give me a call. Do not do the gondola. Already wrote before about it. Do not do it. Bad for the environment and bad for the tax payer. No corporate welfare please. Do the bus option and make the bus lane a dedicated bike lane for summer. | 32.2.7A; 32.2.9E; 32.2.9B | |
| 37833 | O'Brien, Greta | Having been an avid skier in Little Cottonwood Canyon for over 50 years, I am excited to see the forethought of installing a gondola to get not only skiers but other folks up the mountain without having to drive themselves. The bus idea is only as good as the bus drivers. I have personally witnessed bus drivers just crashing into the side of the mountain due to their fear of the road conditions. This is an opportunity for Utah to show the world our forward thinking for transport | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | up the canyon. Europe has been doing this for years. As a home grown Utahn, who has enjoyed this Canyon my entire life I am saddened to see the special interest groups and a few homeowners have turned this fabulous option that will solve so many problems for the majority of the public to the interest of the few. This is truly an opportunity to show the world that we respect our canyons and are doing something that will ensure for generations they will be treasured and respected for ALL to enjoy! I truly hope and pray that you will go forward with the gondola! | | |
| 33972 | O'Brien, Robert | As a Sandy Utah resident and skier (Alta Season Pass) I am against the Godola due to the cost, serves only 2 private ski areas seasonally during peak times, unsightly infrastructure and construction impacts. I favor enhanced bus service during peak season, weekends and holidays. | 32.2.9A; 32.2.9E | |
| 28571 | O'brien, Russ | I am opposed to a gondola in Little Cottonwood as I'm particularly concerned about the impact on the environment namely to rock faces and features that would need to be destroyed to put in the infrastructure to support gondolas! | 32.2.9E; 32.4B; 32.6D | |
| 32076 | O'BRIEN, RUSSELL | <p>I am a Sandy UT resident who lives very close to Little Cottonwood Canyon and I vehemently oppose any development in Little Cottonwood Canyon, particularly the idea of a gondola!</p> <p>Not only are there additional means to control traffic that are not currently employed during ski season - varying ticket times, providing parking/access based on ticket times (methodology that our national parks successfully deployed to control traffic), and providing alternatives with incentivized carpooling and more efficient bus transportation.</p> <p>In addition we all are keenly aware of climate warming conditions and the lack of snow with reduced skiing season which has impacted our ski season here in Utah and globally. In light of this and the small population of skiers that this would serve is it financially prudent to spend \$550M? I highly doubt any project with a scope such as this would fall within budget, in particular as materials and labor costs are rising dramatically with inflation and world events.</p> <p>Kill this project and use the funds to better serve the community!</p> | 32.2.9E; 32.2.2K; 32.2.9A; 32.2.2Y; 32.2.2E; 32.1.2D | A32.2.2K |
| 33513 | O'Brien, Scott | Please do not build the gondola. I backcountry ski 20-30 days a year up little cottonwood and think that the gondola is single serving and the worst option of any being provided. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26312 | Obrochta, Nat | People who live here are overwhelmingly against the gondola. Listen to the people and not the money. | 32.2.9E; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 27768 | Ocallaghan, Roni | With cost the same, electric buses or a train rail would be a more progressive choice. Electric buses throughout SLC and canyons would make SLC an environmentally conscious global city. The gondola is a very small solution only benefiting 2 ski resorts to a very large city wide transportation problem! | 32.2.9E; 32.2.2I; 32.2.6.3F | A32.2.2I |
| 31174 | OCANA, JARED | <p>No Gondola!</p> <p>I repeat, NO ██████████ GONDOLA!!!</p> | 32.2.9E | |
| 26165 | Ochoa, Tobin | Stop doing this it's ruining the canyon the way of transportation is already good | 32.2.9G | |
| 34781 | Ochs, Dana | <p>I am opposed to the gondola solution in Little Cottonwood Canyon. I speak for the majority of Utahns when I say this. 80% of Utahns are against the gondola in Little Cottonwood Canyon (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Gondola Works claim that preservation is important and is part of the reason for this gondola, but Little Cottonwood Canyon is home to historical and world class rock climbs and boulders. The installation of this gondola would be the permanent erasure of these recreation areas that people all over the world travel to visit. I encourage you to consider the destruction you would be causing to what beautiful natural landscapes we are responsible for protecting.</p> <p>Gondola Works boasts about how "clean" the gondola would be, but omits the mention of where the electricity to power it is coming from: coal-fired power from Rocky Mountain Power. The Great Salt Lake is already shrinking and these coal burning plants guzzle water in addition to polluting CO2 into the atmosphere (https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/).</p> <p>Consider, also, the traffic that would be caused during the construction of the towers required for such a gondola. If it would be constructed similar to how I've personally seen construction in the Cottonwoods and Millcreek canyons, it might be under construction for years. You may argue that it is a small price to pay for lasting traffic relief but the gondola is not a lasting solution. It is a bandaid fix. The gondola would not eliminate the traffic, but push it somewhere else. Traffic would be pushed onto Wasatch Boulevard and 215 as people make their way to park and rides or parking garages (of which more would need to be constructed as well).</p> <p>With all of that being said, in the best case scenario, where every person who wants to ski in LCC access the resorts via the gondola, what makes you think people would use it? If people don't use the busses now, there is no incentive for them to use the gondola instead. The traffic problems may not be shifted, but remain entirely the same.</p> | 32.2.9E; 32.4B; 32.19A; 32.2.6.5E; 32.2.4A; 32.2.2I; 32.2.9A | A32.2.6.5E; A32.2.2I |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>Instead, consider incentives to encourage people to carpool and reduce traffic:</p> <p>1) Parking reservations have worked, historically. For example, look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year.</p> <p>2) An enhanced system of regional natural gas and/or electric busses that run directly to the ski areas. This should also include smaller vehicles to provide access to other trailheads for backcountry skiers, snowshoers, or people wanting to recreate in areas of LCC that do not directly benefit the ski resorts. This would also require paying bus drivers a wage that encourages them to come to work. If it is out of budget to pay bus drivers aptly, I seriously wonder where the money for this gondola is coming from.</p> <p>3) Tolling is supposed to be part of the EIS, but there has been little to no discussion about it. There has been discussion about it in terms of making it a solution for summertime canyon access. Think critically about why tolling is an acceptable solution to combat overcrowding during the summer, but not during the winter?</p> <p>Please save our canyons and use your voice to do what is right.</p> | | |
| 38585 | Ochs, Dana | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 26323 | Ochsenhirt, Becky | Why should WE have to pay for the resort owners to become richer? Traffic will still be going up the mountain but the cost of making the resorts more profitable will be passed on to the tax payers. With the ski season typically December - April, what about the other 7 months of the year? Who is going to be taking it up the mountain???? Also, I know that a gondola was proposed in Ogden many years ago and the environmental concerns were overwhelming with Federal properties and damage to our mountains. I am VERY opposed to the gondola and will do everything to fight against it. | 32.1.2B; 32.2.6.5F; 32.2.9E; 32.2.7A | A32.1.2B |
| 32548 | O'Connor, Allison | This project is unjust: It disproportionately benefits a small number of people, but will be paid for by a large number of tax payers. THOSE WITH THE MOST POWER SHOULD NOT HAVE THE BIGGEST BENEFIT FROM TAX DOLLARS | 32.2.9G | |
| 33741 | OConnor, Art | The gondola plan is not in the best interest of anyone except those who stand to profit from it. It is a short sighted money grab plain and simple. | 32.1.2B; 32.2.9E | A32.1.2B |
| 29697 | O'connor, Colin | <p>Hello,</p> <p>A gondola to the top of little cottonwood canyon is not how transportation tax dollars should be spent. There plenty of roads all over the Salt Lake valley (primarily on the west side) and in the State that are in desperate need of upgrades, or safety improvements. The other options of easing canyon congestion and safety have not properly been explored or given a chance to help. As a winter sport enthusiast, I see the need to improve safety and congestion in the canyon, but toll roads, parking reservations, and more park and ride options could help and should be explored first. The environmental impact and disruption to the spectacular views of the canyon should not be put at risk because a wealthy minority wants to building something "cool". This benefit is only to a small minority of people that can afford to be involved in a winter sport that costs more than \$100 per day to participate in. This has very little benefit to the state as a whole and will do nothing to make the laves of all Utahans better.</p> <p>Colin O'Connor</p> | 32.1.1A; 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.4A. 32.2.9E | A32.1.1A; A32.1.2B; A32.2.2K |
| 29405 | O'connor, Daniel | This is graft on the highest level! Using taxpayer dollars to ONLY benefit 2 ski resorts? Honestly it is hard to believe and everyone knows the initial cost estimates will be at least quadrupled by the end of the project. Typical good ole/mormon boys contractor network in action here in the once great state of Utah. A complete travesty at minimum. | 32.2.9E | |
| 31787 | OConnor, Hannah | <ol style="list-style-type: none"> 1. The gondola proposal has unacceptable impacts on LCCs iconic natural character and aesthetic. 2. Access to climbing areas will be comprised during and after years of construction. 3. Construction in the canyon will add endless traffic all year. Making traffic a problem for 3 more seasons. 4. Only designed to serve ski resort users, ignoring dispersed use recreators and other year round canyon users. 5. The gondola is fiscally irresponsible, with half a billion dollars in initial construction costs alone. 6. The gondola is not an equatable solution and perpetuates environmental marginalization and injustice in the wasatch front. <p>You know the public doesn't want this. Why are we even thinking about ruining the canyon so a few companies can make more money. The environment is MORE important than capitalism.</p> | 32.2.9E | |
| 34092 | O'Connor, Laurie | <ol style="list-style-type: none"> 1)A gondola does not solve the problem. It will create an even larger jam-up of people as they try to park at the lower gondola station and then await their turn for the ride up the canyon--huge bottleneck. 2)The estimated cost of \$550 million will, inevitably increase. Large projects of this type ALWAYS have cost overruns and end up much higher. You will be asking all Utah taxpayers to pay for something that a very small percentage of them will use. I am a skier, but why should any non-skier, resident of St. George, etc, be asked to pay for something they will not use? This is not a one-time cost, either. Annual operating costs have to be figured in to taxpayer cost. 3)There are other, less invasive, lower-cost alternatives to a gondola. More bus service is one, but there has to be a system implemented to make using the bus more attractive and change behaviors. More buses should go hand-in-hand with a tolling system (for both canyons) and parking reservations required at both Alta and Snowbird. My idea for tolling would also include a count of all valid parking spaces in the whole canyon. Install an electronic car-counting system (similar to airport parking garages) at the base. Once the system counts that enough cars have gone through the gates, the gates would lower and not raise again until a certain number of vehicles had passed through on the downward side. | 32.1.1A; 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9L; 32.2.9N; 32.6A; 32.7B; 32.7C | A32.1.1A; A32.1.2B; A32.2.2K; A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Residents and employees would have key cards that would raise the gates for them. This system would work for Big Cottonwood too. 4)A gondola, if it has any benefits, only benefits Alta and Snowbird. Your own EIS is Chapter 6, says that a gondola provides an economic benefit to the ski resorts by allowing more users to access... As I said above, a gondola does not benefit the majority of Utah taxpayers being asked to foot the bill, and the gondola is not a solution to the traffic--it creates a new bottle-neck at the mouth of the canyon. 5)Public and political opinion is against the gondola, but UDOT does not seem to be listening. UDOT always wants to build, but building is not always the solution to a problem. By the way, widening Wasatch Blvd is a terrible idea. Widening Wasatch creates many safety problems for the hundreds of cyclists and pedestrians using Wasatch. Widening Wasatch would also ruin the ambiance of the residents living along Wasatch, many of whom have lived there for decades. | | |
| 33087 | Odd, Stephen | As a native Utahn, a skier, climber, and biologist, I find that the Gondola has the most potential to help promote sustainable recreation in LLC so long as good policy is implemented. I believe that the gondola should be paired with a shuttle system to help recreational users of the canyon get to trailheads or other areas dispersed through out the canyon as well as offer transportation for bikers etc. I also believe that this should be a no/low cost system for users to eliminate economic barriers to recreation. | 32.2.9D; 32.2.2KKK; 32.2.4A | |
| 29594 | Odell, David | As a property owner and property tax payer in BCC, I don't think those of us in this situation should have to pay a toll. Also, similar to Millcreek Canyon, the toll booth should be placed lower in BCC and all vehicles should pay for canyon access year-round. | 32.2.4A | |
| 36145 | Odenthal, Eric | Please keep the canyon in its current state, do not damage this incredible location which is used by many user groups. Hikers, bikers and most importantly rock climbers who have maintained its beauty for decades. The gondola is an eyesore and not needed. Think ahead! Save little cottonwood canyon. | 32.2.9E | |
| 32619 | Odenwald, Andrew | The toll estimate seems excessive. It's going to be a large tax on the people who work or go to school all week and have already paid a lot of money to use these resorts prior to you making any decision on the future traffic restrictions of little cottonwood. It would effectively double the price of a season ticket or greatly limit our options if it's \$25-\$30 per ride up. | 32.2.4A | |
| 26044 | Odenwald, Andy | Good decision. The gondola seems like the best idea if we are interested in an option that will be upgradable and greener over time. It does not make sense to blow up the mountain for a wider road that will still be covered during severe storms that people want to ski through. That should draw more money to funding it over the long term. | 32.2.9D | |
| 33300 | Odin, Jaime | I don't think putting a gondola in little cottonwood canyon is in the best interest of the canyon itself. We need more long term thinking instead of a quick cash cow | 32.1.2B; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 37106 | Odom, Ann | As a resident of Sandy, I don't want a gondola in little cottonwood canyon. The cons outweigh the pros. Thank you. | 32.2.9E | |
| 25957 | Odonoghue, Eric | So frustrating and disappointing. Nobody in the local community wants or supports this decision at all. Corporate greed on pure display. There are better solutions to the issue. I've been a local my whole and am just so disappointed. I do not want to be hiking my favorite ridge in the Wasatch and looking down at huge pieces of machinery. | 32.2.9D; 32.2.2PP | |
| 25961 | Odonoghue, Jeff | Very disappointing. Bizarre to toll locals alone in cars whose taxes are paying for the road and maintenance and plowing etc. how about toll the ikon pass holders coming from out of town. That is the issue not solo locals driving up. We pay taxes to maintain this road and our taxes will go towards this project the fact that it's even considered to toll the people paying taxes for this road is ridiculous. It's a small local canyon and should stay that way not cater to the Rick ikoners. So lame. | 32.2.4A; 32.2.2K | A32.2.2K |
| 36372 | oelerich, red | 10/17/2022 Dave Fields, President/General Manager Snowbird Ski & Summer Resort Re: Salt Lake Tribune op-ed 10/16/2022 Dave: My wife and I, along with our immediate and extended family, have been recreating year-round in Little Cottonwood Canyon since 1961. Do the math - over 60 years. Several of the family, including us, have been employed by either Alta, Snowbird or both at one time or another. In the early '70's, at the request of Snowbird founder Ted Johnson, we closed a small but successful company in the Chicago area to relocate our family of four young children to Salt Lake City to assist in the development of the resort by constructing and operating a lodge. After two years, unforeseen circumstances halted the project. We stayed in Salt Lake to recreate at Snowbird and in LCC and continue to do so to this day. Both have been like a second home. We consider a gondola in LCC akin to coal mines on the Kaiparowits Plateau and oil rigs on Cedar Mesa. Perhaps you can understand why we are vehemently opposed to gondola towers in our back yard. We have a much better and much cheaper solution to the congestion problem in LCC that we'd be happy to share with you anytime. But before that, we'd like your answer to two questions: 1. What would T.J. say? 2. Closer to home, at what level of economic benefit to Wayne County and the town of Torrey would you be in favor of a gravel pit off highway 24 just west of the entry to Capitol Reef National Park? | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 38149 | Oesleby, Thomas | To whom it may concern: I am strongly against the gondola option. It is a huge expenditure of funds that will benefit two private organizations, Alta and Snowbird Ski areas. It will have an enormous detrimental effect on the spectacular scenery of Little Cottonwood Canyon. Per person ride costs are not in the option description but they will most likely be affordable only by the very rich. The enhanced capacity (50%) will increase skier load at the two areas by 50%, which will be detrimental to the skier experience. The gondola will not be used nearly as much during the 7-8 month-long off season. The cog railway will be less visually detrimental but that option suffers from similar negative aspects as the gondola. The canyon is being intensely used as is and does not need additional user load. Respectfully, Thomas Oesleby | 32.2.9E; 32.1.2D; 32.2.7A; 32.20C; 32.1.2B | A32.20C; A32.1.2B |
| 28774 | Oettinger, Tim | Please NO GONDOLA, seriously no one who lives in slc wants it! | 32.2.9E | |
| 25895 | Oeveraas, Magnus | No gondola. Increase Buss access and incentives to carpool. Don't block backcountry users that don't want to pay the resorts to use public land | 32.2.2Y; 32.2.9E; 32.2.9A; 32.4B | |
| 26775 | Ofell, Wilma | Too much of taxpayers' \$\$\$. Find a less expensive way, or private\$ | 32.2.9E | |
| 25727 | O'gara, Aiden | I am appalled by the Gondola option proposal. I feel that this will be detrimental to the historic viewshed and quality of recreation within the canyon. I do not feel that this decision is representative of the feelings of the Utahns that use this canyon for their recreation. Many of the best days of my life have been in LCC, and it breaks my heart to know that if this is implemented the experience will never be the same and that climbers et all in the generation after me will be robbed of the LCC that I know and love. I plead that UDOT takes into consideration the opinions of the public who know and love this canyon, weighing them over the opinions of the bureaucrats and contractors who will profit from this unwarranted and impractical proposition. | 32.2.9E; 32.4B; 32.2.9N; 32.1.2B; 32.2.2PP | A32.2.9N; A32.1.2B |
| 32739 | Ogden, Joan | I waver between being appalled and dejected at the idea of "handling traffic" by spending LOTS of taxpayer money to facilitate movement of what will essentially be out-of-state skiers for a limited season of 4 months (if they are lucky). It dishonors all of the residents of the state, indicating to them they must subsidize high-end skiers. As for "supporting tourism" -- what about the other 8 months of the year where the gondola impedes/destroys the natural amenities of the canyon. I heartily vote for revisiting more rational approaches. | 32.2.9E | |
| 35217 | Ogden, Melanie | I am against the gondola. It is expensive and there are much better ways to spend money in the SL valley (great salt lake & pollution). Zion National Park has adopted the use of shuttle buses on busy days, we should push to do the same. It also seems very corrupt to build a gondola with tax payer (public) money but then only have stops at private businesses. | 32.2.9E; 32.1.2B; 32.2.2B | A32.1.2B |
| 26313 | Ogden, Melanie | No gondola. The people do not want it. Let's listen to the people who live here. Dave said that people don't want their tourist friends to ride a bus when they come and visit but a gondola is public transportation also | 32.2.9E; 32.2.9N | A32.2.9N |
| 34938 | Ogden, Whitney | Ruining our canyon to benefit two private companies and a small population of the valley with taxpayers money is beyond asinine. This would cause irreversible damage to our ecosystem for what purpose?? Please don't ruin our canyon -there are alternative solutions that are way less impactful on the environment and way less costly. Rethink before you can't turn back. | 32.2.9e; 32.2.2PP | |
| 35727 | Ogilvie, Alex | I am strongly against building a gondola. I think it's a very poor use of taxpayer money and vastly irresponsible. | 32.2.9E | |
| 28776 | Ogilvie, Susan | Keep the canyon as natural as possible. No gondola. Spend the money where it helps more people instead of only those who can afford the luxury of skiing. Limit cars. Build parking at the base and provide buses. PLEASE NO GONDOLA. | 32.2.9E; 32.2.9A | |
| 30925 | Ogles, Sam | This Gondola closes the door for people who have been enjoying and caring for the canyon for decades and open the door for 1000s of people who have alternatives to go to. There's not a legitimate need for this to happen. It's being marketed as a solution and if it goes through it's a pretty sad reminder that whoever has more money to market their narrative will win regardless of the impacts on the environment and people involved. I'm not a genius, I'm not an avid outdoor climber and the outcome this likely won't impact me at all, but even I can see the that this is obviously not a solution. | 32.2.9E; 32.1.2B | A32.1.2B |
| 31317 | Oglesbee, Alyssa | No gondola! I'm a climber and I spend a lot of time in LCC year round. Destroying LCC is of no benefit to the citizens of Utah. Not only would it put our watershed in jeopardy, but it would kill recreation in the canyon. Due to climate change, Utah is getting less and less snow each year. There won't be a ski season to back up traffic in the future with the way things are going. Please do not ruin a canyon for a few days a year. It is short sighted and not in our state's best interest! | 32.2.9E; 32.2.2E; 32.1.2B; 32.1.2D | A32.1.2B |
| 30508 | O'Gorman, Alexa | I am AGAINST the gondola. Why waste \$600 million dollars on a "solution to the traffic" that wouldn't even be around for years to come. Use that money to invest in electric bus and public transportation. Put in more parking at the base so people can carpool. NO GONDOLA!!!! | 32.2.9E | |
| 38208 | O'Grady, Rosie | I believe there are many superior solutions to the proposed gondola in Little Cottonwood Canyon. Improved public transport and snow sheds are more cost effective and would allow for immediate impact. | 32.2.9E; 32.2.9A | |
| 35637 | OGrady, Shannon | I am against the LCC gondola proposal because it is fiscally irresponsible, threatens a pristine wilderness and will significantly and negatively impact world-class Little Cottonwood climbing. To jump to such a devastating solution to serve the interests of the ski industry is absolutely ridiculous. There are less impactful solutions, such as increased bus service, that should be implemented as a first step toward addressing LCC winter traffic. | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.7A | A32.1.2F |

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| 27454 | O'keefe, Patti | <p>I strongly oppose the gondola option. Why should taxpayers pay for an expensive intrusion into the canyon that primarily benefits resort owners? This is "Socializing costs and privatizing profits" on a massive scale.</p> <p>I strongly support: less intrusive means (tolling and/or restricting single-use vehicles during high-use periods); maintaining existing visual experience of the canyon; keeping existing recreational opportunities intact; improving access for all users, not just resort visitors.</p> | 32.1.2B; 32.1.2D; 32.2.2L; 32.2.2Y; 32.2.2PP; 32.2.9E | A32.1.2B |
| 35926 | O'Killion, Kasey | <p>I support a scalable approach (both increase and decrease) to the traffic situation in Little Cottonwood Canyon. For that reason, I support an increase in bussing, as well as tolling at LCC. A gondola, while interesting and with certain benefits over bussing, does not solve the true issue of encouraging folks to get out of their private vehicles. I have lived near LCC my entire life, and have had a Snowbird pass every year for the past 30 years. I love skiing the Bird and am very fond of taking the bus to do so. It's longer, but beats driving up the canyon.</p> <p>I also use the canyon all summer, be it for hiking, or more likely for me, road cycling. I think traffic in the canyon is an issue all year, not just peak winter days. The gondola, as proposed, does not alleviate traffic conditions during peak "off-season" times.</p> <p>Please reconsider your stance supporting the gondola, it is to brash too soon, and will cost too much, not just in tax dollars, but in damages to LCC, one of the most precious gems of the Wasatch.</p> | 32.2.9A; 32.2.2Y; 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 38008 | Okino, Lori | <p>The gondola B alternative will not solve the canyon transportation issues. Perhaps from the standpoint of reliability, the gondola would seem like the best choice. Given public outcry against it, perhaps UDOT needs to reassess the weight of public choice in their decision making. Afterall, it IS the public who will bear the burden of the cost.</p> <p>The gondola reminds me of another costly, poor decision back in the early 80's. Governor Norm Bangerter spent \$60 million on three pumps at the Great Salt Lake. This quick fix was only used for two years! What a legacy to leave! Now he is the butt of many jokes.</p> <p>When my husband and I built our home 17 years ago, Little Cottonwood Canyon Road was backed-up mainly on days when avalanche control had it closed. Today, the road is backed-up every morning after a storm, every weekend, and every day avalanche control has it closed. If I leave the house, I can't get back home until 11 am! This is a bigger problem now that covid has allowed me to work from home.</p> <p>However, traffic isn't a problem just in the winter. In the summer, the streets get used by noisy, cars racing around the "golden triangle" at all hours of the day and night. I can always tell when the wild flowers at Alta are blooming. Vehicles stream up and down the road during the day. When Snowbird hosts October fest, the number of cars and motorcycles going up and down the canyon are constant throughout the day. Let's add to the noise and pollution when everyone decides to go for a drive to see the fall foliage.</p> <p>The problem is the number of vehicles. It is not limited to the time of day, season, or air quality. It is a problem to some degree on most days.</p> <p>I love to travel abroad. This has given me the opportunity to use public transportation in other countries. The one that sets the bar high is Japan. While I'm not proposing to put trains up the canyon, there were four things that made it stand out. First, there were three levels of transportation service: full service, limited express, and express. The difference between them were the number of stops and the frequency of the trains. Second, the trains were always on time. If I was 1 minute late to the platform, the train was gone. Third, the cost to ride was dependent on the distance to the stop and service level. The farther the ride, the fewer the stops, the higher the cost. Finally, the train platforms were clean, well lit, and safe.</p> <p>Here is my five-prong approach to the Little Cottonwood Canyon transportation issues.</p> <p>1) Since the issue is the number of vehicles, limit usage to locals, group transportation, buses, vehicles with camping reservations, delivery and service vehicles, and emergency and public works vehicles. This will guarantee ridership. Locals will not pay to take the gondola when driving up the canyon is cheaper and more convenient.</p> <p>2) Expand Wasatch Blvd to include a dedicated lane for buses.</p> <p>3) Set up three levels of bus service. An example is below.</p> <p>a. Full-service</p> <p>i. Summer -</p> <ol style="list-style-type: none"> 1. Stops at every trailhead 2. Stops at every rock-climbing location 3. Stops at every resort <p>ii. Winter -</p> <ol style="list-style-type: none"> 1. Stops at every snow shoe location 2. Stops at every ice climbing location 3. Stops at every resort <p>b. Limited Express</p> <p>i. Summer #1</p> <ol style="list-style-type: none"> 1. Stops at one resort 2. Stops at popular trailheads <p>ii. Summer #2</p> <ol style="list-style-type: none"> 1. Stops at one resort 2. Stops at popular rock-climbing locations <p>iii. Winter #1</p> <ol style="list-style-type: none"> 1. Stops at one resort 2. Stops at popular snowshoe locations <p>iv. Winter #2</p> | 32.2.9E; 32.2.2K; 32.2.9A | A32.2.2K |

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| | | <p>1. Stops at one resort 2. Stops at popular ice climbing locations c. Express i. Summer #1 - Stops at one resort ii. Summer #2 - Stops at second resort iii. Winter #1 - Stops at one resort iv. Winter #2 - Stops at second resort 4) Perform time study to ensure accurate bus arrival times. Then train drivers on the importance of a timely and safe trip. 5) Build well-lit bus stops with design emphasis on loading gear efficiently while safely preventing people from loading late. While my plan is not backed by an expensive consultant, it is based on 17 years of daily knowledge on the issues. I implore you to reconsider other alternatives that are less destructive to our canyon!</p> | | |
| 27187 | Okino, Mark | <p>UDOT Gondola B Alternative For those residents who live near the mouth of the canyon and will be directly impacted by this decision, what considerations are being addressed to mitigate the vehicular bottlenecks that will be created at the mouth of the canyon? When I built my home 15 years ago, I was given a "Canyon Resident Pass". The pass was issued by the Salt Lake Sheriff's Office and was an attempt to allow local residents to get thru avalanche road closures so we could get back to our homes. The attempt failed due to the inability to even get to the closures due to vehicular grid lock. While a good gesture, the Canyon Pass didn't meet the needs of the local residents and community. As an Engineer with some experience in Queueing Theory and Theory of Constraints. You take the vehicles that are waiting in line on the canyon road and dump a percentage of them at the mouth of the canyon and now you've added to the current bottleneck. As it is, I can't get back to my home for hours once I leave. I will say, not having seen your model, that if you can keep the additional cars you've added to the mouth of the canyon moving, your bottle neck might not be as impactful. I see the local residents, who live near the mouth of the canyon as being impacted the most by this decision. What plans are in place to mitigate the ability for local residents to get back to their homes? Heaven forbid that EMS needs quick access to a local resident in need of Cardiac Care. Unless your model includes a plan to improve the grid lock, such as a paralleling road for local residence only, I only see the Gondola B alternative as adding to our current problem. Maybe the bike lane can double as the residence only lane to allow locals to get back to their homes. On another note, why would you add a toll for those who elect to not use the Gondola? I purchase a Snowbird pass every year and ski solo on most days. Adding a toll for local residents who already pay state taxes is a slap in the face!</p> <p>Having used the canyon since 1968 and patrolled for 15 years at one of the local resorts, our mountains don't have unlimited capacity. The skiing experience will never be what it once was, and your Queueing Model needs to include the ski resort capacity. Realize that a simulation model is just an educated approximation of what you think is going to happen.</p> <p>Funding's a whole other issue!</p> <p>Concerned Resident</p> | 32.2.6.5E; 32.2.4A; 32.20C | A32.2.6.5E; A32.20C |
| 33786 | oland, leah | <p>I appreciate the effort that has gone into your proposal. I believe that we are still not where we need to be. 550 million dollars is too much to spend on a traffic solution for two businesses and a small minority of Utahns who ski in LCC. There are a multitude of other transportation needs in the Salt Lake Valley. There is no "free" government money regardless of funding ideas. There have been improvements in traffic simply by implementing reservation systems. Imagine what might happen if we really tried low-cost alternatives like tolling. I have read that the gondola would only be able to move 2000 people between 7:30-9:30 while the road with 1.9 passengers per vehicle moves 8000 people in the same time. Seriously the whole point is that people want to be at the ski resort as fast as possible on a powder morning. I have spent a lot of time sitting in traffic in LCC and on 9400. It is inconvenient but it doesn't seem less inconvenient having to deal with parking and maybe a bus before I can even get near the gondola. One of the things that I often hear is that it will be the longest gondola in the world. Like that's a good thing! I don't think that LCC should be the test case. I also</p> | 32.1.1A; 32.1.5B; 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2PP; 32.2.6.5A; 32.2.6.5C; 32.2.7A; 32.11D | A32.1.1A; A32.1.2B; A32.2.2K |

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| | | <p>believe the visual impact and noise will negatively impact the experience of all canyon users. I believe that some people think that the gondola is so "cool" that it will attract visitors to our state. We do not need gimmicks to attract people to our ski areas. The NATURAL beauty and our snowpack already brings people from all over the world. Skier days have increased over the last few years due to the Ikon and Epic passes. The resorts are crowded which is not necessarily attractive to locals or to our out of state visitors. Success can not only be measured by the number of skier days. Another thing that should be addressed is the way people move between ski areas. Big Cottonwood, Little Cottonwood and Park City ALL have traffic issues and if you are really thinking ahead to 2050 traffic patterns then solutions need to be coordinated. This is a huge, complex project. It should not be rushed.</p> | | |
| 36821 | Olani Durrant, S. | Absolutely the gondola. A four-lane road constructed to modern standards will do far more damage to the natural beauty and environment of the canyon than a gondola. Consider the new road in Provo canyon as an example. | 32.2.9D | |
| 30910 | Olch, Trevor | I love the gondola selection! I am looking forward to seeing it finalized and installed. I have ridden them all over the world and it is a great choice. | 32.2.9D | |
| 27812 | Olch, Trevor | I love the gondola. Thank you for making the best choice available!!! | 32.2.9D | |
| 32617 | Oldham, Ben | No, please do not put a gondola in Little Cottonwood Canyon. It is not in anyone's best interest. | 32.2.9E | |
| 37556 | Oldroyd, Trent | I don't believe the gondola is a sensible solution. It appears to only shift the traffic bottleneck to the gondola base. It is too slow, therefore I will continue to drive up the canyon. Finally, it is a terrible eyesore that will forever scar the beauty of Little Cottonwood Canyon. Please do not proceed with the Gondola plan. | 32.2.9E | |
| 27776 | Olds, Rose | I do not want gondolas. Monstrosities! I would like to have reservations for use during ski season. | 32.2.9E; 32.2.2K | A32.2.2K |
| 33634 | Olds, Rose | I prefer bus system increase during ski season, not gondola. | 32.2.9A; 32.2.9E | |
| 28491 | O'leary, Brendan | Do not build this stupid, ugly, unnecessary trash in my canyon. Thank you. | 32.2.9D | |
| 34701 | Oliva, David | I'm am a resident and strongly oppose the gondola for LCC. There are numerous other options for traffic that would not cost as much or have the same negative impact on the canyon. I vote and do not want my tax dollars funding transportation that only goes to the for profit resorts. Any addde transportation up the canyon should serve as many of the canyon users as possible. Not just funnel them to corporate owned entities. | 32.2.9E | |
| 29370 | Olivares, Rebecka | I am disappointed in UDOT choosing Gondola Alternative B as the solution to address Little Cottonwood Canyon traffic. This decision is a permanently impactful one and is not scalable (can't just go back if doesn't work). It is also the least desirable in terms of cost. Canyon users should not have to pay \$35 (in addition to all the taxes) just to access LCC. This primarily serves the resorts and should therefore be paid for by them. Enhanced bus service is a more economical and more scalable alternative. | 32.2.4A; 32.2.9A; 32.2.9E | |
| 35924 | Oliver, Alanja | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how clean," the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 premium," parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> | 32.2.9E; 32.2.9F; 32.2.6.5E; 32.2.0B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

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| | | <p>1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year.</p> <p>2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users.</p> <p>3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it.</p> <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | | |
| 38152 | Oliver, Carston | <p>While I am somewhat encouraged by, and support UDOT's identification of a phased approach to reducing traffic in the canyon that includes tolling and better utilization of busses; as a whole I am extremely disappointed. I do not support the Gondola B option, and I do not support widening the road at this time. The Gondola B option not only fails to meet the purpose and need of the project, but is grossly overpriced, will likely be underutilized, will permanently damage the environment, watershed, and recreation within the canyon, and is far more likely to make traffic in and around the canyon worse, rather than improve it. The EIS to begin with is too narrow in scope. By looking at Little Cottonwood traffic in isolation, you are failing to acknowledge and appropriately address the way that LCC traffic directly affects not only traffic on Wasatch Boulevard feeding into the canyon, but the entire neighborhood, nearby freeway, and traffic into and in Big Cottonwood Canyon, Millcreek, and Parleys Canyon. 70% of total annual visitation to the Central Wasatch (tri-canyon area) is dispersed, 30% is to ski areas, and of that total only 8% goes to Alta, and 9% to Snowbird.</p> <p>There are 21 visitor sites in Little Cottonwood Canyon, and the gondola will only go to 2. While this will help visitors going to ski areas and may help traffic on a handful of particularly bad days in the winter season will not do any good to aid in high traffic times outside of the winter season when most canyon recreation is dispersed. It will also damage other visitor sites and recreation areas, harm riparian corridors, likely dump construction debris into the watershed, and permanently damage the views throughout the canyon. This is an utter failure to aid in mobility and safety for all canyon users.</p> <p>The LaCaille Gondola base parking exists beyond where traffic already builds up, and has insufficient parking spaces to meet the needs of gondola users; this will likely make traffic worse, and disincentivize utilization of the gondola. The additional parking at the gravel pit is still insufficient, especially when accounting for the likelihood that many of those additional parking spaces will be used by visitors of Big Cottonwood Canyon.</p> <p>The Gondola comes at a high price, and as a permanent fixture that allows little flexibility to deal with changing canyon usage and traffic patterns.</p> <p>I would much rather see some common sense solutions that make better use of and improve upon existing infrastructure: combining tolls that scale prices based on vehicle occupancy and increase on high-traffic days with canyon express busses and shuttles that originate from transit hubs throughout the valley and offer relatively direct service to the canyons makes far more sense. This would incentivize carpooling and transit usage, and would help distribute the traffic load throughout the valley rather than concentrating the buildup near the mouths of Big and Little Cottonwood Canyons.</p> <p>This system would be flexible, allowing the number of busses and shuttles per day to be scaled based upon season and visitor patterns, and it would allow for service to trailheads for dispersed users. On the handful of particularly busy days/weekends per year, canyon traffic could be restricted to only busses, shuttles, and canyon residents.</p> <p>Additionally, CNG and Electric busses could and should be utilized to offer cleaner power for transit, especially to replace older busses as they go out of service. I would much rather park at a transit hub nearer to my house and get in an express bus or shuttle up one of the canyons than fight traffic just to get a spot at a transit hub near the mouth of the canyon, then get on a gondola that ruined the views in the canyon, goes slower than the road, and doesn't even go where I want to go... I just don't see the incentive to use it, and it's not with the price tag and permanently destructive cost.</p> | 32.29R; 32.2.9E; 32.2.6.5G; 32.2.6.5F; 32.2.6.5E; 32.2.4A; 32.2.2I; 32.2.9A; 32.2.6.3F | A32.29R; A32.1.2H; A32.2.6S; A32.2.6.5E; A32.2.2I |
| 29564 | Oliver, Kelsey | <p>Dear EIS Team in Little Cottonwood,</p> <p>I strongly urge you to support any alternatives to the gondola idea. This could include improving the transportation-related safety, reliability, and mobility for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta. UDOT must also consider an alternative's environmental impacts, which includes impacts to water quality, air quality, and visual and noise impacts, among others.</p> <p>I'm a backcountry skier and Grew up in Utah. I have so many fond memories of enjoying the wilderness. Gondola construction will not play out the way UDOT sees it. There may be a flurry of use at the beginning, but tourists will stop using it often and locals will want to use other alternatives. This is also the worst time to install a gondola. With snowfall dwindling every year, how can we think of enhancing our tourism industry if there's not much snow to ski on in 15-45 years?</p> <p>The gondola will be a huge waste of resources and public land, land that is already used for recreating for backcountry skiers, rock climbers, trail runners, and trekkers. UDOT must prioritize other options and Utahns themselves for this decision.</p> <p>Thank you for considering my comment,</p> <p>Kelsey</p> | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.2PP; 32.2.9E; 32.2.9N; 32.10A; 32.11D | A32.1.2B; A32.2.9N |
| 37598 | Oliver, Kelsey | <p>Dear EIS Team in Little Cottonwood,</p> <p>I strongly urge you to support any alternatives to the gondola idea. This could include improving the transportation-related safety, reliability, and mobility for all</p> | 32.2.9E; 32.2.2E; 32.1.2D | |

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| | | <p>users on S.R. 210 from Fort Union Boulevard through the Town of Alta. UDOT must also consider an alternative's environmental impacts, which includes impacts to water quality, air quality, and visual and noise impacts, among others.</p> <p>I'm a backcountry skier and Grew up in Utah. I have so many fond memories of enjoying the wilderness. Gondola construction will not play out the way UDOT sees it. There may be a flurry of use at the beginning, but tourists will stop using it often and locals will want to use other alternatives. This is also the worst time to install a gondola. With snowfall dwindling every year, how can we think of enhancing our tourism industry if there's not much snow to ski on in 15-45 years?</p> <p>The gondola will be a huge waste of resources and public land, land that is already used for recreating for backcountry skiers, rock climbers, trail runners, and trekkers. UDOT must prioritize other options and Utahns themselves for this decision.</p> <p>Thank you for considering my comment,</p> <p>Kelsey</p> | | |
| 38921 | Olivera, Macy | <p>Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):</p> <ol style="list-style-type: none"> 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. <p>Sincerely, Macy Olivera [REDACTED]</p> | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 26975 | Olivera, Macy | <p>A gondola is an irreversible and expensive solution to the LCC issue at hand. Please reconsider the other solutions to the problem such as road expansion to maximize both expense and citizens happiness. It is also important that you look at the high percentages of canyon goers that oppose the gondola including mayors from many surrounding counties.</p> | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9Q | A32.1.2B |
| 33005 | Olivier, Debra | <p>I oppose the gondola plan for Little Cottonwood canyon because the cost is too high for the benefit and the benefit is for too few people, and not good for the mountain. Better options are: Enhanced electric buses with higher frequency and improved reliability, together with strategically placed mobility hubs; Tolling infrastructure; Parking management technologies and policies, such as ski parking reservations, micro-transit, and rideshare programs; Multi-passenger vehicle incentives; and Traction device requirements with expanded inspection hours and enforcement.</p> | 32.2.9E; 32.2.9I; 32.2.9A; 32.2.6.3F; 32.2.2K; 32.2.2M | A32.2.2K |
| 36321 | Olmores, Kim | <p>Please do NOT build the Gondola. It would permanently ruin our community's beautiful canyon in an attempt solve a congestion problem that occurs infrequently during winter powder days. It is UNACCEPTABLE to spend our taxpayer's money while the majority of us oppose the Gondola. The Gondola would just spread the congestion problem to the mouth of Little Cottonwood and Wasatch Blvd. The Gondola would potentially kill and/or injure raptors and birding migrations that occur in the dark. The Gondola will be an eyesore. The Gondola will ruin the sanctuary and iconic landscape features of our canyon. The Gondola is NOT the answer.</p> <p>We need slower speed limits on Wasatch Blvd to create a safe corridor for cyclists and pedestrians and vehicles. We need sidewalks on Wasatch Blvd.</p> <p>SOLUTIONS: * Charge a canyon fee to every passenger vehicle that enters the canyon (similar to Millcreek Canyon, but charge higher fees).</p> | 32.1.2B; 32.1.2F; 32.2.6.5E; 32.2.2Y | A32.1.2B; A32.1.2F; A32.2.6.5E |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | * On Wasatch Blvd: Add sidewalks for pedestrians. Add cycling lanes to increase safety for cyclists. Lower the speed limit. PLEASE NO GONDOLA. | | |
| 33393 | Olsen, Barbara | The Gondola is not the solution! It won't solve the year around problem of traffic in the Canyon. We and other users of the Canyon will not ride a Gondola!!! | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26127 | Olsen, Ella | This is a devastating decision to move forward with the gondolas in Little Cottonwood Canyon. It is a beautiful, stunning, and strong piece of nature. By putting in these gondolas you will ruin that, and for what a chance to make money? A chance for some random man to make money? Leave Nature be. Let people enjoy it by seeing it in its natural state with out any building or disruption. | 32.1.2B; 32.2.9E | A32.1.2B |
| 31759 | Olsen, John | The prohibitive cost and environmental damage to our canyons are enough to negate the idea of a gondola to get to the ski resorts. Building a gondola has so many risks and so many things that will go wrong which could make it be scrapped before it's ever completed. The cost of riding it will also be prohibitive for most locals. Let's be smart and not let the lobbyists for this ridiculous idea have their way. Utahns are not in favor of the gondola!!! | 32.2.9E | |
| 30575 | Olsen, Kathy | I continue to oppose the gondola option, since it is my dollars that will be paying for it and I will never be using it since I don't ski any more and rarely ever travel up the canyon. The ski resorts in the canyon should simply put a cap on how many skiers come up the canyon through a reservation system, and require parking reservations or bus transport for all skiers. The canyon will not be more beautiful when the gondola is built, and that makes me sad. | 32.2.9E; 32.2.2K | A32.2.2K |
| 32605 | Olsen, Kent | Alford does not represent anyone in our family. No gondola! Please do not proceed with this wasteful construction project which cannot be undone. It would be a monument of shame for those who proposed it. | 32.2.9E | |
| 32021 | Olsen, Kody | No to the gondola Utah people do not want to spend their money on this! | 32.2.9E; 32.2.7A | |
| 37072 | Olsen, Leona | I do not think that a condola is good for Utah. There are those who don't even ski. I am against putting a condola in our canyon. | 32.2.9E | |
| 27994 | Olsen, Lyle | Gondola, stupid idea no wants to see 120 ft towers plus numerous cables to interfere with the view to serve only two multi million dollar private resorts. Why? | 32.2.9E | |
| 32405 | Olsen, Lyle | A gondola is a bad idea to serve just two multi million dollar ski resorts. Fixing the road makes a lot more sense and a better use of tax dollars. | 32.2.9B | |
| 28359 | Olsen, Marsha | I do not support a gondola as a fix for traffic up to the ski resorts. It is an unfavorable solution. Supporters of this method need to be honest and let the public know how much it will cost them per ride. It would put the cost to ski out of reach for many. A better solution is to put the money toward electric buses. I live across the street from the bus pickup route on [REDACTED] and the ski buses are packed to the max with skiers, especially on weekends. The ad favoring the gondola option that indicates no one rides the buses is a lie. | 32.2.4A; 32.2.9A; 32.2.6.3F; 32.2.6E; 32.2.2PP | |
| 30064 | Olsen, Marsha | I have lived in Salt Lake City all of my life, as have all of my children and grandchildren. We have all skied all of our lives. Quit catering to the outside money skiers!!! We can improve taking the bus to ski resorts by limiting cars going up the canyons - pretty simple, right!!!! | 32.2.2B; 32.2.9E | |
| 36352 | Olsen, Olivia | As a lifelong resident of Sandy, I oppose the gondola for many reasons. 1- Using public tax dollars to benefit private industries is unethical. The gondola will not be serving individuals who recreate in LCC who do not ski at Snowbird or Alta. Many individuals climb, hike and backcountry ski in the winter and the gondola does not serve them. 2- Climate change is the single most pressing issue of our lifetime. We should be improving upon the systems we have in place instead of creating a new transportation method. The gondola will pollute our watershed and not solve our air quality problems. 3- LCC is a pristine and beautiful canyon full of wildlife and endless recreation opportunities. The gondola will pollute the image of what makes Utah unique as well as limit the recreation opportunities available to us. 4- How is this more accessible for individuals with disabilities? Individuals with disabilities already face several barriers to winter sports and the gondola is only going to add to them. By forcing people to park at mobility hubs, then transferring busses more than once before getting on the gondola and charging \$35 per ride, the gondola is further perpetrating the barriers that already exist. 5- A 1,500 car parking garage is not enough parking for the individuals who recreate in LCC. The congestion is not going to improve, it's going to migrate towards the mobility hubs in Sandy, decreasing the quality of life for the residents. 6- If the gondola only runs during good weather, what is the point of it in the first place? The reason anyone would want to ride the gondola instead of drive is so they don't have to drive in the snow. Overall, improving upon the bus system is not only a more inexpensive option, but it makes the most sense environmentally as well. | 32.2.9E; 32.1.2D; 32.2.2E; 32.1.2F; 32.2.6.5E | A32.1.2F; A32.2.6.5E |
| 32673 | Olsen, Rick | Since there is no funding source identified, perhaps there should be a ballot initiative done, and prevent burdening the taxpayers from funding this venture, which will only financially benefit 2 ski resorts during the ski season. | 32.2.9N | A32.2.9N |
| 26917 | Olsen, Rylee | Please don't build the gondola. That's a terrible idea and would ruin the natural beauty | 32.2.9E | |
| 29841 | Olsen, Steph | I don't want it! Instead use bus alternatives and toll. No to Gondola ruining our canyon permanently to benefit the wealthy tourists. | 32.2.9A; 32.2.9E; 32.2.4A | |
| 37942 | Olsen, Tasia | This should be on the ballot. The people are against the gondola overwhelmingly. The resorts should pay for it if they want it, not taxpayers. Make Little Cottonwood canyon buses only and delivery vehicles. Build a parking lot where the unsightly, polluting gravel pit is with food and beverage outlets. Only cars allowed in the canyon should be residents by paid permit. Workers and the public can ride the bus with increased service. | 32.2.9N; 32.2.7A; 32.2.2B | A32.2.9N |

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| 31406 | Olson, Abigail | Little Cottonwood Canyon is one of Utah's crucial recreation areas. While this includes skiing, it is out of touch to assume that attempting to improve skiing transportation is worth the irrevocable damage that would be done to the environment and the natural landscape of our treasured outdoors. It is disgusting and disheartening to see our local government giving into the promise of a pay-off from lobbyists and corporations at the expense of our state's most valuable resource. This decision would reserve access to ski resorts to the economic elite and puts our precious watershed at risk. Ultimately, the people of Utah don't want the gondola. | 32.2.9E; 32.1.5C | A32.1.5C |
| 37894 | OLSON, CARL | To me the Gondola is a given. We must think big and go for the best long-term plan. The plan should include the ultimate inclusion of additional larger passenger cars with the availability of tour guides and refreshment capabilities and supply cars. The plan should include stops along the way to pick up and drop off sightseers, mountain climbers, bicycle riders, supplies, waste retrieval, etc. The plan should include hotel locations at the base and en-route at controlled locations. There are so many examples to prove my point, the interstate system, airports, dams, railroads, ships and on and on. | 32.2.9D | |
| 25429 | Olson, Cheryl | Gondola does nothing for hikers. I do not want my tax dollars to enhance the ski industry. No gondola. Limit canyon car use or eliminate and enhance bus service. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.2Y | |
| 32415 | Olson, Diana | This is ridiculous. I do not want Gondola!!! | 32.2.9E | |
| 27682 | Olson, Diane | I am strongly against the gondola. It would be corporate welfare at its worst, and does not adequately resolve the traffic issues in the canyon. Clean-running buses and a toll would improve traffic, while helping to cover costs. | 32.2.9E; 32.2.4A | |
| 34870 | Olson, Krista | I don't think the Gondola is a good option because it only serves one season. How would that be cost effective and helpful for all season? I think the extra bus that would serve for the Winter season, to then turn that lane into an extra bike lane so bikers during the Spring, Summer, and Fall months would be more beneficial. Plus the extra lane could be served at trailheads to provide safer parking for vehicles to park. We need a solution to provide better access to the canyons for every season. I have turned to using the public transportation due to the extreme amount of traffic going up the canyons. I understand the concern with buses going up during heavy snowfall and the road condition, but even with the gondola during high winds would prevent the gondola from serving the public. I just don't think the gondola is truly the best option for every season to fully serve the community at large. | 32.2.9B; 32.2.6.5K; 32.2.9E | |
| 31072 | Olson, Marshal | As a local resident of the granite area of Sandy, I wished to voice my extreme displeasure around the gondola. Due to the proposed capacity and ride time for the gondola, We simply fail to see how this extremely expensive and massive eye sore addresses any of the challenges posed to users of little cottonwood canyon. Simply drive up the canyon and see the amount of traffic at Lisa falls or tanners. Consider the amount of skiers on any given weekend. The gondola just does not put a dent in these issues. Given how negatively the gondola is viewed locally, the fact that this matter continues to progress in review, my only conclusion is that the business interests are swaying the vote of elected officials, rather than the will of the voting public. As such, I personally cannot and will not ever vote for anyone who pushes forward this measure, and will actively support any competition they may have to their seats in the future. | 32.2.9E; 32.1.2C | |
| 34183 | Olson, Scott | No Tram, Road upgrades, more buses, avalanche tunnels. | 32.2.6.4, 32.2.9G | |
| 25530 | Olson, Steve | I literally do not know a single person that is local to Salt Lake City, or even Utah that is in favor of the Gondola. It will cost taxpayers so much for the relatively small benefit that it will bring. The only ones that truly benefit are the corporations that control Snowbird and Alta. The people have spoken, and I'm honestly outraged that that UDOT has made the choice to go forward with the gondola. It is frankly unethical, and I can't imagine being the one to make this decision knowing that the people are so against it. As a climber, I will be truly saddened if the gondola is built both for the boulders that will be destroyed and for the awful stain the gondola will be on the views from the many beautiful crags throughout LCC. As a hiker, resort skier and backcountry skier, I can't see a reason to build the gondola when increasing the bussing available would be so much cheaper, have so many more options for pick-up and drop-off locations, and will have a much lighter impact on the environment. Please please reconsider. This is what the people of Salt Lake City want, and the people's priorities should not suffer because a few corporations see an opportunity to increase their profits. | 32.2.9E; 32.2.9A; 32.2.2PP; 32.2.7A; 32.6A; 32.6D | |
| 27518 | Olson, Susan | I do not support a transportation system that does not help the many other users of the canyon besides skiers. Hikers' cars are lined up along the road in the other three seasons. Moreover, with global warming it is unclear how long the ski industry will be able to continue in Utah. We should not make this huge investment that serves such a limited purpose. | 32.2.9E; 32.1.2D; 32.2.2E | |
| 27518 | Olson, Susan | I do not support a transportation system that does not help the many other users of the canyon besides skiers. Hikers' cars are lined up along the road in the other three seasons. Moreover, with global warming it is unclear how long the ski industry will be able to continue in Utah. We should not make this huge investment that serves such a limited purpose. | 32.1.2D; 32.2.2E | |

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| 28023 | Oltman, Meagan | The gondola won't be effective or necessary since UDOT's goal is a 30% reduction in traffic in the canyon can be achieved with carpooling, bussing, and a parking fee at ski areas, which has already proven to be effective. No to gondola! | 32.2.9E; 32.2.2K | A32.2.2K |
| 38092 | Omaley, Kacie | as a resident of Salt Lake and frequent users of LCC during all seasons I oppose the proposal to install a gondola as a solution to the traffic problems in LCC. There are many other options that are less invasive that should be tried and tested before such a drastic, expensive and environmentally unfriendly gondola is installed. Expanding parking options below the canyon, funding UTA so adequate busing can be utilized, installing a pay system for single cars going up the canyon are all viable option that should be explored and implemented. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 25944 | O'malley, Aidan | What a horrible waste. Destroying so many amazing boulders and it's all for a [REDACTED] gondola. Couldn't agree with this awful decision any less | 32.2.9E; 32.4B; 32.6D; 32.1.2B | A32.1.2B |
| 29234 | Omeara, Carol | I have skied at snowbird and alta for over 40 years. I do not want the gondola. Our tax dollars should go to the poor not rich investors | 32.2.9E | |
| 32881 | Omer, Nicole | As a resident of Cottonwood heights, I support the gondola but only in concert with a plan to mitigate traffic on Wasatch Blvd. Large parking garages at the base only change the location of the parking problem instead of solving it. I support more public transit to Wasatch including dedicated bus lines or shuttles. | 32.2.9D; 32.2.6.5E; 32.2.2AA | A32.2.6.5E |
| 31740 | Omer, Sam | I am strongly opposed to the gondola in Little Cottonwood Canyon! As a lifetime resident of Utah, and an avid user of the canyon for recreation, it is my belief that the gondola will ruin our beloved canyon. It serves no purpose other than channeling people to the ski resorts, there is no benefit for other canyon users. As a climber, I am distraught over the idea of large gondola towers destroying classic boulders and ruining the experience of climbing in the canyon. There is a better solution and it is not the gondola. Please do expanded bus services instead! | 32.2.9E; 32.2.9A | |
| 36914 | Omer, Samuel | Gondola? More like your [REDACTED]. The gondola is a stupid idea and I don't want it in my canyon!! | 32.2.9E | |
| 37334 | Oncley, Sasha | Little cottonwood is a huge climbing spot for hundreds of thousands of climbers and people. Putting a stupid gondola won't solve anything, stop being a self centered piece of garbage and think about someone else for once. This is why no one likes rich people. Cause they don't care about anyone but themselves and there own self interests. They hide behind helping others with helping themselves | 32.2.9E; 32.1.2D | |
| 33593 | One, No | I recommend limiting access to the canyons. I still remember how snowbird politically leveraged UDOT snow safety to keep the canyon open during high hazard storms. This demonstrates the depravity of the ski business. I recommend people who are going to back country ski, snowshoe, or hike be given priority over all other users during the winter. The ski areas must be limited to a set number of skiers and the lift ticket price capped for equality. Anyone who gets to operate on our public land must be regulated and compliance enforced. Gondola's, pipelines and other expensive and wild proposals to fix over consumption of water, snow and other resources are all missing the mark. We must live within our means, which means employing no growth tools, contracting retreating, and using less. In short conservation. | 32.1.2B; 32.2.2K | A32.1.2B; A32.2.2K |
| 29814 | O'neill, Amelia | Please do not ruin our canyon this way. Explore other options. Create a better bus system. This is in no way the answer. - Local climber, hiker, skier, trail runner. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |
| 26171 | Oneill, Jan | I am not opposed to the gondola entirely. I am opposed to the idea that the stops to get off are only at the ski resorts. If this can be amended to include stops for hikers, bikers etc., I think the gondola could be a viable solution to pollution in the canyon as well as serving all interested parties, not just the ski resorts and their profit based operation. It's not fair to the general public. | 32.1.2D; 32.2.9E | |
| 27762 | Onsae, Lori | Please really consider who this gondola supports, and it is not the general population. Please spend time and monies on things that are intended for public use, all public. Please consider bussing from a parking location, such as the Southtown Mall, that already has space. Gondola fees or roadway fees will exclude many families from access to our canyons. I would hope you would want to be inclusive rather than cater to the skiing population. | 32.2.9E; 32.1.2D | |
| 29738 | Opasinski, Mark | Do it without taxpayer dollars. Add a tax to lift fees so the people that use the gondola will pay for it. Forcing everybody in Utah pay for this easy playground access for the rich is as bad as making everybody in Utah pay off student loans. If the ski resorts want gondolas, let them build and pay for them. Large expenditures of public resources to only benefit a few private businesses is ridiculous. Zero public funds, no tax breaks, and no public land grants either . . . sell the needed public lands at fair market value. Do not feed us lies about job creation, tax benefits, civic pride or any other BS. Public funds for private playgrounds is always a loser for the public. Taxpayers busting their hump to raise a family on barely over minimum wage, who will never ride this gondola, should not have to pay for it. | 32.2.7A; 32.2.9E | |
| 26459 | Opasinski, Mark | No tax dollars, gov't bonds, or similar to support a transportation system that only supports a few businesses. No tax dollars, gov't bonds, or similar that only help solve an issue for rich people to get to their playground. This will have no benefit for an overwhelming number of Utah citizens. Pay for it with lift ticket taxes, or fees from the businesses that benefit, or any other private funding. Do not give large swaths of public land away for this project, only the bare minimum to build should this ill conceived project go forward. | 32.2.2K; 32.2.7A; 32.6A; 32.2.9E | A32.2.2K |
| 34455 | Opie, Elizabeth | Hi there! I am strongly opposed to the gondola. Implementing this change is fiscally and environmentally responsible. Besides the gondola being a complete eye sore, it will destroy hundreds of climbs, take years to build (thus creating even more traffic issues) and cost millions of dollars so that a handful of days a year people | 32.2.9E; 32.20C | A32.20C |

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| | | won't have to wait an extra 40 minutes to ski. It's absolutely insane that anyone in their right mind thinks this is an appropriate way to use tax dollars. Not only that, if the the gondola somehow helped to increase the number of people who can go ski, the resorts can't handle the volume. Lastly, for more information on why this should never come into fruition, please see the Salt Like Climber Coalition's report on the issue. NO GONDOLA. | | |
| 33696 | Oppenheim, Paul | This is a travesty and an assault on nature. A better and more environmentally friendly solution needs to be found | 32.29D | |
| 27983 | Oquendo, Brandon | Very opposed to the Gondola up Little Cottonwood Canyon. It's evident the majority is opposed as well. There are alternative initiatives that serve the community better without the cost. | 32.2.9E | |
| 37560 | Orcutt, Dianne | I am firmly OPPOSED to a gondola in the canyon. Frankly I am surprised this is the option we are discussing at this point. It does nothing to alleviate traffic for the variety of users of the canyon, and does everything to boost, at taxpayer expense - while also damaging the canyon, the use of private ski resorts (one at least that barely hides its utter disdain for actual Utahns). I would MUCH rather see a bus rapid transit system implemented. Public transit should be the first option. If this terrible gondola idea comes to fruition, the resorts should pay the full cost as they will be the ones receiving the bulk of the benefit. | 32.2.9E; 32.2.9A | |
| 35708 | O'Reilly, Brian | I have skied at Alta and Snowbird for the last 50 years. The thought that we would put the gondola in the canyon it's just unconscionable. The solution in my view is to increase the buses, make the buses free fare and charge a daily fee just like they do in Millcreek Canyon for those who want to drive. | 32.2.9E; 32.2.2Y; 32.2.9A | |
| 31148 | Orgain, Nathan | The gondola is the most expensive, least flexible, and least equitable transportation option. Common sense approaches such as reserved, paid parking at the ski areas, and or user fees in the canyon backcountry access areas would not involve such a massive price tag, either financially or environmentally. | 32.2.9E; 32.2.2K | A32.2.2K |
| 35464 | Orgill, Nita | We are against the gondola. | 32.2.9E | |
| 33908 | Orides, Laura | Putting a gondola in little cottonwood, while it may be convenient for skiers and snowboarders, totally disregards and negatively impacts all the other people who try to enjoy the canyon. It is not the most beneficial move for utah, the environment, or the people, it is the most beneficial move for the big money makers up the canyon. If udot cares about the people, they will not move forward with the gondola construction | 32.1.2D; 32.2.9E; 32.2.9N | A32.2.9N |
| 37936 | Orison, Randy | What a tough decision someone is going to make. The gondolas make the most sense environmentally, efficiency wise and going green. Let's do it now so we don't have to redo latter. Randy | 32.2.9D | |
| 28876 | Orlando, Louis | UDOT ,. You have the responsibility to take care of UTAH roads ! You have no business trying to help out two ski resorts! These businesses need to fund their own Gondola themselves , or with the help of others that want to make improvements to their businesses. Tax payer money should be used for a projects that the whole state could benefit from . | 32.2.7A; 32.1.2B | A32.1.2B |
| 25501 | Orme, Brandon | I hate the gondola. Don't back the project. Taxpayers shouldn't have to pay for this. | 32.2.9E; 32.2.7A; 32.2.9N | A32.2.9N |
| 26018 | Ormsby, Stephanie | Anything paid for by the public, for a private company's profits, is a mistake. Anything that will destroy the ecosystems and have an environmental impact on the mountain, is a mistake. The people have spoken and we don't want this gondola. | 32.2.9E; 32.2.9N; 32.13A | A32.2.9N; A32.13A |
| 33351 | Orr, Susan | Please NO to the gondola. Put it to a public vote to get a fair opinion. The amount of usage for the cost is unreasonable. It will not be an advantage to traffic on wasatch or the canyon. The 2 resorts can find ways through parking reservations to control the numbers and traffic. Please look at options and not just how it will line the pockets of investors. | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.9E; 32.2.9N; 32.6A; 32.7C | A32.1.2B; A32.2.2K; A32.2.9N |
| 32238 | Orr, Susan | No to the gondola. Too expensive to build and ride, hauling skis from car to gondola and back is unreasonable, especially to families. Alta has found reserved parking to be very effective. Gondola not needed! Monetary gains for investors is a lame and selfish reason to build. | 32.2.9E; 32.2.2K | A32.2.2K |
| 36909 | Orr, Sydney | I don't think this is a good idea. It is too invasive and will have a horrible impact on climbing. | 32.2.9E; 32.1.2D | |
| 33356 | Orr, Tara | My name is Tara Orr. I am opposed to the LLC Gondola project. I am a Utah voter and US citizen. I feel the gondola will serve a select group of people going to and from 2 ski resorts. Those of us interested in using the canyon for other purposes (hiking, Rock climbing, pickniking, snow shoeing) will be limited in our ability to access the canyon. I am more on board with a toll/fee for canyon use instead of a gondola which seems limiting. | 32.1.2B; 32.1.2D; 32.2.4A; 32.2.9E; 32.4B | A32.1.2B |
| 36445 | Ortiz, Jali | I am opposed to this plan because it is for private benefit of the resort and the public does not want to pay for it. No gondola. Being a Millcreek city resident we do not see any benefits for a gondola. It will only impact our environment negatively. | 32.2.9E; 32.2.7A | |
| 38367 | Ortiz, Sheldon | Dear sirs I do not think we need a \$550 million gondola in little cottonwood canyon if the skiers want to go skiing that bad let them suck it up and have a nice day this is my vote saying no to the gondola | 32.2.9E | |
| 32148 | Orton, Brad | More and more we are seeing the use of subways. With The Boring Company results in Las Vegas, why not take the commute underground? No weather issues, or sight line complaints. And you could take run tracks/tunnels any where in Utah. Be truly UTA vs mostly SLC but piecemeal other regions of northern UT UTA. | 32.2.2C | |

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| 31626 | Orton, Chelsea | This is an absolute misuse of tax payer money. The gondola will only help a select few and won't improve traffic. It will also change the canyon in negative ways. | 32.2.9E | |
| 36597 | Orton, Joakim | Please don't add more infrastructure to an already crowded and over used piece of the wasatch front . Thank you | 32.2.9E | |
| 25726 | Orullian, Loren | This is terrible news. It will be a huge burden on residents to pay for for generations. I am troubled by the people who stand to gain the most money by this. Corruption and closed meetings are to blame. I hope this will somehow be stopped. | 32.2.9D | |
| 26190 | Osborn, Scott | I don't want to help pay for something that will only solely benefitsl the resorts. Even worse, will permanently destroy the natural beauty of the canyon. This gondola is a terrible option for our canyon. We arrest and fine people for spray painting and vandalism in it canyon but this gondola would be far worse and more permanent than a graffitted boulder. | 32.2.7A; 32.2.9E | |
| 26790 | Osborn, Scott | Even IF it wasn't going to absolutely destroy the natural beauty and disrupt animals homes, it's an absolute slap in the face we have to pay for it in taxes just to then also pay for the ride ticket. | 32.2.4A | |
| 29250 | Osborn, Tomorrow | NO GONDOLA up Little Cottonwood Canyon. If anything, develop a suitable area near Park City for parking and put a Gondola there. From what I can gather, the distances are almost the same for the Gondola run. The parking may be easier to accommodate there, instead of at the base of the canyon, adjacent to LaCaille, which would be a huge shame to ruin that area. This whole process has not been very well thought out. Stop this madness before horrible harm is done! | 32.2.2N; 32.2.9E | |
| 28984 | Osborn, Whitney | PLEASE implement a better bussing system! It's absolutely ludicrous to make taxpayers for a gondola that benefits the ski resorts and the resorts alone. Implement a toll booth system for single occupancy vehicles, make it easier for low-income individuals to access public transportation up the canyon. Please, PLEASE, do not destroy the beauty of this canyon with the towers of a gondola. Prove to your citizens that money doesn't rule every decision, and that the government works for the people of the community. We don't want a gondola. | 32.2.9A; 32.2.9E | |
| 25524 | Osborn, Whitney | I am beyond disappointed and outraged. UDOT is supporting an eyesore that directly benefits Snowbird and Alta, yet neither company is paying a dime for this atrocity. It only POTENTIALLY helps skiers commute through the canyon but everyone is paying for it, including those who don't ski. This shows the public opinion doesn't matter in the least bit, our officials simply follow the money. | 32.2.9D | |
| 36986 | Osborne, Alex | I have lived in Little Cottonwood Canyon for almost 20 years. I have never been bothered by the ski traffic. We all know what we signed up for when we moved into this community. We all know when we go up to ski a few days a year we will be stuck in traffic. To spend taxpayer dollars to construct a gondola that won't be used, if you think it will be a solution you're delusional, would be a total waste. Utah is not Switzerland. We don't need gondolas to attract tourists because the mountains do the talking. If you want a solution to parking/traffic. Look elsewhere. I have dear friends who will likely lose their homes should this plan go through. Once this gondola is built, there is no going back. If the plan fails, we are left with an eyesore to plague the canyon until the end of time. | 32.2.9E; 32.1.2B | A32.1.2B |
| 34178 | Osborne, Ashley | Don't do this. No one wants it. Don't destroy the landscape. That's what people are going for. This is going to destroy rock climbing spots one of the reasons people visit in the first place | 32.1.2B; 32.2.9E; 32.4B | A32.1.2B |
| 30371 | Osborne, Christopher | I am in favor of less environmentally destructive infrastructure plans to alleviate the traffic stress on the cottonwood canyons. We do not need to build an eyesore, environmentally damaging, gondola or whatever. Make it bus only. Don't fold to the rich and powerful out of town era at the expense of nature and the local community. This is a sham and widely unsupported by the community. Please protect our natural beauty. | 32.2.9E | |
| 35639 | Osborne, Connie | Consideration of all canyon users, not just resort visitors Keep existing recreation opportunities intact | 32.1.2D | |
| 38189 | osborne, james | I am opposed to the gondola it does not serve the needs of 100% of the population of Utah | 32.2.9E; 32.1.2D | |
| 33358 | Osborne, Lance | My name is Lance Osborne, born raised and still living in [REDACTED] and i am opposed to the LLC Gondola project. I am a Utah voter and an AVID user of Little Cottonwood Canyon! The Gondola as our first crack at this IS NOT THE traffic solution for Little Cottonwood Canyon. This series of huge steel towers and cables will only serve a small user group, carrying passengers to only two ski resorts at the top of the canyon. It will not serve climbers, hikers, or other canyon users and will not alleviate any traffic at trailheads throughout the canyon. Alternative options to the gondola exist that can address the greater issue without permanently destroying our cherished trails, crags, and views. The Gondola as our first option is not the way. There are BETTER OPTIONS you've proposed and they can benefit a wider range of people and activities. I'd happily buy a Season Toll Pass or use increased bus service!! Thank you for accurately asking for feedback from me, my family, and our community. Please take these comments to heart and DO NOT CONTINUE WITH THE GONDOLA PROJECT. Maybe do that in 10 years if two other viable options end up not working please... Lance | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B; 32.7C; 32.2.9R | A32.1.2B; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |

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| 31507 | Osborne, Leslie | I am in support of the gondola. It is a great way to help make little cottonwood more accessible. It will also elevate the experience of visiting the canyon. Anything to get vehicles off the road is a win. | 32.2.9D | |
| 36928 | Osborne, Madie | I've lived at the base of the canyon my entire life. 5-6 powder days is no excuse to ruin our canyon with a \$500mil project. Absolutely ridiculous. Will ruin the neighborhoods below and the beauty of the canyon!!! Snowbird and Alta charging for use of the gondola just is the icing on the cake. Nobody will use it. Roll the road and expand bussing. | 32.1.2B; 32.2.9E | A32.1.2B |
| 29388 | Osborne, Robert | <p>I recommend modifying the Gondola B option as follows: remove Phase 2 "Gondola Implementation" from the Gondola B option.</p> <p>Rather, in Phase 1 add: 1) construction of a multi-level parking garage at 9400 S/Highland Drive to expand parking stalls there to 2,500 parking stalls; 2) construct snow sheds in Big AND Little Cottonwood Canyon roads in sections where the avalanche risk is greatest (this has been a proven solution in European mountainous / ski resort regions); 3) widen Wasatch Blvd. in Phase 1 of Gondola B option; and 4) require the private ski resorts (Snowbird, Alta, Solitude, and Brighton) to make investments in improving their parking stall shortages (i.e., there is plenty of room at each resort to invest in and construct multi-level parking structures as any business would do to maintain a level of service their customers have come to expect from them). What we are really talking about is a parking problem at the resorts. As such, regarding the future funding of any such parking improvements, these are not public tax-payer problems to solve - they are problems each business must solve like a developer would be required to make enhancements to roads in and around a new residential or commercial development. Developers would be required to fund them and generate a return on their private investment.</p> <p>Additionally, rename the Gondola B option as "Cottonwood Canyons Transportation Improvement Plan." This is a much more inclusive name to address problems facing both Cottonwood Canyons, not just LCC. Trust me, I have been on Big Cottonwood Canyon road on sitting in traffic between Solitude and Brighton for nearly an hour.</p> <p>For the following reasons, I do NOT support Phase 2, in its current form: 1) construction easements most certainly necessary to build each gondola support tower will be unduly disruptive and damaging to the canyon environment, and 2) gondola support towers would detract from the natural beauty of the Cottonwood Canyon valley.</p> <p>Thank you for your consideration of my input.</p> <p>Rob Osborne Sandy, UT</p> | 32.1.1A; 32.1.2B; 32.2.2QQ; 32.2.7A; 32.2.9E; 32.2.9Q; 32.7A | A32.1.1A; A32.1.2B |
| 36166 | Osborne, Tristian | The gondola is a horrific idea. It will destroy our canyon and is a MASSIVE waste of tax dollars for such an immense budget. It's unnecessary and destructive. | 32.2.9E; 32.1.2F; 32.2.7A | A32.1.2F |
| 35117 | O'Shura, Austin | Please rethink alternative ideas with less of an impact. If you are a skier/boarder you know as well as I do, gondolas do not operate in the wind. To this common sense logic, the gondola would never operate during LCC's heaviest traffic periods. This is a money grab for a select few individuals at the cost of a million individuals. When are we going to break this American tradition? Salt Lake City is getting ruined by greedy developers, don't let this happen to our cherished Little Cottonwood Canyon. We can not go A-Z but we can try A-C. There are plenty of realistic solutions, implement one. The gondola is not a resolution, it is a developers(Snowbird including) treasure chest. | 32.2.9E; 32.2.9R; 32.2.6.3D | A32.2.9R; A32.1.2H; A32.2.6S |
| 31118 | Osmond, Matthew | The gondola is the only real solution that works. However, the ski resorts should be footing a large portion of the cost. Widening the roads will do more damage to the canyon than a gondola would. It is also more environmentally friendly. Stay the course. | 32.2.9D; 32.2.7A | |
| 36423 | Osmun, George | For \$550 million, a 4,000 space, multi-level parking facility could be built at the mouth of the canyon and 100 72-seat electric buses could be purchased with money left over. Everything about the gondola is wrong for the environment, the congestion and the people who will be forced to use it. Another example of crony based, back channel negotiating and a solution being rammed down our throats by the people and companies who stand to profit from it's approval. | 32.2.6.3F; 32.2.9E | |
| 33912 | Osterman, Michael | <p>I'm a skier and rock climber in LCC and I, along with everyone I personally know who also uses the canyon for these activities, am absolutely opposed to the construction of a gondola.</p> <p>The "red snake" is a very predictable problem limited to maybe 20 days in winter out of the entire year when a great powder day falls on a weekend. Spening \$600M (at the low end) to ostensibly fix such a temporary issue is a terrible public investment and seems a pretty poor idea on its face for any public works project even if it did benefit the general public in some way (which this gondola certainly would not).</p> <p>Assuming a gondola actually alleviates traffic on those days is itself doubtful depending on how much a ticket costs to ride the thing; the proposed \$37 fee having been removed from the Gondola Works website makes it difficult to know. What is certain is that the only ones who'll benefit are the private ski resorts and interests who own the land at the base of the canyon (Snowbird and former legislators among them). That's not to mention the permanent scarring of the canyon required to build it and the fact that it'll be a permanent eyesore. Is there really no better use of public funds? I'd like to see investment in public transit throughout the valley that'd actually serve a year-round purpose and help alleviate road traffic for commuters generally, not this project which seems so baldly tailored to line the pockets of already wealthy businesses and individuals.</p> | 32.1.4D; 32.2.4A; 32.2.0C | A32.2.0C |

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| | | <p>Maybe even more fundamental of a problem is the issue of skier congestion at the resorts in the first place. Lines for lifts on the busiest days can easily exceed 45 minutes as is. Even were we to assume the gondola is the most efficient way of moving people up canyon, the bottleneck would just shift to the slopes. If the resorts could teleport people up from the base they'd still have a real estate problem. It seems to me the resorts either entertain some fantasy that they can expand endlessly or they're aware of the issues related to increased attendance and still want to cram in as many paying customers as possible anyways.</p> <p>So if construction of a gondola doesn't benefit skiers or the general population, what justification can there be for it? Just the drivel presented in the Gondola Works ads as flimsy guise to distract from the truth that it's a cynical and short-sighted money grab on the part of the interested parties. I realize contractors and developers have a lot of pull in Utah politics, but I beg UDOT not to cave to those interests and permanently deface what is one of the most beautiful canyons in the state.</p> | | |
| 37784 | Osterstock, Jan | The gondola is to expensive,it detracts significantly from the beauty of the canyon,and additionally it would increase the risk of acquiring respiratory diseases; and there have been enough of those. | 32.2.9E | |
| 33574 | Ostler, Bruce | The Gondolas are to enhance the skee business, not to save the canyons, no tax money should be spent on this one sided benefit program | 32.1.2B; 32.2.7A | A32.1.2B |
| 36040 | Ostler, Jacob | Hello, I am against the construction of the gondola. I want to reduce traffic, this seems like a terrible way. I want to keep the canyon beautiful, this would obstruct so many views. I also don't want the constant construction that would hurt wildlife, create more traffic, and create constant noise and destroy environment. The giant lot at the bottom that this would require would also cause bottlenecks and not be a good choice. Please don't let this get constructed. Don't destroy natural Utah for profit | 32.1.2F; 32.1.2B32.2.6.5E | A32.1.2F |
| 36240 | Ostler, Robert | I encourage the phased approach to the building of the gondola, with a thorough review at the enhanced bussing phase to see if that could, in fact, be a solution. The gondola is not an equitable solution and will perpetuate environmental marginalization and injustice in the Wasatch Front. The building of the gondola is fiscally irresponsible, with half a billion in initial construction costs alone. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 36122 | Ostrander 5520 S Springtree Ln, Abbey | My comment is to stop the gondola as an option in little cotton wood canyon. The traffic up this canyon is not exclusive to winter seasons. Spring and fall months the trail head parking is over flowing creating dangerous situations in parking lots and roads. The gondola does not solve these issues. For it will only be used in winter and only stops will be the ski resorts. A solution should be proposed that will help all people access little and big cottonwood canyon. Tolling and a year round bus service to all the trail heads and resorts should be considered as a solution to both canyons benefiting not only those who are accessing the resorts but also those accessing other parts of the canyons for the vast majority of recreation the canyons have to offer. The building of the gondola doesn't offer solutions to ALL that access this beautiful back yard. The amount of damage, money, the gondola will cause is a waste of tax payers resources when it offers few solutions to the problems faced in the canyons. Please save our beautiful back yard and consider less destructive alternatives. This is the home of so many people, it's a sham for it to be destroyed to line the pocketbooks of 2 ski resorts. | 32.2.9E; 32.2.6.5G; 32.2.6.5F; 32.1.2D; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.1.2F | A32.2.6.3C; A32.1.2F |
| 28840 | Ostrander [REDACTED] | I absolutely do not want to see little cottonwood canyon destroyed for the gain of 2 private business. This isn't to help traffic issues this is to put more momeh in the pockets of the resorts at the cost of the residences who live here. | 32.2.9G; 32.1.2B; 32.7C | A32.1.2B |
| 28674 | Ostrander [REDACTED] | I'm for tolling the canyons and incentive car pooling with people on weekend. I do NOT want to see a gondola in the canyon. | 32.2.9E; 32.2.2Y | |
| 30418 | Ostrander, Abbey | We don't need a gondola we need tax payers money go to in creased bus services. More buses, more stops, more frequent routes. NO GONDOLA please! We need to preserve little cotton wood canyon not destroy it to line the pocketbooks of 2 resorts. Not everyone skis and this isn't a logical, affordable, or reasonable solution. Toll the canyon, increase buses and make incentives for car pooling. | 32.2.9E; 32.2.9A | |
| 33085 | Ostronoff, Fabiana | No to gondola | 32.2.9E | |
| 35014 | Ostwald, Andrea | No gondola! Won't serve the needs of Utahns. There are better solutions like increase of busses and lockers at the resorts. Let's stop doing things for big corporations and actually listen to the public! | 32.2.9A; 32.2.3A; 32.2.9E | |
| 27848 | Oswald, Gerald | <p>My response to UDOT's approval for the Gondola project up Little Cottonwood Canyon is that it should not be done. It will be a risk to our water shed, it will be too expensive to maintain (which always falls on the taxpayers). We are already taxed to death in Utah. Why not implement all electric buses and make people ride them up the canyon. Maybe you could also allow people with electric cars to drive up. It wouldn't hurt to put it on the ballot and let people vote on it.</p> <p>Jean Oswald</p> | 32.2.9E; 32.2.9N; 32.2.6.3F; 32.2.2B; 32.2.4A | A32.2.9N |
| 32456 | Oswd, Gerald | We do not need a gondola up Little Cottonwood Canyon there is not enough room along the side of the canyon without destroying the aesthetic value of the canyon,and there is not enough room in those gondolas for enough people wi the hour being jammed it is also a watershed canyon and it would effect that too. | 32.2.9E | |
| 28566 | O'toole, Kayla | Please do not move forward with the gondola. It will forever harm the beautiful landscapes in LCC and the majority of the public are not in favor. Please listen to the public and not the \$\$\$. | 32.2.9E; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 35315 | ott, claire | I would like to know more about why a gondola is looking to be the best option. I see it as a way to attempt to improve conditions for just one aspect and community that utilizes LCC at a great expense to others. A gondola would be an extremely permanent transportation option that would likely end up changing | 32.2.9D; 32.2.2PP | |

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| | | the landscape and culture of the canyon forever. There has to be a better, less nuclear option that still addresses the transportation concerns and I would ask that more time is given to seeking and considering those options. | | |
| 33098 | Otterstrom, Erin | Setting up a toll booth at the mouth of the canyon would be a lot cheaper and would reduce canyon traffic. A much better option than building a huge gondola and continuing overuse of the canyon. | 32.2.9E; 32.2.4A | |
| 27011 | Otteson, Chris | Listen to the people. A gondola serves the skiers and no one else. The busses will at least serve everyone. 80% of people surveyed do not want the gondola, listen to the people. We don't want our taxes to pay for private business to profit. | 32.1.2D; 32.2.7A; 32.2.9A; 32.2.9E; 32.6A | |
| 29438 | Ottosen, Connor | I strongly encourage UDOT to reconsider the gondola. As we go into the mountains to enjoy nature, I would hate to have spent tons of money to have large pillars and the gondola mar the canyon. | 32.2.9E | |
| 34545 | Oungst, John | I want to voice my opinion in opposition to the proposal put forth by the EIS and UDOT. Salt Lake does not want a gondola!!! | 32.2.9E | |
| 26839 | Overman, Ronald | No Gondola, Period ! We need a 5 Lane highway, all the way up the canyon. Plus increased parking availability at Alta and Snowbird. Don't mess things up, like you did 35th South during the recession, with the fast bus lane. Didn't help a thing ! | 32.2.9E; 32.2.1E | |
| 31329 | Overman, Scott | My family and extended family are big skiers. My wife and I have skied Alta & Snowbird for over 40 years. We are in favor of the Gondola to protect our canyon and provide much better service for everyone who uses it. | 32.2.9D | |
| 26727 | Overton, David | Please don't destroy our beautiful canyon anymore. The Gondola will be terrible for the environment. Not to mention an eyesore. I'm highly against this decision. | 32.2.9E | |
| 28856 | Oveson, Val | I'm delighted with the decision to implement alternative B. Once built it will serve us well. | 32.2.9D | |
| 27117 | Owen, Anna | Although funding will be difficult and expensive I think this will be worthwhile and even profitable. I think the long term goal should not just be the Gondolas. There could be multiple goals including the gondolas along with a larger parking lot at the bottom of the mountain, near the entrance to the gondolas, if the parking lot next to the gondolas is too difficult maybe include a bus to take people there. There are three main reasons that the gondolas are a wonderful idea including, it won't be as dangerous, it could be profitable, and it is fun and adds to the skiing experience. When people are driving up the canyon to the ski resort, it is super full and takes forever to get to the top. This creates a lot of crashes and emergencies, especially the it is snowing heavily. With gondolas, not only will these traffic jams be shortened a lot, but there will also be a more organized system of getting to the top of the mountain. Along with that, no matter the season, or if there is an emergency, the gondolas will work and will make it much easier to evacuate people if necessary. Nextly, these gondolas and/or busses could be profitable! Although there may be some pushback, adding a small fee for parking or taking the gondola will essentially help pay for it. As long as it doesn't become an excessive amount of money required, people should be able to work with it. Lastly, consider why people are going in the mountain, for a fun time with loved ones! Going on a gondola and looking at the beautiful mountain view could increase the overall experience. | 32.2.9D | |
| 30463 | Owen, Emmie | This will ruin our beautiful canyon! Please consider other resources before going through with this. | 32.2.9E | |
| 38020 | Owen, Ethan | Building a gondola only gives more access to more people this is a problem because this means people with no respect for the canyon can access the canyon leading to vandalism an litter to the trails if people want to access them they can but most get turned away with the hike this most the time people going are there for the scenic view meaning they have more respect for these trails trails will become more damaged and people with no respect for the animals can possibly get hurt or hurt the animals trails will need to be maintained more and the traffic coming in and I'll be Canyon Canyon would be much worse. tearing up the canyon for justification of a gondola and easy access to people who do not care, makes no sense | 32.2.9E; 32.1.2B | A32.1.2B |
| 26656 | Owen, Jake | This is a waste of money, and something that will completely alter LCC. I am not in favor of the gondola | 32.2.9E | |
| 29795 | Owen, Stephanie | This project is morally corrupt and will do irreversible damage to our beloved LCC. It couldn't be more obvious that this deal will be stealing citizens' tax dollars to benefit ski resort business owners. Aside from this gross misuse of tax dollars, it's our duty to be good stewards of this land. Once land is developed and damaged, you can't go back. Please think about future generations who will be continuing this stewardship in the future. Please demonstrate good business sense and ethics by employing less drastic measures to solve this problem first. Thank you. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 37554 | Owen, Travis | As a local resident of cottonwood heights I am FOR the gondola. I think it solves a complex problem long term and the main items of concern should be minimizing environmental impact and ensuring affordability. | 32.2.9D | |
| 36775 | Owens, Austin | Please do not build the gondola. One road is plenty. Let's keep LCC as wild as we can. Our footprint is big enough as is. This project would be a tragedy. | 32.2.9E | |
| 33225 | Owens, Douglas | I am opposed to the gondola project in little cottonwood canyon. As much as I love to shred at snowbird, and as much the traffic and parking challenges bum me out, I am willing to endure those challenges indefinitely if that means we get to keep our mountains bare and beautiful. Thankfully, we don't have to pick between sticking with the status quo or spending inordinate amounts of money to construct an unsightly monstrosity that would desecrate our beautiful canyon. Please be temperate and wise and start with more moderate solutions such as adding more buses or adding a toll to the road. Thank you for listening. Thank you for caring. We can do better than the gondola! | 32.2.9E; 32.2.9A | |

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| 29452 | Owens, Kaitlin | There are so many other places that people frequently go to in the canyon aside from the 3 proposed stops. The gondola would really only benefit ski traffic. Backcountry skiers and hikers will have to pay tolls to get up the canyon. It seems like a strategy that is really only intended to benefit 2 private businesses in the canyon. I think there already is a bust system in place and it works well. Adding more busses and more frequent trips could really help to reduce traffic and would also help everyone, using the canyon for every activity to get up the canyon. | 32.1.2B; 32.1.2D; 32.2.9A; 32.2.9E | A32.1.2B |
| 27680 | Owens, Megan | The gondola is a horrible idea and it will not help. The traffic problem is a problem year round, not just during ski season. Upping the amount of buses, tolling the road and having buses run year round will actually help. I will be so ashamed of Utah if the gondola actually becomes a reality. It would mean that Utah puts big business over their residents. 80% of Utah residents oppose the gondola!! Honestly I would consider leaving the state if this goes through.... Don't do it! | 32.2.9E; 32.2.4A | |
| 33221 | Owens, Wayne | I am opposed to the gondola project in little cottonwood canyon. As much as I love to shred at snowbird, and as much the traffic and parking challenges bum me out, I am willing to endure those challenges indefinitely if that means we get to keep our mountains bare and beautiful. Thankfully, we don't have to choose to pick between the dichotomy of sticking with the status quo or spending inordinate amounts of money to construct an unsightly monstrosity that would desecrate our beautiful canyon. Please be temperate and wise and start with more moderate solutions such as adding more buses or adding a toll. Thank you for listening. Thank you for caring. We can do better than the gondola project! | 32.2.9E; 32.2.9A | |
| 33499 | Owens, Will | UDOT & Fellow LCC Stakeholders, For the past 7 years, I've been spending dozens of winter days in Little Cottonwood Canyon. In my experience, the traffic is not a problem; most days you can drive right up. Sure, if it's a holiday or a powder day or a Saturday or there's a car accident there will be some traffic. If two or more of those traffic criteria occur at once, there will be more traffic. But it is truly not that bad. In any case, I agree we need to act now to mitigate the traffic, especially considering that canyon usership will climb as Salt Lake's population increases. That said, our expectation and goal should not be 'no traffic'. As far as the gondola - it's a dreadful solution - if you can even call it that. I was open to the gondola until I read about the capacity. 1 thousand people an hour!? That's not worth the investment and canyon destruction-not even close. That won't solve today's 'problem' and wouldn't scratch a dent in the LCC usership of say, 2045. So we've got a problem that's not that bad, and were are going to 'solve' it with the most expensive and disruptive option?? We are going to forever alter canyon views, destroy climbing terrain, and ruin the majesty of Little Cottonwood BEFORE we try other less intrusive solutions-increased busing, snow tunnels, or tolling?? Who thinks this is a good idea? I haven't met a single local who thinks it is. This is a horrible idea. We should try other solutions before we build an expensive, ugly, destructive gondola with an offensively puny capacity. C'mon Salt Lake. We're better than this. | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.6.5C; 32.2.9A; 32.2.9E; 32.7C; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 33500 | Owens, Will | UDOT & Fellow LCC Stakeholders, For the past 7 years, I've been spending dozens of winter days in Little Cottonwood Canyon. In my experience, the traffic is not a problem; most days you can drive right up. Sure, if it's a holiday or a powder day or a Saturday or there's a car accident there will be some traffic. If two or more of those traffic criteria occur at once, there will be more traffic. But it is truly not that bad. In any case, I agree we need to act now to mitigate the traffic, especially considering that canyon usership will climb as Salt Lake's population increases. That said, our expectation and goal should not be 'no traffic'. As far as the gondola - it's a dreadful solution - if you can even call it that. I was open to the gondola until I read about the capacity. 1 thousand people an hour!? That's not worth the investment and canyon destruction-not even close. That won't solve today's 'problem' and wouldn't scratch a dent in the LCC usership of say, 2045. So we've got a problem that's not that bad, and were are going to 'solve' it with the most expensive and disruptive option?? We are going to forever alter canyon views, destroy climbing terrain, and ruin the majesty of Little Cottonwood BEFORE we try other less intrusive solutions-increased busing, snow tunnels, or tolling?? Who thinks this is a good idea? I haven't met a single local who thinks it is. This is a horrible idea. We should try other solutions before we build an expensive, ugly, destructive gondola with an offensively puny capacity. C'mon Salt Lake. We're better than this. | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.6.5C; 32.2.9A; 32.2.9E; 32.7C; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 25326 | Owens, Will | Why are we doing this? This gondola, which UDOT says will only transport 1K persons PER HOUR, at peak use wont even solve the traffic problem on a high use day. What this gondola will do - guaranteed -is ruin the magic in LCC. We should try increased bussing before ruining this canyon for ourselves and future generations. | 32.1.2B; 32.2.9A; 32.7C | A32.1.2B |
| 30923 | Owens-Baird, Alex | Please please please do not build the gondola. It will be devastating to the natural landscape of little cottonwood canyon. We do not need to spend \$1B on a privately owned & operated project that Utah politicians are clearly going to benefit from. PUT IN A TOLL where 3 people in a car go up free, 2 people = \$10, 1 person = 20 bucks. Use the money to build more carpooling parking lots and run extra buses. Deincentivize people from driving alone to reduce congestion & issues. DO NOT BUILD THIS GONDOLA!!! You likely won't even need to expand the roads with a winter toll & get people to stop driving up alone. | 32.2.9E; 32.2.2Y; 32.2.4A | |
| 29497 | Owens-baird, Bryan | I am disappointed with UDOTs decision to continue pushing the gondola option in Little Cottonwood Canyon. As I mentioned in my previous comment, I believe this is a gross handout of public money into a project that has many downsides and limited benefits. A better alternative is to limit traffic on the weekend by instituting mandatory bus shuttling on the weekends, while leaving weekdays unchanged. And in the meantime work on road expansion that will benefit canyon users both in winter and summer seasons. Please do not ignore the comments and public wishes on these matters. Thank you, Bryan Owens-Baird | 32.1.2B; 32.2.2B; 32.2.2P; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |

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| 32629 | Owings-Schaefermeyer, Jane | If this gondola happens, it will destroy the canyon. That's my main concern. The other is that it will be funded by taxpayers when only wealthy people will be able to afford to use it. It's a night mare. I live in Cottonwood Heights and I'm completely opposed to this gondola. | 32.2.9E | |
| 36683 | Ownbey, Micah | I strongly oppose the little cottonwood gondola proposal. I have been skiing the wasatch since I was four years old, growing up in salt lake and continuing to enjoy the resort and backcountry terrain. I am disappointed in the choice to pursue the gondola, which may be an attractive gimmick for tourists but is unlikely to help with traffic. I also feel this is a poor use of funds which would be more useful in any number of other areas. Clearly the resorts do not need a marketing boost if they already can't handle the current volume. So why are we pursuing this option? I am further disheartened to feel that these comments will likely have no impact on the decision. The gondola does not appeal to me and my family in any way. I think we can find a more cost-effective, and more usable option for management of high traffic in the canyon. | 32.2.9E; 32.20C | A32.20C |
| 32931 | Oxman, Amy | I think building a gondola is a ridiculous solution to traffic issues in Little Cottonwood. The cost is excessive, it primarily only benefits the ski resorts (and they are not contributing at all to the expense), and finally it poses a large negative environmental impact. I do not feel the taxpayers should have to shoulder the burden of a solution that was strongly supported by the ski resorts to benefit themselves. | 32.2.9E | |
| 31395 | Oyama, Jerry | To the Utah DOT. Please read. October 6, 2022 While well intentioned the EIS report's conclusions are mistaken. The environmental impacts of a gondola would be far more damaging than any other alternative. The gondolaworks.com website states that the project would "save" the canyon. The opposite is true. It would certainly destroy the wild beauty of Little Cottonwood; its dramatic, sheer-walled grandeur is unmatched in Utah. The residents under the cable at the mouth, at the terminus and over Alta will be harmed; no one would choose to live under a gondola. Of course the value of their properties will plummet. The tram would exacerbate the overcrowding that it purports to help. Former general manager of Alta, Onno Wieringa (now a paid lobbyist for the Leitner-Poma company, a potential, perhaps pre-ordained, gondola builder), was asked 15 years ago if he felt that the ski area was overcrowded; he replied that it had been for years. As there are more skiers and boarders on the mountain the slopes have become unsafe; serious collisions have become commonplace. Adding a sizable number of additional skiers will only make the situation worse. While burdening the public treasury the project would benefit a few: the already overcrowded ski areas and the gondola construction company. When the present manager of Snowbird revealed the secret acquisition of the land for the proposed Sandy station he inadvertently stated that the taxpayers of the state would pay for the project. Our fiscally responsible legislature should halt this boondoggle. With crumbling infrastructure throughout the country the federal authorities surely have more pressing concerns. As you're aware the mayors of Alta, Sandy, Salt Lake County, Salt Lake City and Cottonwood Heights have all come out strongly against the construction of a gondola for Little Cottonwood Canyon. I understand that the overwhelming majority of survey respondents, many of them skiers, were equally negative in their opinions. Wouldn't it make sense to consider their conclusions as important and legitimate? Alta's new parking reservation program has had a good effect on the traffic congestion on the weekends; some skiers have speculated that in this past winter on only 7 days were there problems on highway 210. \$550 million for 7 days? As in most projects of this magnitude the cost will certainly balloon. Wouldn't it make sense to try the other minor tweaks suggested by the mayors in Salt Lake valley before embarking on such a bloated, destructive, wildly expensive project? Maybe the problem is not such a big problem. Thanks for your attention, Jerry Oyama, [REDACTED] | 32.2.9E; 32.1.2B; 32.2.9N; 32.1.4D; 32.20C; 32.2.2K; 32.2.7F; 32.29R | A32.1.2B; A32.2.9N; A32.20C; A32.2.2K; A32.2.7F; A32.2.7C; A32.29R; A32.1.2H; A32.2.6S |
| 29685 | P, Claudia | I oppose the gondola and am adamant that tax payers not pay for such a ridiculous idea. Clearly lead as amo try maker for UTS and 2 private owned ski resorts. Please leave our canyons alone. If they r full close entrance until an opening is available. Use a reservation system. Seems to work for national parks. Steel towers, more pavement, destruction of wildlife n trees in umforgivable.. Filling canyon with mote humanity is not a solution. Cottonwood heights residents do not want this gondola, t nor the traffic it brings. Love our canyons, UT on e we have destroyed them, they cannot be replaced | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.9E; 32.13A | A32.1.2B; A32.2.2K; A32.13A |
| 32260 | P, RR | The state should not be providing the funding for something that will only be benefitting two ski resorts. The resorts need to pay for the solution. This is a giveaway of taxpayer dollars to two corporations. The gondola will not solve the spring, summer, fall hiker/climber traffic problems either. UDOT should be working on transportation solutions in Salt Lake City that benefit the state as a whole and improve air quality. They should also be focusing on less invasive and less costly options for both Little Cottonwood Canyon and Big Cottonwood Canyon that address year round traffic problems and not just ski season traffic. | 32.2.9E; 32.2.7A; 32.2.6.5F; 32.1.2D; 32.2.2PP | |
| 36435 | Pabon, Miguel | I support any project that ensures locals and visitor have the opportunity to enjoy the canyons without the traffic issues that have arisen due to overpopulation and winter sports rise in popularity. Any approach that makes economic and environmental sense should be implemented. I believe this approach should take into consideration ALL THE USERS of the canyon, which include resort skiers, backcountry skiers, snowshoers, hikers, climbers, picnickers, sightseers, residents, employees, property owners, and anyone who for whatever reason uses the canyon at their own discretion. I am particularly bias towards the current, preferred alternative, as it will definitively remove people from the roads, which is the goal, it will improve infrastructure, and it will modernize the canyon, which will in turn add economic value to nearby communities. In any case, we are all in need of solutions, and the hope is, whatever it is decided it will benefit all the parties involved. | 32.2.9D; 32.1.2D | |

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| 34342 | Pabst, Ryley | I grew up near the mouth of Little Cottonwood and have spent my whole life recreating there. Going through with the gondola would leave a permanent and drastic change to the canyon which we should be trying to protect the natural beauty of. It would be much more logical to try any of the alternatives first before making any decision on the gondola final to truly see if the alternatives will work. I think there is much more flexibility and options by going with an alternative that would also avoid causing any harm to this amazing outdoor resource we have in our home. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 30481 | Pace, Courtney | I oppose the gondola in little cottonwood canyon. I think that increasing resources for UTA buses is more important and can work. The canyons are a finite resource and packed already. We cannot shuttle thousands more people on the gondola. Where will they all go? I also support a fee based methodology as well. Tax payer money is going to directly benefit the ski resorts. That's not right! If we do the gondola then the resorts need to directly subsidize the cost. Listen to the people. Have a vote. The majority are against the gondola!!! | 32.2.9E; 32.2.9A; 32.2.7A | |
| 30840 | Pace, Eric | The gondola is not a sustainable or viable option for reducing traffic and other risks associated with LCC. | 32.2.9E | |
| 28921 | Pace, Rebecca | NO GONDOLA, I have lived in Sandy since 1994., I use the canyon bi-weekly for hiking. We do not need or want this., Save the beautiful canyon. More buses for the skiers. | 32.2.9E; 32.2.9A; 32.1.2B | A32.1.2B |
| 30886 | Pace, Rebecca | QUIT spending money you don't have., WE DONT WANT A GONODOLA. If mass transit is so good let the people take buses up don't ruin the canyon!! | 32.2.9E; 32.2.9A | |
| 36682 | Pace, Shane | Thank you for the opportunity to comment on the EIS for Little Cottonwood Canyon. The Canyon is a beautiful and wonderful part of our State. I do not support the Gondola option. Nor do I support the road widening option. I grew up in Utah County and loved Provo Canyon. When they widened the road going through the Canyon they destroyed it. It really affected the beauty of the Canyon. I recognize the road needed to be widened because it is a major transportation corridor. In fact, my family lost friends in a semi-tractor vs. vehicle accident on that road. It was unfortunate the damage that occurred but necessary. Little Cottonwood Canyon is different. It is not the major transportation corridor that Provo Canyon is and should be treated differently. Neither the Gondola or road widening options treat it differently. UDOT immediately went to two options that are not necessary at this time. Other options can and should be considered for many years before either the Gondola or road widening is considered. We have a number of very similar canyons that are focused on tourism that make it work with shuttle systems and tolling booths. If UDOT is set on moving forward with the Gondola, the Ski resorts should pay a major portion of the costs. Thank you for the chance to participate in this process. | 32.2.9E; 32.29R; 32.2.7A | A32.29R; A32.1.2H; A32.2.6S |
| 27705 | Pacenza, Matt | Hello! Thanks for taking comments on this important issue. Here's my number one issue about the gondola: It won't work, it will not be cost effective and it will directly benefit private corporations, who should pay for it if they want it. Whenever I see studies about canyon usage, the facts are always clear: Many, and in sometimes even most, users are NOT resort skiers. Many are residents, Many are employees. Many are back country skiers. Or hikers. Or sledders. To design a wildly expensive solution which has just TWO stops -- at Alta and Snowbird -- serves only some of that usage. And, inevitably, as always happens when you widen a highway, the rest of that demand will simply take up the slack, leaving the same problem we have now. Of course you know this, but I'd be shocked if "induced demand" doesn't play out in LCC as well. Lastly, I can't for the life of me imagine why taxpayers should pay millions and millions (and some more millions) for a huge project that benefits two businesses. We have about a dozen other resorts. Why these two? Let the market work -- if it's too crowded, and other resorts get more visitors, fine. Why is it our job to ensure their profitability? It's a bizarre mis use of public money. Thanks for listening. | 32.2.9E; 32.2.7A; 32.1.2B | A32.1.2B |
| 30328 | Pack, Meggi | No gondola! We need sensible, cost effective solutions like peak tolling, enhanced buses, better parking, online parking reservation tools, preferred parking for carpooling, etc. We do not need or want a gondola! If you must move forward with the gondola, it should be paid for by the resorts and NOT the taxpayers. Thank you for your time. | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.7A | A32.2.2K |
| 25891 | Packard, Abbie | The gondola option will cause environmental degradation. Our goal should be to promote biodiversity, not limit it. I do not support the gondola option, but would rather support implementing an entrance fee or providing a more flexible bus schedule | 32.2.2Y; 32.2.9E; 32.13A | A32.13A |
| 25878 | Packard, Abbie | The gondola will cause environmental degradation. Our goal is to improve biodiversity, not destroy it. I am against the gondola option and instead would support entrance fees, flexible bus schedules, or carpool requirements. | 32.2.2Y; 32.2.9E; 32.13A | A32.13A |
| 30596 | Packard, Abbie | The gondola option will not be good for our canyons. This man made attraction will decrease biodiversity and ruin the natural beauty of the canyon. We should instead opt for a fee system to encourage carpools. | 32.2.9E; 32.2.4A | |
| 26468 | Packard, Ralph | My family and I remain opposed to the gondola solution just adopted for Little Cottonwood Canyon. The expense will be horrific and the damage to the splendor of the canyon extreme. Far better in the long run to increase electric busing, limit car traffic in various ways, reward multiple passenger autos, etc. A gondola rewards Snowbird and Alta resorts only and damages forever the splendor of a monumental canyon that happens to be located adjacent to a very populous valley. | 32.1.2B; 32.2.2B; 32.2.2Y; 32.2.2K; 32.2.2PP; 32.2.6.3F; 32.2.7A; 32.2.9E | A32.1.2B; A32.2.2K |
| 28175 | Packer, Angie | Hello, THE TRUE SOLUTION! MODEL HWY 210 AFTER ZION NATIONAL PARK! NO CARS, BUSES AND SHUTTLE VANS ONLY!! No widening Little Cottonwood road or Wasatch Blvd! This has worked for over 20 years at Zion. I grew up here and have worked at Alta ski area for 25 years. I'm happy to help in any way I can. Thank you! | 32.2.2B | |

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| | | Angie Packer [REDACTED] | | |
| 26408 | Packer, Angie | THE TRUE SOLUTION MODEL HWY 210 AFTER ZION NATIONAL PARK!! NO CARS, BUSES AND SHUTTLE VANS ONLY!!!! DONE!!!! No widening the canyon road or Wasatch Blvd!!!! | 32.2.2B; 32.2.9L | |
| 32798 | Packer, Greg | No Gondola! Model it after other parks/canyons: Paid car access, paid parking, cars access only for employees and residents, electric busses and avalanche sheds. | 32.2.2Y; 32.2.9E; 32.2.9K; 32.2.2K | A32.2.2K |
| 36790 | Packer, Renee | Taxpayers should absolutely NOT pay for something like the gandola that only benefits a few. The canyon should be for all not just those that can afford to pay for a gandola ride. | 32.1.2D | |
| 38174 | Packer, Walt | I am not sure how this will help the canyon at all? I wish you would make the resorts bus everybody up and down and only people accessing their property or using backcountry trailheads could drive up. Even if you had a bus for the backcountry ski areas that would be better. This will be super expensive and not be used except the resorts. | 32.1.2B; 32.2.2K; 32.2.9A | A32.1.2B; A32.2.2K |
| 30409 | Packham, Erin | I am AGAINST the gondola solution and the special interests that seem to ignore both practicality and public preferences related to BCC congestion issues. Why isn't funding going toward improved bussing and/or toll booth? Both better than a gondola which won't have any snow activities to serve if we let the lake die. Maybe dump special interest money into saving the lake instead of destroying our canyon with a gondola which will not solve any problems. | 32.2.9E | |
| 32646 | Packham, Michael | I do not believe that it is the taxpayers responsibility to build gondolas that benefit only the ski resorts. The solution is to further apply parking restrictions at the top, passes needed to begin the drive up the canyon, restriction of private vehicles, and then provide a good bus / shuttle system. | 32.2.2K; 32.2.9A; 32.2.9E | A32.2.2K |
| 28935 | Padan, Alec | Hi there, I have a few concerns. I assume that other people and I in Utah will be paying for this as it will be using Tax dollars. I don't necessarily think that is fair when the resorts encourage more and more people to come to their resorts, and they charge like \$2000 for a season ticket and \$40 for lunch. I think Alta and Snowbird need to step up and help and, in this case, pay for the vast majority of the cost. It isn't fair to do all of this and pay millions which they are really the only people who benefit. I also see a huge problem with the parking garage at the base of the gondola. As I and many others leave the resort at the same time, they will subsequently be stuck in the parking garage for hours upon hours as cars go out, and it will be a hassle. I think you should widen Wasatch Blvd, which is a good course, but you also need to add a toll to the road. \$20 a car, and that would solve many problems as well as when you pay the toll you check for proper snow tires, etc. We don't need Kia's getting stuck and causing traffic. Also, the money from the toll can be used to pay for road maintenance and, most importantly, the immense cost of the avalanche work that needs to be done in this canyon. I personally am not a huge fan of the bus because the last time I rode the bus, I was stuck standing on the bus for 6 hours in my ski gear, upon which, as I got off, I still had to drive home from the base of the canyon so again a bus might be practical I just think that even if you upped the number of busses, there are like five seats on those things and most people who take it end up standing in their ski boots and nowhere to put skis, etc. so on a good day you end up standing on a moving bus in ski gear holding you skis for 45 minutes which isn't ideal and on a powder, day make that at least 4 hours. The real solution is to keep the same number of buses but add more features to make it more practical for skiing users and not just for riding them. Also, I think you should add a toll that is like \$20 a car or something, and when you pay the toll check for snow tires, etc. Also, the revenue can be used for road work and road maintenance, and the remainder can be covered by the ski resorts as they need to step up. That way, this costs \$0 in tax dollars, and you really have a solution. I think also that you could widen Wasatch blvd to alleviate some of the traffic when waiting for the road to open when avalanche mitigation is being performed. Again, I am not against the gondola I just think that the immense cost needs to be put on the ski resorts and not on the taxpayers. I don't even ski at Snowbird and Alta very often, so I don't want to have my taxes jacked up for something that benefits me in no way and only Alta and Snowbird. They need to "pay their fair share" and not have Utah taxpayers pay and even accept federal money. Maybe, if they were doing everything they could, but from what I am seeing, they are increasing prices massively, telling more people to show up, and then charging \$40 for lunch. Now, this is in no way negative against their business plan I would do the same thing, but just doesn't make sense to me. | 32.2.7A; 32.2.6.5E; 32.2.6.3O; 32.2.2Y | A32.2.6.5E |
| 29380 | Padwa, Jacob | Do not waste \$550m of taxpayer money on this pointless toy that benefits very few people, most of them tourists. I am skeptical that if approved it could be built, and skeptical if built it could survive well meaning citizen's attempts to maintain Utah's natural beauty and splendor | 32.2.9E | |
| 25690 | Page, Caroline | There are so many pressing issues facing taxpayers, please do not waste our taxes on an eyesore to fund PRIVATE COMPANIES!! Please consider the bus option, tolls, anything but a gondola. This is a travesty of government | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 25937 | Page, Holden | I'm not quite sure why the ski resorts aren't participating in paying for at least a portion of this solution. Last I checked this is only needed during the ski season. Also why are taxpayers paying for something that only benefits a minority of residence. Maybe somebody should visit one of these two beautiful resorts during a | 32.2.7A; 32.2.0C; 32.1.2B | A32.2.0C; A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | powder day to realize getting more people up is only going to cause more issue. I think \$500 million could go towards solutions that benefit a broader demographic of residence. | | |
| 36410 | Page, Hunter | I believe in keeping the canyon as environmentally intact as possible. A gondola would RUIN all outdoor activities such as hiking, backpacking, climbing etc. when I recreate in the canyons, hearing and seeing man-made objects takes me out of enjoyment and connecting with nature. I believe using the public transit such as buses would be the best option but only for the winter months. And one way to still go hiking and backcountry skiing would be to make a permit reservation a day in advance in order to drive personal vehicles into the canyon during those peak winter months. | 32.2.9E; 32.2.2K; 32.2.9A | A32.2.2K |
| 30105 | Page, Hunter | I am in support of the Gondola project. It is the best alternative to improving traffic and reducing the effects on the environment. It is also the best option over another bus lane as it doesn't improve traffic in the long term. Also tourists would rather take a gondola over the busses as well. However, tolling I think is a terrible option as it will guarantee traffic jams on any weekends or snow days. Thank you for continuing to listen to the community with everyone's strong opinions on the matter. | 32.2.9D | |
| 31908 | Page, Johnny | Yes, this is Johnny page. I'm a nurse up at the university hospital and I live right in downtown Salt Lake City and I am putting a comment about the gondola that's been proposed and I do not want my tax dollars spent on the Gondola. I am totally against the gondola off and you don't have to call me but I just want to express a no for the gondola. Thank you very much, bye-bye. | 32.2.9E | |
| 37686 | Page, Suzi | I am sad to think about all the beautiful trees that will need to be cut down for this project. We are already taking over too many animals' homes and are seeing more wildlife in the valleys because they have nowhere else to go. Just leave it alone. | 32.2.9E | |
| 27935 | Pagoaga, Jim | I would like to express my opposition to the development of a Gondola in Little Cottonwood Canyon due to the negative impact it would have on the environments aesthetic/beauty of the canyon and the additional problems caused by traffic congestion/parking volumes it would cause along Wasatch Blvd and surrounding areas and neighborhoods. There has to be a better option than an unsightly gondola with 200+ foot towers and huge cables running up and down the canyon! | 32.2.9E | |
| 34688 | Paik, Hugh | I oppose the gondola project. I'll take a bus from now on. | 32.2.9A | |
| 30290 | Paik, Hugh | The gondola is a bad idea. | 32.2.9E | |
| 27918 | Paik, Hugh | I am against the gondola. | 32.2.9E | |
| 35953 | Paini, Nolan | Putting a gondola in LCC that will only benefit private businesses, at the taxpayers expense, is a terrible idea. If it only benefits Alta and Snowbird, then they should pay for it. Also, if for some reason the gondola does go through, then it should stop at every trailhead so that backcountry skiers, snowshoers, and hikers also benefit from this expensive option. In my opinion, we should try less invasive measures first like increased bus service. | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.9A; 32.2.6.5G | |
| 37117 | Painter, Amy | I do not believe that a gondola solves the problems that we're facing in little cottonwood canyon and it's an expensive project to only serve a portion of the population who can afford to ski at the two resorts in the canyon. Additionally, this will ruin irreplaceable recreation for a number of enthusiasts and will be an eyesore in the canyon that cannot be undone. As a climber, hiker, skier and Sandy city resident i fervently oppose the gondola and would like our tax dollars to go towards a solution that serves the broader population and is sustainable. I'm writing so my tax dollars go to a solution that serves the largest group of people and not two for profit ski resorts that seek to benefit their stakeholders. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 36249 | Painter, Matt | I'm against the Gondola for many reasons. First is the eyesore it will make among the beauty of the canyon. Second is we are catering to private companies with taxpayer money. I haven't read anywhere where snowbird and alta will be taxed to pay for this. Third, no one wants it. I'm sure taxpayers in southern Utah do not want it. I know the people of Sandy do not want it. The elite are those that think this is a good idea and want to shove it down our throats. Fourth, this will create more visitors up an already crowded canyon. Fifth, this will do nothing to alleviate the traffic on Wasatch Blvd. It will only make it worse. Please do not proceed with this terrible plan. | 32.2.9E; 32.1.2F; 32.2.7A; 32.1.2B; 32.2.6.5E | A32.1.2F; A32.1.2B; A32.2.6.5E |
| 28454 | Painter, Matt | I am a resident of Sandy and am opposed to the Gondola. The ski resorts and ski utah should use the existing roads to bring skiers to their bases. There is already too many people using the canyon. They need to find solutions, not the taxpayers. 1/2 billion dollars to subsidize the ski industry is ridiculous. All of the gondola works ads show the gondola skimming the ground. They do not show the massive 250' towers the gondola requires. Why even bother with these comments if you proceed in a different direction after hearing them? | 32.2.9E; 32.2.9N; 32.2.6E | A32.2.9N |
| 25764 | Pairitz, Mark | Very disappointed that Udot ignored the majority of 14,000 comments on this project. I'd at least expect you TRY tolling people who are not carpooling or implement more effective bussing system. Extremely disappointed your catering to a cooperation over the average Utahns who work and pay taxes here. In short, please just try any other solution before you do permanent damage to one of the most beautiful places near SLC. | 32.2.4A; 32.2.9N; 32.2.2Y; 32.2.9A; 32.2.2PP; 32.2.9R | A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 34750 | Palanganatham, Murali | We live in [REDACTED]. We strongly oppose the idea and construction of a Gondola system in Little Cottonwood Canyon. The Little Cottonwood Canyon is a unique and beautiful canyon, providing magnificent vistas with everchanging characteristics for every season throughout the year. Therefore, construction of any overhead structure, especially a massive gondola system will forever tarnish and damage the visual natural beauty, ecosystem, and character of Little Cottonwood Canyon. It is also irresponsible to create such a massive environmental impact and to forever change the unique landscape. Moreover, we understand the supporting structures for parking and roads will be through our community and property. Such a change will have a devastating impact on our family, as we have invested on our property with the primary objective of being closer to the mountains and natural ecosystem. Once again, my family and I strongly oppose the construction of the Gondola system. Instead, we request you to evaluate alternate options including electric powered road trains to address the needs of the future. | 32.2.9E; 32.2.9F; 32.2.3B | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28445 | Palau, Alana | I am confused how constructing a base station of 2,500 parking spots, a gondola hub, multiple towers throughout the canyon, and cables running over 9+ miles of canyon is the best choice that will "alleviate visual and auditory impacts". Have you seen Disney? It is a parking lot. Are you interested in opening DisneyUtah? Because this gondola will be exactly that. It is also another cost-limiting option for lower income individuals that want to visit the canyon, and is another form of gatekeeping anyone but those who afford a \$800+ ski pass out of the mountains and into the public lands of Utah. I do not support the gondola in any timeline. | 32.2.9E; 32.2.4A; 32.5A | |
| 33591 | Palfreyman, Katie | No no no no no gondola! Only the ski resorts and those who stand to profit want it. I would like to see mandatory busing and whatnot first. | 32.2.2B; 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 35152 | Palma, Melissa | No gondola! Enforce resorts limiting ticket sales | 32.2.9E; 32.2.2K | A32.2.2K |
| 31895 | Palmer Steele, Robyn | Quite frankly, I am not sure why you are soliciting comments. Your mind was made up prior to ever asking for public comments. The PEOPLE are opposed to the tram- to the cost and to what it will do to the canyon. However due to people in power who have a significant financial interest in pushing the tram through, you have chosen this option, enriching a few at the expense of the taxpayers. The news reported last week that you are also pushing a toll in the canyons of \$20-\$30 per car. The result will definitely be to keep traffic out, and you will make the statement that the canyons are only for the wealthy, the elite at the expense of the rest who maybe just want an inexpensive family outing, or to hike or to just enjoy the beauty that are in the mountains THAT BELONG TO ALL OF US. I cannot tell you how utterly disgusted I am with this entire process and with UDOT. Trust me, I am not the only one that feels this way, in fact the majority of Utah taxpayers are opposed to this. Since we don't have the money to influence your decisions, we will be ignored again. Shame on you. | 32.2.4A; 32.2.9E; 32.1.2D | |
| 38586 | Palmer, Andrea | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.4B; 32.2.2K | A32.2.2K |
| 37291 | Palmer, Bobbi | You have heard the community on this! Absolutely none of the Utah residents want this! We want to protect our environment, not monetize and ruin it! NO GONDOLA! | 32.2.9E | |
| 27074 | Palmer, Carter | I believe that a gondola would work really well. Not everyone is able to drive, and driving through a canyon may be dangerous to many. A gondola would solve both these problems by allowing people to not drive, and instead just sit on a gondola. In the KSL article, it says that the gondola had the 3rd highest initial cost, but the lowest maintenance cost over 30 years. This will also remove cars off of the roads, decreasing carbon outputs and saving gas. With the gas prices as high as they have been for the past few months, many people would love an alternative. It was estimated that it would prevent 4,000 tons of greenhouse gases from entering the air. There would also be a large portion of people who would love to go on the gondola for sight seeing. Being able to sit in a gondola and watch the landscape would be a savory feature for many. Currently a lot of the traffic and closures is caused by heavy snow. Options such as widening the roads or an enhanced bus service would be closed in the same conditions that cause the traffic now. Taking cars off the road will also leave the road open for large semis who are unable to take the gondola. Downsides to increasing the sides of the road would be that in order to increase the size, they would have to blast away the sides of the canyon for room. This would be worse for the environment compared to building a gondola. | 32.2.9D | |
| 37513 | Palmer, Elizabeth | I live in Sandy, and am a short drive from the mouth of Little Cottonwood Canyon. Our family often uses the canyon for hiking and count it as one of the best attractions to living in our area of SL County. We love to take our children and marvel at the beautiful vistas. We also love to use the canyon to ski in the winter. We do not support the plan to mar the views with a gondola that is extremely expensive and most greatly benefits the ski resorts. They do not care about how it would damage the experience of those who use the canyon for its beauty. We know that traffic in the canyon is problematic because we are the ones experiencing it but the problems are mainly a real issue only a few days a year when the weather is bad. The current bus situation is dreadful (my husband once wait an hour for one bus and when it came it was too full for him to get on). We believe that if time and money were invested in making the bus system and the roads in the canyon better that would solve the majority of the problem. This gondola plan is an extreme step to take when no other action or plans have really been tried. I think it is clear from polls that those who actually live here do not want the gondola so why are you doing it? Why make us pay for a plan we absolutely do not want. If you choose to move forward it will be clear that money or some other reason beyond what the people want and need is driving this. Please listen to our voices and do not move forward with the gondola. | 32.2.9E; 32.1.2B | A32.1.2B |
| 30331 | Palmer, Josh | Please consider all other options and listen to public opinion before the gondola. The gondola is not what the public wants. There are plenty of other more scalable solutions that should be tried first. The gondola is not scalable and only caters to two ski resorts. BUSES ONLY IN THE CANYON!! | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 28906 | Palmer, Matt | Please do not build the gondola. It will cause more harm than good. | 32.2.9E | |
| 33534 | Palmer, Matthew | I live in the [REDACTED]. I love to visit the canyon and have been driving up since I was a child. I have seen problems develop over the years as the canyon has become more and more crowded but I absolutely think that any form of Gondola is the wrong solution. This would cause irreversible damage to the beauty of the landscape and do very little for anyone but the ski resorts. I don't think it is responsible for UDOT to use tax dollars to pad the bottom line of the ski resorts, which are, by the way, already overcrowded with the current transportation solutions. Last year, I tried to take a bus up to ski. I waited for over an hour before giving up. During that time, 4 buses were supposed to have come. That afternoon, I drove and ended up spending 4 hours stuck in bumper to bumper traffic to get to the mouth of the canyon from the Albion basin lot. I wished I had been able to take a bus, but none came. There are definitely great elements to the current plan. Increasing parking at the mouth of the canyon would be amazing and make park and ride much more feasible, but if the bus system were more reliable, people might actually want to use it. Why invest millions of public dollars into something that is almost unanimously opposed by the public when the current options are executed far below their potential? Please, cancel the Gondola and fix the current options! | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.2.9R | A32.1.2B; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34280 | Palmer, Matthew | As a small business owner and a large tax payer I cannot see how the gondola would benefit or even help with the traffic in the canyon. It's a waste of my taxes to enrich those people and canyon business who are pushing this through. Udot, do your job and spend our tax dollars wisely! I vote NO to the gondola! | 32.2.9E; 32.2.4A | |
| 33034 | Palmer, Michael | The gondola will destroy so much of the hiking and climbing opportunities of the canyon, while costing the taxpayers money. If the resorts want a gondola, let them build it. Don't destroy so much nature for their sake. | 32.2.7A; 32.2.9E | |
| 32496 | Palmer, Monet | NO GONDOLA! I am an occasional Canyon visitor. I visit mostly in the summer for hiking. Building a gondola that will only service two resorts, half the year is a waste of my tax payers dollars. NO GONDOLA!! | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |
| 27477 | Palmintere, Phil | I fully support the proposed Gondola. Pay attention to the anti-everything crowd who say "no" to everything. Those who seek to protect the environment by opposing solutions will find they are destroying the very environment they seek to protect. I give this project 2 Thumbs-Up! | 32.2.9D | |
| 28043 | Pancoast, Wes | I oppose the gondola proposal for LCC. Based off of the numbers I've seen, the gondola's impact would be negligible if not make the canyon traffic worse. This does not justify the significant cost of the gondola and a better alternative is surely possible. | 32.2.9E | |
| 35104 | Pandolfi, Lauren | I am very against a gondola that will have a negative impact on the environment and climbing access. I also think it would be such an eye sore. I spent quite a bit of time touring, hiking, and climbing in LCC and the gondola would have a very negative impact on my experience. | 32.2.9E | |
| 25874 | Paney, Christiane | Overwhelmingly, Utahns care about our canyons and want minimal impact. This is why we respect the watershed. With this in mind, so many others share my sentiments of blocking the gondola. I do not want my tax dollars supporting the problem resorts refuse to confront. | 32.2.9E | |
| 28492 | Pangborn, Sawyer | <p>This plan to go forward with the Gondola does not serve the needs of Utahns - it serves the needs of two ski resorts. If those ski resorts wish to have this gondola built, it should be entirely paid by the resorts themselves. To use taxpayer money to build such an expensive project that only runs in the winter and only services the ski resorts (not any of the other recreational areas), is a boondoggle for taxpayers and free money for these corporations who already make money hand over foot.</p> <p>To save taxpayer money, UDOT should have invested in a proven public transit option - ski busses. Run more often and built out to serve skiers, these solve nearly all of the issues recreational skiers have with getting to the resorts. Another approach would be to restrict car traffic in the canyon to employees, citizens of the canyon, and the disabled. These busses could also be run all year, reducing car traffic in the canyon year-round - especially useful for events like Oktoberfest where people are potentially drinking and driving.</p> <p>If the true goal is to reduce traffic and get folks into the recreational areas (as it should be), a bus is a far better solution and is significantly more in the interest of the public.</p> | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.4A; 32.2.6.3C; 32.1.2B; 32.1.2D | A32.2.6.3C; A32.1.2B |
| 35182 | Pankratz, Marley | <p>I do not support the building of a gondola in LCC. I think it should be further considered the impacts the gondola will have on existing recreation and accessibility, while only addressing the transportation concerns in regards to the resorts. The canyon is busy and crowded because there are recreation opportunities throughout. Back country skiers, mountain bikers, climbers, hikers, etc all access the canyon not directly related to the resort and are all incredibly popular activities in the area and drive a lot of the traffic through the canyon. The gondola is focused on the winter transportation issues, and only slightly considered the summer traffic, which some days can be just as busy and more spread out through the entire canyon.</p> <p>I think there should be an alternative that focuses on solving the all around traffic issue and not just as related to the ski resorts. I think implementing a better bussing situation is the best scenario that currently exists. It would provide year-round relief for the traffic and could be adjusted as demand for specific areas changes seasonally, ie some of the more popular trail systems in the summer and the ski resorts in the winter. This solution allows all users of the canyon to access the transportation alternative rather than just those making their way to the resorts. This could also potentially relive congestion at the base of LCC because you could stage multiple pick ups and routes with the buses with several parking lots instead of one meeting place. This solution still has negative impacts of its own and is not a perfect solution. The road infrastructure would absolutely need to continue to be addressed and the parking situation still is a problem. There are environmental concerns as relation to emissions and of course the question of it users are willing to use the bus to access the canyon. I believe that all these problems are solvable and have less over all impact than the gondola. With effective campaigns it would be easy to change the attitude around riding an bus and motivate users to take it. Buses are more efficient than cars going up the canyon, and with the gondola there would still be a large amount of users accessing the canyon via car. UTA is also overall transitioning to more sustainable buses including electric ones.</p> <p>Another advantage to continuing in the direction of the bus solution for LCC instead of the gondola, is that the bus is not permanent. If is doesn't work or needed to be adjusted, it would be totally feasible to do so. The gondola is a permanent feature that could prove to be inadequate in addressing the situation but cannot be reversed.</p> | 32.2.9E; 32.1.2B; 32.1.2C; 32.2.6.3F; 32.2.9A | A32.1.2B |
| 33096 | Pape, Emily | NO GONDOLA | 32.2.9E | |
| 29648 | Papenfuss, Layne | <p>I completely disagree with the proposed alternative. It barely makes a dent in ski traffic, the capacity of the gondola is FAR too low to handle the thousands of people trying to get up the canyon in the rush hours. 1000 people per hour is almost farcical compared to the amount of people piling into the canyon on a weekend or holiday, especially powder days.</p> <p>I resent that it caters to the needs of the resorts while completely ignoring all of the summer trailhead traffic that doesn't go to a resort. The gondola will be an eyesore plaguing our community for decades to come. Either make the resorts pay out or drop this insane proposal.</p> | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.4H; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34729 | Papillon, Chantal | We all know that private interests are in play in this decision and that's what make me so upset about it. The canyons are not your personal property and you can't do whatever you want with it. People don't want a gondola, don't want a 5000 stalls parking lot, another hotel or whatever store will grow at the base. People want a solution that won't destroy the canyon and the surrounding of the mouth of the canyons for ever. We are in an era of preservation, not destruction. Be of our time! | 32.2.9E | |
| 34709 | Papillon, Chantal | I am opposed to UDOT's 2500 parking stall garage located within my neighborhood and foothill gateway to Little Cottonwood Canyon. To widen roadways and induce traffic and its associated danger, noise and air pollution into Utah's prized canyon area is unacceptable. | 32.2.9E | |
| 34979 | Papillon, Chantal | The widening of Wasatch Blvd doesn't help to solve the problem in LCC. It only serves the gondola project which in turn, doesn't serve the population but only a small amount of people who called themselves skiers. | 32.2.6.2.2A | A32.2.6.2.2A |
| 34976 | Papillon, Chantal | Other sustainable solutions exist: toll, carpool, enhanced and reliable bus and shuttles, etc. We should try other things before destroying the canyon forever. | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 34719 | Papillon, Chantal | The decision is made on false/incomplete datas and without having try other more sustainable solutions. It's too much, too fast!!! | 32.2.9G | |
| 34977 | Papillon, Chantal | Did you know that there is no planet B? When people like you will have destroyed all Nature, then it will be over. | 32.1.2F | A32.1.2F |
| 34726 | Papillon, Chantal | It is so disappointing that UDOT was unable to come up with a solution that will serve ALL users of the canyons. | 32.1.2D | |
| 34715 | Papillon, Chantal | A Gondola doesn't solve the problem and will destroy the canyon for ever!! Please think twice! | 32.2.9E | |
| 34724 | Papillon, Chantal | I don't want my taxes used to pay a gondola that will serve two private businesses. | 32.2.9E | |
| 26672 | Pappalardo, Michael | Please do not build a gondola -sincerely a concerned resident | 32.2.9E | |
| 34452 | Pappalardo, Mike | Please do not implement a gondola- the toll is a much better alternative. | 32.2.9E; 32.2.2Y | |
| 34012 | Paradis, Andrew | I am against building a gondola in Little Cottonwood Canyon. This is a massive public subsidy of two private businesses that simply have too many customers. There are many other better uses of public funds such as improving the education system, water conservation, or even other public transit that would be more frequently used. Crowding in the canyons could be largely reduced simply by limiting the number of customers Alta and Snowbird can have at any time. This approach is widely used to for example, limit the number of customers in a movie theater can have at any time and ensure safety in the event of a fire. | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 26659 | Paradis, Sophia | The gondola is the worst option for LCC. No one who visits the canyon regularly or daily is in support. The only beneficiaries are snowbird and Alta, not the residents of salt lake and taxpayers. There are a slew of other more reasonable, less expensive options that don't require 10 years and millions of dollars. Not to mention ruining the canyon. Spend some time looking into more realistic options. We could enact something like Zion, limiting private vehicle from 8-12 and increasing bussing at that time. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.2B |
| 38096 | Parberry, Janet | No Gondola: too costly, creates damage to environment, and scenic natural beauty. Please consider the California Hollywood Bowl Solution: Ski tickets indicate specific existing parking lots (cost control) for skiers to park vehicles. Skiers board new electric buses (pollution control) to travel to ski destination and to return to vehicles in designated parking lots. The Hollywood Bowl has successfully used this method to control pollution and traffic and to please the attending public and all tax payers. | 32.2.9E; 32.2.2K; 32.2.6.3F | A32.2.2K |
| 32109 | Parent, Beau | Let's say it take 6 minutes per person (not realistic) to evacuate a 35-person cabin... that's 3 1/2 hours per cabin; times 30 cabins, that's 105 hours, or over 4 days to evacuate the line! And that is not even accounting for travel times of evacuation crews (let alone that there will not be one evacuation crew per car), 100kph winds, white out conditions, lightning, access for emergency vehicles & shuttle buses to the lift line, noncompliant passengers, temperatures at -10C, ... By the way, double that time because you also have to evacuate to down traffic cabins. Get the picture and do the math. Gondolas are not a viable alternative. | 32.2.9E; 32.2.6.5K | |
| 32122 | parent, nick | I support the gondola. Year-round direct access to the canyon accessible to cyclists, hikers and backpackers, will help clean the canyon and reduce motor vehicle road usage. Any areas affected immediately will adapt and new areas will be found to in due time. Wildlife and plants will adapt and may be less disturbed, overall the canyon will be improved with better access without personal automobiles. | 32.2.9D | |
| 32127 | parent, nick | I do still support the gondola, however after reading more my first choice would be the cog railway. The cog railway has much easier potential to expand stops and link in to existing trax lines. While the cog railway may cost more initially and be limited by avalanches, it will cost less to operate and is more adaptable in the future years for expansion. | 32.2.9D; 32.2.9F | |
| 29604 | Paret, Paul | I am against the gondola. This is a very bad idea that spends public money to help two private businesses (Snowbird and Alta) without alleviating the traffic situation in any meaningful way. An expanded bus service by contrast is much more flexible to serve needs of everyone who uses the canyon summer and winter. I am a resident of Salt Lake City | 32.2.7A; 32.2.9A; 32.2.9E | |
| 36516 | Park, Jeninne | I do not think the gondola is a good idea. This would ruin the beauty of the mountains. It is too much of an environmental impact-not for the better. Please listen to those that use the canyon for other purposes than skiing and how it would affect other sports etc. in the canyon. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33509 | Park, Matt | <p>I am in favor of the enhanced bus service with tolling, widening Wasatch BLVD, snow sheds and mobility hubs. All these alternatives make sense and have low impacts. The Gondola does not make sense to me. As a climber the projected pictures of towers and cable cars makes my heart hurt. The gondola is such a big intrusive permanent solution for a problem that only occurs 50 days out of the year. It does not seem prudent to make such a costly and permanent change when the increased busses, road improvements and snow sheds will ameliorate the traffic problem significantly and the addition of the gondola does not seem to gain substantial improvements over the simpler and less impactful road/bus alternatives. My biggest worry in approving everything all together is that if the simpler bus/road alternatives fixes the problem there is nothing stopping the gondola from going in. I would be in favor of all the road and bus alternatives being approved as they stand with a clause to reevaluate the need for the gondola once the road/bus alternatives are up and running. Just because we can put in a gondola does not mean we should. Its a massively impactful solution to a problem that occurs 50 days out of the year and ultimately benefits two private businesses while the public foots the bill and deals with the impacts. Utah is not Europe the gondola is a drastic solution to a problem that can be fixed with less impactful solutions. Please consider a reevaluation of the gondola after the road/bus improvement alternatives has been made.</p> <p>Thank you</p> | 32.1.2B; 32.1.2D; 32.2.4A; 32.2.9A; 32.2.9K; 32.2.9N; 32.2.9Q; 32.4B; 32.7C; 32.29R | A32.1.2B; A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 34797 | Park, Patrick | I am opposed to the gondola option. How does the ski resorts who are the only benefit from this excessive taxpayer expense not contribute | 32.2.9E; 32.2.7A | |
| 37455 | Park, Trish | I would like to see a gondola not a bus | 32.2.9D | |
| 35139 | Parker, Aden | The gondola has no place in Little Cottonwood. Please at least make an effort at minimal impact alternatives first, such as an enhanced busing schedule. It will get the job done much better than a gondola. The gondola is far from the best option, please listen to the community. | 32.2.9E; 32.2.9A | |
| 27657 | Parker, Amy | I am in no way interested in having a gondola built up our canyon. It is not a good solution and only benefits the ski resorts and those who get paid for building or having it built on their property. The vast majority of the people whom would be paying for this monstrosity are not interested in having it built. Stop wasting your money on false research. It feels like you are not listening to what the locals actually want, but rather what you are trying to force to happen. I do not want our canyons to be destroyed by a false solution to a minor problem in the name of greed by a select few. We should just add a toll booth at the base of the canyon, if this is such a problem. | 32.2.9E; 32.1.2B; 32.2.4A | A32.1.2B |
| 32128 | parker, clayton | <p>I oppose the gondola in Little Cottonwood Canyon. I suggest trying some cheaper and less invasive alternatives before committing to a gondola or 4 lane road up the canyon. My suggestions would work for Big and Little Cottonwood canyons</p> <p>On busy days ONLY, charge a hefty fee for driving up the canyon, UNLESS a vehicle has three (or perhaps 4) or more occupants. The goal here is not to make money, but to reduce the number of cars in the canyon.</p> <p>Install an automated toll station at the bottom of the canyons.</p> <p>Promote ride sharing. Provide websites where folks can hook up.</p> <p>Promote hitch hiking with designated pick-up sites at the base and at the resorts (we ride up the lifts with single individuals, why not ride up the canyon). Win win - Drivers would want to fill their vehicle to avoid the fee.</p> <p>Increase ride share parking at the base of the canyons (the gravel pit near BCC would be a great location).</p> <p>Eliminate paid parking at resorts, instead create more carpooling lots.</p> <p>Increase bus service on busy days.</p> <p>Increase snow plows dedicated to the canyon on snowy days.</p> <p>Provide avalanche tunnels</p> <p>Next step up:</p> <p>3 lane directional road - 2 lanes up in AM, 2 down in PM.</p> | 32.2.9R; 32.2.2Y; 32.2.9A; 32.2.2D | A32.2.9R; A32.1.2H; A32.2.6S |
| 29149 | Parker, Danny | <p>Will this gondola be proposed next in Big Cottonwood? Or will the 500 Mill spent in LCC be an excuse to further develop a commuter link into adjacent canyons? The public needs to know the full scope of these projects to make a fair assessment of their impact. Clearly one excessively expensive "solution" for only one of our canyons facing traffic issues (on less than a dozen days a year) Is not the full plan.</p> <p>How much taxpayer money will go into these projects? How much public lands will be overtaken? How much recreation will be removed or diminished.</p> | 32.1.1A; 32.1.5A | A32.1.1A |

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| 28595 | Parker, Greg | I whole heartedly support the proposal of constructing a tram up little cottonwood canyon. I feel it is the best and most environmentally friendly option available. I look forward to supporting the project by planning to use the tram when it is completed. | 32.2.9D; 32.2.6.4 | |
| 28815 | Parker, Ilysa | I do not feel a gondola will solve the traffic and congestion in Little Cottonwood. I am opposed to this idea and think the pursuit of other options are less costly and will keep more drivers from driving up on their own. I would rather get on a bus in a dedicated bus lane, with a place to park my car out of the canyon, to go skiing. The gondola will not provide the convenience and time people are looking for. | 32.2.9E; 32.2.9B; 32.7C; 32.2.2PP | |
| 26614 | Parker, Izzy | If you put a gondola in little cottonwood canyon it'll ruin the beauty of the canyon and it will bring more people to the ski resorts and make the lines even longer and make it so we have less time skiing. DONT PUT A GONDOLA UP!!!! | 32.1.2B; 32.20C | A32.1.2B; A32.20C |
| 30670 | Parker, Jeff | <p>I wanted to take a quick moment to weigh in on the proposed gondola for LCC.</p> <p>I am an avid skier that skis roughly 75 days at Alta and/or Snowbird and another 20-30 days of backcountry skiing up Little Cottonwood Canyon. By no means would I say I have all the answers to the problem but based on how much time I spend in the canyon I feel that I have seen these problems first hand. And I will tell you that even on great snow years there are only a handful of days that the traffic is a serious problem. So the idea of spending nearly \$600 million of tax payer dollars to fix a problem that might only be a problem 10-15 times a year seems absurd to me. Especially when this problem can be fixed with increased bus service, snow sheds and tolls &/or paid parking. None of which would damage the beauty of the canyon.</p> <p>This hardly seems like a solution for the local skier. This seems like more of a ploy for a select few to make a ton of money at the tax payers expense. I also think that it is being overlooked that 80 percent of Utahns are against a gondola in LCC. Not just skiers that use the canyon, but 80% of tax paying Utah citizens. (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>If the resorts really want to benefit from something like this I feel that they need to move to a full paid parking option. They could even sell season parking passes to their pass holders which would allow them access up the canyon during the winter months. Everyone else would be charged on a day use basis. If you made that amount be something like \$35-\$50/day (if not more) that would significantly cut down on traffic and push people to use the busses. And if there was still a problem, you create a dedicated third lane for bus use only.</p> <p>Keep in mind that this is coming from someone that frequents the canyon more than the average person. So I do understand that it would cost me more to use the canyon but it would be worth it.</p> <p>So please take a minute to think about it, why ruin our precious canyon with these huge 200 foot towers that will only really serve a purpose a few days a year.</p> <p>Thank you!</p> | 32.2.9A; 32.2.2K; 32.2.9E | A32.2.2K |
| 35820 | Parker, Jeff | <p>I am an avid skier and I ski 80+ days at either Alta or Snowbird and a number of days in the backcountry up Little Cottonwood Canyon. I have see the population growth and I have witnessed the canyons getting more and more crowded each and every year. So I would agree that something needs to be done but the reason why we all love LCC is because of the beauty of the canyon. Putting up multiple 200 foot towers in the canyon will take a way from the natural beauty of the canyon. I also feel that this will just increase the number of people trying to visit the canyon. In addition to all the skiers and snowboards that have not choice but to take the gondola you are also going to have thousands of people using the gondola as a tourist attraction which is further going to add to the congestion. I honestly feel that snowsheds, tolling and added bus service is the best alternative.</p> <p>Why spend billions of dollars on something that will only be a benefit 5-10 times a year but be an eye sore 365 days a year.</p> <p>This is clearly something that is going to only fill the pockets of a select few and is being funded by tax payers. I strongly oppose this idea and feel confident that there are better solutions (as mentioned above) for all of us to enjoy.</p> | 32.1.2F; 32.1.2B; 32.2.9A; 32.2.2Y; 32.1.2D | A32.1.2F; A32.1.2B |
| 35530 | Parker, Jim | <p>I am a frequent visitor to Little Cottonwood Canyon for hiking, skiing and recreation. It's about 2 1/2 miles from my house and I average visiting at least one or two times a month throughout the year.</p> <p>My concern is the traffic and parking logistics impact at the 9400 South and Wasatch Blvd intersection and general area around it. Widening Wasatch is a great idea, but I worry if it's going to be enough to prevent major traffic jams on 94th and surrounding areas.</p> <p>Perhaps this has been considered, but I expect problems depending on traffic patterns at different times of the year. Would also hope that hiking access to the canyon is not impaired by prohibitive tolls and/or user fees.</p> <p>Would also hope that zoning will continue to prevent commercial and retail at the mouth of this canyon. If allowed, I would expect it to worsen the congestion in this area further.</p> <p>Thank you for considering my feedback.</p> | 32.2.6.5E; 32.2.9Q | A32.2.6.5E |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26026 | Parker, Jon | I am NOT in favor of the gondola. I believe it will be a terrible eyesore inflicted on a beautiful canyon. I also believe this is a waste of taxpayer money that benefits Alta and Snowbird. UDOT should not have the power to make these decisions. They are not representatives of the people, not elected nor accountable. | 32.2.9E; 32.2.9N; 32.2.7A; 32.6A; 32.2.2PP | A32.2.9N |
| 29885 | Parker, Joshua | The gondola is a MISTAKE! DO NOT do this to LCC. This may not be original but I have not heard it elsewhere as a solution: LIMIT THE NUMBER OF DAY PASSES SNOWBIRD/ALTA CAN SELL IN A DAY. This would solve the parking problem. This would solve the traffic problem. This would solve the long lift line/customer (dis)satisfaction problem. Season pass holders should not be restricted but limit the sales of day passes including IKON, etc passes. The resorts need to be held accountable for the issues that resorts cause. They cannot benefit without limit to the detriment of the environment. Deer Valley already does this to ensure customer satisfaction, so this is not unheard of. PLEASE, DO NOT BUILD THE GONDOLA, IT IS A MISTAKE!!! | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 29940 | Parker, Kathy | You have completely ignored the voice of the people in Utah. We do NOT want our beautiful canyons ruined by a gondola that will only service a small portion of the people in our state. We do NOT want to pay for this with our tax dollars! Why are you not listening to the people who live in this area who do NOT want the gondola in their neighborhood! The men ho purchased the ground for the station are trying to manipulate this to pad their own bank accounts. Don't destroy our gorgeous canyon. You will be ruining something that can never be put back to its original Beauty. Please listen to the people of UTAH! | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30356 | Parker, Molly | Hello! I know you are being inundated with comments likely from all sides, but please please listen to the Salt Lake Climbers Alliance and to Wasatch Backcountry Association. These are SLC locals begging you to please save our outdoor space. Not every person in the community skis and the gondola should not only serve those who do. Not everyone can afford a gondola pass/ticket. People shouldn't be punished for that. Please think of the alternatives, more busses and or tolling. The busses are great and would be a million times better with more of them or a dedicated bus lane. You know the gondola will be stopped in high winds and or severe avalanche probability. Also the gondola doesn't help out at all with the congestion being faced in The Valley. Wasatch boulevard is a nightmare. Incentivize affordable, frequent, public transit. Also, PLEASE, do not destroy the bouldering in LCC. I hope that we are not the last generation to enjoy these world class boulders we have in LCC. it would be an absolute tragedy to see these boulders destroyed for a gondola that will only serve those wealthy enough to access. Please consider the common local slc folks wanting to stop half way up the canyon in all seasons. Not everyone is trying to go to Alta or snowbird. There are trailheads throughout the canyon that need access. Please no gondola. | 32.2.9B; 32.4B; 32.2.9E | |
| 29905 | Parker, Phineas | I am opposed to the proposed changes taking place in Little Cottonwood Canyon. I agree that something must be done to better facilitate the overwhelming number of vehicles commuting up and down State Route 210. Both the idea of installing a gondola and expanding the road seem remarkably expensive and tremendously damaging to the environment. I do not see either of these changes having any substantial effect on limiting the number of vehicles in Little Cottonwood Canyon. May I suggest 2 ideas that I believe will alleviate much of the traffic and environmental damage inflicted upon this area of the Wasatch Front. The first idea includes limiting the number of day use passes and removing both Snowbird and Alta as potential options available through purchasing the IKON pass. The second idea would implement the use of tolling. On particularly crowded or popular days during the winter season a toll would be set in place to encourage carpooling thus limiting the number of cars in the canyon. If a vehicle has 3 or more passengers in the vehicle, the driver may proceed at no cost. Vehicles with only one or two passengers must be forced to pay a toll fee in order to access the canyon road. I believe these proposed changes will be more effective and environmentally friendly to an area we all love and admire. | 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9E; 32.2.9L | A32.2.2K |
| 35952 | Parker, Quinn | I am against the gondola. The normal family isn't going to be able to afford to ride it, winter or summer. Why aren't the resorts paying for it? They are the benefactors? | 32.2.9E; 32.2.7A | |
| 30169 | Parker, Robert | Please consider whether there is truly a problem to be solved. I live in SLC and have a pass to ski every year at both Alta and Snowbird. While I generally avoid Saturdays and holidays, there are no other days of the year that I experience traffic in any meaningful way. The time to get up or down canyon varies within a 5-15 minute span. The scale of proposed solution, whether the gondola or road widening, is way more than the actual problem. Sure, there is heavy traffic on a genuine powder day. If you really want the powder, deal with it. Or, have a toll kick in on heavy traffic days (for the rich or people willing to carpool) and triple the number of buses (for the less well off). It is nonsense to build something (the gondola) so devastating to the scenery of the canyon for a problem so easily handled with tolls/added buses. And, as a climber, hiker, and biker that uses the canyons year-round, the gondola offers me nothing but negatives for those activities. This is catering to a tiny segment of Utah that can afford to ski, skis at Alta/Snowbird, and does not care about other uses of the canyon. Also, people will still drive to Alta/Snowbird when they discover how far they need to walk to/from their car to the gondola loading at the bottom of the canyon. Please consider environmental impact in a broad way. Little Cottonwood is a phenomenal treasure that brings businesses here (because people want to come). Taking away its massive beauty with gondola towers is extremely short-sighted. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B |
| 33068 | Parker, Shelley | While gondolas may be cool looking, they do not benefit the many, only the privileged few. They will cut into the pristine landscape and still not solve the traffic problem. Not to mention the monstrous cost! I beg you, do not go forward with this plan! | 32.2.9E | |
| 35560 | Parker, Susan | To Whom it may concern: A gondola in 1 canyon is not the answer to protect our canyons, open space and neighborhoods. I believe both cottonwood canyons need to be evaluated while looking at traffic flow. The goal should be to assist visitors to all resorts equally and safely. It | 32.2.4A; 32.1.5B | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>should also consider our wildlife and birds of prey. With that being said, I feel that the issues we face now are nothing new compared to the last 25 years. We need to focus on sustainability, and not making profits. Carpools should be rewarded and have extra benefits. An area should be established where those can ride share up and down the canyons. Weekend tolls can be established for those not ride sharing. That money received can go to improve each canyon or even to create a 3rd lane for shuttles, carpools, etc.</p> <p>This is a time to truly listen to the people and the councils and work with others to create the best option. Thank you. Susan Parker</p> | | |
| 33385 | parker, Susan | Savor what we have! No gondola!! | 32.2.9E | |
| 35951 | Parkin, Angie | The best choice is an environmental choice! After so much thought and research looking at all the options, the most sound option is the one that will have the least negative impact to the environment, that would be the gondola. Thank you for listening to the public! | 32.2.9D | |
| 27186 | Parkin, Jacob | Please reconsider. We live in a country that relies on the comments, opinions, and ideas of the public. Not just one department, organization, etc. It seems as though this decision was made without any of that in mind. | 32.2.9E | |
| 32375 | Parkin, Kourtnee | I do not support the gondola. There are so many more options to choose from that would be better for the community such as what has been done in millcreek canyon (have a canyon pass to promote carpooling) or what is done in Zion National park (use busses only for transportation and the road will not need to be redone and the mountain will not need to be cut into) the gondola is an expensive option that does not have the community's best interest in mind. | 32.2.9E; 32.2.2Y; 32.2.2B | |
| 31464 | Parkin, Melissa | NO GONDOLA | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 27353 | Parkinson, Nate | <p>Gondola does nothing to address traffic issues from Big Cottonwood to 215 and even compounds some of the problem by pushing volume to the base of Little Cottonwood. This takes traffic that would normally be housed in the canyon and pushes down 9400 and Wasatch (towards Big Cottonwood).</p> <p>Honestly I don't even know why I'm sending this. It seems so evident as a bad idea that the fact it's identified as the preferred option damages my faith in the system.</p> <p>Other solutions so I'm not just being critical: how about the resorts fund a 4x4 and snow tire check booth that also enforces reservations on the mountain. Can get tag or sticker identifying you as compliant. And the reservations ensure that the canyon doesn't get overrun.</p> <p>Or just express buses.</p> <p>Anyhow, I fully expect a gondola despite the fact that it's clearly not the will of private citizens within 5 miles of the proposed site. Can't speak for the rest of the state.</p> | 32.1.1A; 32.2.6.5E; 32.2.2M; 32.2.9E; 32.2.9A | A32.1.1A; A32.2.6.5E |
| 30789 | Parkinson, Polly | I previously thought the only two options were to widen the road or build the gondola. Both options will be harmful to the canyon, and neither is necessary. I no longer support the gondola because shuttles and limits on cars allowed are better options. We do not need invasive construction when inexpensive and noninvasive options are readily available. Let's just limit the cars and require shuttles. We don't need to cater to the ski resorts. | 32.2.2K; 32.2.4A | A32.2.2K |
| 36271 | Parkinson, Sarah | We do NOT need a gondola in little cottonwood canyon. It will not be beneficial to what Utah needs and will only provide profit while hurting the wildlife that is there now. Please please give the wildlife the chances they deserve and STOP putting profit over our planet. | 32.2.9E; 32.1.2F | A32.1.2F |
| 37733 | Parks, Anelia | The gondola doesn't solve the problem at all. Lifts (including gondolas) cannot run if there are high winds, lightning or avalanche danger, which are common occurrences in the canyon. Has nobody really thought of this?! Further, the gondola only serves two private businesses, not the public. Do not waste our money on this mess! And more importantly, do not destroy what is a unique and sacred piece of land with a tacky tourist gimmick. No to the gondola! | 32.2.9E; 32.1.2D | |
| 29083 | Parks, Brittany | <p>An additional lane would provide similar increased access, incentivize bus usage and most importantly offer a safe and effective route for emergency vehicles. In case of a forest fire, citizens will not benefit from a gondola, whereas an extra lane would be critical and very likely save many lives.</p> <p>This is an astronomically large sum of money from taxpayers to support such few privileged citizens. I love gondolas, especially for year round access, but it only running in the winter demonstrates how this truly only benefits two resorts and their wealthy patrons. If the project were that necessary, the two ski resorts should team up to at least seriously offset or completely subsidize them, not average tax payers. If it is not lucrative for them to do so, than it is not necessary yet. Additionally, traffic jams in the canyon now, once resolved will just translate to increased traffic jams on the slopes.</p> <p>Thanks for your consideration.</p> | 32.2.9B; 32.2.7A; 32.2.20C | A32.2.20C |
| 35273 | Parks, Brittany | I am a SLC voter, skier and I am against the gondola. I prefer the more year-round solution of tolls and mandatory busing for day skiers during peak days to resorts, with residential or overnight stay exemptions. This is an unconscionable amount of money to spend to benefit two resorts, meanwhile our Great Salt Lake is drying up and poisoning us all. We are blessed to have an incredible public transit system here in SLC, with direct access to the base of the canyon. Enhancing that would benefit all users year round, rather than just a few of us skiers on powder days. Additionally, with lifts existing in the Mineral Basin, why would the resorts simply not build a parking lot/access point on that side of the mountain, allowing increased utility year round and closer access for many? Thanks for taking the time to read through all of these remarks and listening to your constituents. | 32.2.9E; 32.1.2C; 32.2.9A; 32.2.2N | |
| 36454 | Parks, Chris | Please do not ruin the canyon aesthetic by building a massive Gondola system or expanding the roadway in the canyon. Both alternatives take away from the unique mountain experience that we as Utahns have enjoyed for decades and will instead turn this into a carnival. The only reason that we need to address the traffic issue, is in reapoit to the greed of the two ski areas in the canyon. Address the congestion by limiting use (actually protecting this resource) or do it at the initiative of the resort, with them investing in the infrastructure for their own desired growth. If Snowbird wants more people coming to ski, let them build, and pay for, a gondola in AF canyon in the land that they own. | 32.2.9E; 32.2.7A; 32.2.2K | A32.2.2K |
| 36531 | Parks, Jack | I am vehemently opposed to the gondola project. It is a boondoggle and an epic waste and misuse of taxpayer dollars. Billions of dollars of public capital will be squandered in order to improve the profits of two private entities (ski resorts). It will take years to construct, cause untold damage to LCC, and be an at best poor solution to the problem at hand. In conclusion, I insist that alternative solutions be created and implemented. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 36213 | Parmeter, Zoe | NO GONDOLA. The implications are far more than just how expensive it will be. The natural habitat it will destroy, the climbing areas, and the natural beauty of the canyon are just scratching the surface. Pave paradise and put up a parking lot is not something I ever thought udot would lean toward. There are other options to try first-extended bus service, hello! Please don't ruin LCC with this monstrosity :(| 32.2.9E; 32.1.2F; 32.1.2D; 32.2.9R | A32.1.2F; A32.2.9R; A32.1.2H; A32.2.6S |
| 34326 | Parmley, Kali | <p>NO GONDOLA! A gondola is an unsensible transportation method for 90% of the visitors of LCC. You're catering to the ski resorts instead of thinking of the other half of users of that canyon including hikers, bikers, climbers, hunters, and more.</p> <p>Even skiers will choose carpooling over paying a fee to ride a Gondola up the Canyon.</p> | 32.2.9E; 32.2.4A; 32.2.2M | |

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| | | Try actually enforcing the traction laws before you spend millions of tax payers dollars to destroy the Canyon with a transportation method no one will use. | | |
| 25979 | Parrish, Avery | I hope I am speaking to people here, not an entity. As people, we tend to value the connections shared closest with us, not the ones we continually make over the progression of our lives. As people, we have skied Little Cottonwood since the first day there until now. We are the heart and soul that took the "greatest snow on Earth" and made it into what it is today. We are also the people, who you have knowingly shoved off without what feels like proper consideration. We have people who have lived and died in the Salt Lake Valley, skiing LCC, begging for this to not become a reality. If I am speaking to a corporate entity, I would like to say Congratulations. Congrats on the visitors you will get and the problem you're facing stay the same. The line to the gondola will be just as long if not Longer than our current traffic situation. All while belittling the many people who oppose. Is little cottonwood canyon a country with its own politics? Why must we choose one path which is opposed without just working with the more optimal solution of express Bus Lanes, which the major population has no opposition to? I hope this falls in the lap of someone. Someone who feels the same pain that wrote in this comment after seeing what you have done. Good Luck Avery Parrish | 32.2.9E; 32.2.6.5C; 32.2.9B; 32.2.9N; 32.1.2B; 32.2.2PP | A32.2.9N; A32.1.2B |
| 30732 | Parrish, Kristen | I do not approve of the current gondola plan that UDOT is proposing. Building a gondola would only serve the private ski resorts and wouldn't serve the thousands of people who use the canyon for other recreation. We go to the canyons to get outside away from the city and having a visual and auditory impact still negatively effects this. Instead, carpool lots and buses should be used to help reduce traffic on these roads. Gondolas will have years of construction that will also greatly impact people's enjoyment of the outdoors. | 32.2.9A | |
| 27377 | Parrish, Nathan | This is not what the people want. This is a completely unnecessary expense. The canyon only has a handful of days in the winter where traffic is an issue. A gondola is a permanent fixture to an issue that can be solved by buses. Thank you and please reverse this decision. | 32.2.9E; 32.1.2B | A32.1.2B |
| 26362 | Parrotte, Keegan | As a frequent tourist that comes to Utah to ski Snowbird and Alta, the gondola plan is something that makes me and skiers that I travel with less inclined to want to ski here. Car traffic will remain the same or get worse. Increasing capacity does not necessarily decrease congestion. Invest in better buses and increased tolls which can be adjusted as time goes on, unlike the gondola or widening the roads, which is irreversible infrastructure that will have a negative impact on people who recreate in LCC for other reasons. Stop focusing on cars and don't create infrastructure that lines the pockets of ski resort execs and ruins the canyon for others. | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 31273 | Parry, Avery | Why can't the funds allotted for the gondola be put towards improving the bus service? Why cut the bus service as this particular time? | 32.2.9A | |
| 27608 | Parry, Kim | I shouldn't be surprised but am so disappointed and feel like this decision is based on corrupt politicians and developers lining their pockets. I really do not understand how you could think the gondola will solve the traffic issues and find it funny that your going to implement a toll and enhance bus service because you know that's really a better way since people don't just go to snowbird and Alta but actually utilize the entire canyon fir recreation. But you are still pushing the gondola which obviously only benefits the two ski resorts thus the only stops it will make! Also this is just opening the door for a disgusting development by La Caille which will further the traffic issues by bringing more people to the area. At the end of the day we all know the most environmentally friendly solution and probably most cost effective solution is to shut down the canyon and have it open to buses only that will make stops at all the trailheads. You would need more parking and to add buses but doesn't that seem much less impactful to this beautiful area?? Don't ruin what makes this area so amazing anymore than we already have!!! | 32.2.9E; 32.2.4A; 32.2.6.5E; 32.2.2B; 32.2.6.3C | A32.2.6.5E; A32.2.6.3C |
| 35500 | Parry, Richard | Build the gondola. It is definitely the best option. | 32.2.9D | |
| 35259 | Parsons, Claire | My name is Claire Parsons and I moved to northern Utah three years ago. I've been heavily involved in conservation efforts across the greater and central Wasatch since 2019. I am a botanist and recreationalist. I spend many hours a week working in the mountains as well as enjoying the public land access the Wasatch mountains have to offer. I have the opportunity to work with various stakeholders across the Salt Lake City Valley that are determined to protect the watershed, migration corridors, endemic plant species, and creating equitable access opportunities for the population. I am grateful that UDOT has taken the time to research alternatives to solve the transportation issues in Little Cottonwood Canyon (SR 210) and that an EIS process was administered. Thank you for taking the time to begin analyzing this issue. As someone who does not ski at private resorts, I cannot wrap my mind around why UDOT would be supporting a project that solely funds Alta and Snowbird patrons? The gondola is only stopping at Alta and Snowbird. If the gondola is backing their visitors, why is this a citizen funded project? Additionally, how was the scope of this project approved to be so narrow? A project that wants to alleviate single vehicle traffic in the canyon but a project that is being built only for resort visitors? What about the other 9 months out of the year when Little Cottonwood is slammed? Or in the winter when backcountry trailheads are at capacity? Here is a consolidated list of questions and concerns about the preferred gondola alternative. 1. The gondola is STATIC. Once built, it is what it is. A gondola system cannot evolve with a growing population. Common sense solutions can. Busing, affordable tolling during peak visitation periods, establishing transportation hubs, and so on. These solutions can also scale back if visitation was to ever lessen. With a population that is destined to continue growing, how will a gondola system that only serves TWO locations - Alta and Snowbird - cater to the transportation needs of the valley? 2. The proposed gondola is estimated to improve mobility by 30%. That is it. How can one reason spending over \$550 million to hardly solve the issue? Not to mention the \$550 million was projected in 2018. What is the new estimated cost of the gondola project as of October 2022? | 32.1.2B; 32.20B; 32.2.6.5N; 32.2.7F; 32.2.6.5J; 32.12A; 32.29R; 32.1.2C; 32.2.2S; 32.2.4A; 32.2.9A; 32.1.2C; 32.1.2D | A32.1.2B; A32.2.7F; A32.2.7C; A32.12A; A32.29R; A32.1.2H; A32.2.6S |

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| | | <p>3. Parking for the gondola does not exist yet which means more parking lots will need to be developed at the mouth of Little Cottonwood Canyon to serve patrons. Where do you see these parking lots going? How many acres will the parking lots or garages take up in addition to the footprint of the gondola? The gondola runs only in the winter... we experience transportation issues year-round. Will UDOT facilitate another evaluation project that expands the need and scope of the project beyond servicing only Alta and Snowbird patrons?</p> <p>4. The gondola is fully funded by taxpayers meaning that the majority of the state that does not ski at the private ski resorts in Little Cottonwood Canyon will be required to contribute to this project. Why is this being seen as the lead funding opportunity for a project that is serving a miniscule percentage of the Utah population? As an individual that does not ski at these resorts, there are countless issues that could use my dollar more than building something for private ski resorts. Education across the state, conservation initiatives, funding the housing crisis, etc.</p> <p>5. From an environmental standpoint, there is absolutely no guarantee that UDOT can fully say this has no impact on the Utah Watershed. With a history of contaminating waterways and killing aquatic populations due to spilloff from UDOT construction, how can UDOT make a claim like this? Little Cottonwood Canyon houses the valley's drinking water.</p> <p>6. Why did the UTA budget get cut weeks after UDOT presented the gondola as a preferred alternative with a phased approach? The phased approach is centered around public transportation opportunities and now those resources have been cut by 50% and two months before peak winter recreation season.</p> <p>7. What is UDOT doing about prioritizing the phased approach?</p> <p>I want it to be clear that I recognize the intricacies of this project and the severity of this decision. This is a decision that will permanently affect and change the integrity of Little Cottonwood Canyon and should not be held lightly nor rushed. There are many different common-sense solutions that can serve the public and alleviate traffic pressures that require far less development that can be implemented before building something as massive, expensive, and irreversible as the gondola system.</p> <p>A few suggested strategies:</p> <ol style="list-style-type: none"> 1. Increased busing access. 2. Increasing public transportation accessibility across the canyon. 3. Incentives for carpooling. 4. Traction laws. 5. Tolling during peak periods. 6. Bus-only canyon during peak periods. 7. Requiring Snowbird and Alta to provide adequate fleet vehicles for their visitors. 8. Host an EIS study where the resorts are not involved in the scope but the entirety of the canyon is involved in the scope. 9. Year-round transportation opportunities. 10. Funding transportation hubs. <p>I would like to express my gratitude and appreciation to UDOT for offering an additional public comment period. I urge you to think about long-term transportation solutions. We need to create proactive, long-term transportation solutions and regulations that are a proper match to the increased pressures the central Wasatch will continue to face. Thank you for your time and consideration.</p> | | |
| 30565 | parsons, Matthew | <p>My family of 4 moved to Cottonwood Heights 18 years ago to enjoy the Wasatch. We have had a snowbird season pass every year and use the other dispersed trailheads weekly to hike and backcountry ski.</p> <p>We oppose the gondola as a transportation solution in favor of snowbird/Alta parking systems, tolling and increased bussing.</p> <p>The Gondola is a tax payer funded gift for 2 resorts to hyper-pack their resort when their parking lot is full.</p> <p>But the reality is that with Snowbird and Alta Parking reservations the traffic "problem" has largely gone away the past 2 years. We do not need a Gondola to over-fill the resorts beyond what the parking lots have held for years. It is already over-crowded and unpleasant enough to ski at snowbird when the resort is full. Tax payers don't need to pay \$550 million and \$4 million a year to pack 2 private resorts with extra people.</p> <p>90% of the ski days don't need another transportation "solution", and gondola fixes nothing in spring, summer and fall when the canyon is actually busier.</p> <p>Snowbird and Alta just need to accept that a few days a year there will be a storm and a road closure and people can't make it up to the resort that day. Nobody is going to the backcountry trailheads on these days either. Tax payers financing a gondola to 2 resorts that is only needed on a relatively rare storm day is not the solution we need.</p> <p>It does not address the other trailheads and parking for backcountry skiers/hikers/climbers.</p> <p>It will bring the resort crowd, traffic and congestion into our neighborhoods. No wonder the town of Alta, Sandy, Cottonwood Heights and Salt Lake are against it.</p> | 32.2.9E; 32.2.9A; 32.2.2K; 32.20C | A32.2.2K; A32.20C |

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| | | <p>Why are we using \$550 million tax-payer dollars and \$4 million/yr for a tiny subset if Utah's population when this money could fund something that benefits more people in need with more dire problems than not getting to go to Snowbird/Alta when the canyon closed due to an avalanche?</p> <p>Please consider the unmeasurable downside: a huge Gondola will be a total eyesore for one of the most beautiful canyons most people have ever seen. This is why we live here .</p> | | |
| 35183 | Parsons, Maya | The residents of Salt Lake City do not want a gondola. The gondola will destroy the natural beauty of the canyon and wont actually fix the problems of little cottonwood canyon. We need more bus routes, expansion of the wasatch, and carpooling to be more enforced. Also, gondola a \$660 MILLION dollar purchase is astronomical compared to the \$65 million dollars needed to save the Great Salt Lake. The priorities need to go toward the Great Salt Lake which will benefit our health and our environment, where the gondola is going to attract tourism. It is time to think about what is morally right and not what will get more tourism. We have all seen towns that wer prefect, and then tourism got introduced and they became so busy, hectic, and lost the touch of solitude and community. Please do not build a gondola. | 32.2.9E; 32.2.9A; 32.1.2B | A32.1.2B |
| 30671 | Parsons, Maya | <p>Hello,</p> <p>My name is Maya and I have grown up at the base of the Little Cottonwood Canyon my whole life. I am now 18 and know the impacts of the gondola and how negative they would be to our beautiful environment. The gondola would be a humongous eye sore in the beautiful canyon, as well as make climbing/bouldering areas unusable. You must consider that 80% of Utahns DO NOT want the gondola!!!! When making decisions like this which cost millions of dollars of our taxes, you need to take into account the citizens of Utah that have repeated over and over again that we do not want the gondola. Instead, we want bigger budgets to buses, more bus routes,and make carpooling and ride share made more suggested.</p> <p>Thank you</p> | 32.2.9E; 32.20B | |
| 25590 | Parsons, Maya | I do not think that this decision for the gondola reflects the residents of the salt lake valley. We all appreciate Utah for its beauty, and the gondola will be an eyesore in the middle of our beautiful canyon. We need to implement carpooling rules/laws as well as use our buses to our advantage. More buses, more funding for the buses, etc. The parking lot at the bottom of the canyon is an easy out option! It is easy to stick a gondola in the middle of the canyon because it is the EASIEST option! But that's not what we need! We need an option that won't wreck our canyon, but take more planning, takes more cooperation from locals, but in the end will be a much better idea. | 32.2.9E; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.2PP; 32.2.9N | A32.2.9N |
| 29444 | Parsons, Maya | Why choose a gondola over better bus systems and widening wasatch? Thi is only for resorts to make money and is not what the residents of salt lake city want. Our tax money is going into this and the majority of residents DO NOT want it. | 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9Q | |
| 36044 | Partain, Julia | Please, don't burden the people of Sandy and Cottonwood Heights with this fiasco... | 32.2.9E | |
| 35229 | Parzynski, Andy | <p>To UDOT and whomever may read this,</p> <p>I am writing to you to encourage you to deny the FEIS Gondola solution in Little Cottonwood Canyon. As an avid hiker, climber and skier in the canyons, I do not feel that the building of a large permanent structure in the center of the canyon is in the best interest of the environment and the people that visit LCC. While this will most definitely reduce some of the traffic going up to the resorts in the winter, I fear that it will remain mostly unused in the summer. This would be to the waste and detriment of those that visit the canyon in the summer. The building of the gondola will impact the use and traffic in the canyons during the summer for the next several years, and leave the landscape permanently scared. While it may be slightly more expensive to operate on yearly basis, I believe that increasing the amount of shuttles and pickup points for the shuttles will do more in both the long and short term to get people up the canyons. Along with the introduction of a toll, this will limit traffic and also encourage the use of public transportation.</p> <p>If you've made it this far in my letter, thank you for your time and consideration in this matter. I can confidently assume that myself and everyone who lives in the Salt Lake area is concerned about the future of our canyons. Please reconsider building the gondola in LCC. I look forward to voting in the next election that affects this office.</p> <p>Sincerely, a constituent and registered voter, -Andy P.</p> | 32.2.9E; 32.2.6.5F; 32.2.9A; 32.2.4A | |
| 36077 | Pascu, Vlad | <p>Please don't build a gondola up LCC. There are many smaller impact, cheaper alternatives we can try before resorting to it.</p> <p>Increase busses, add toll gate at bottom of canyon. Enforce traction law, build snow sheds to protect the road from avalanches.</p> | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 25411 | Paskins, Emily | I am AGAINST the gondola in LCC. | 32.2.9E | |
| 25877 | Pasmann, Alexander | Listen to the community, the Gondola alternative is not the favored option. The Gondola is the most disruptive to the community and is a permanent solution to the traffic issue. The Gondola primarily serves skiing only, while little cottonwood is utilized for various other activities. If this truly were an environmentally conscious decision the alternative would be to cut down traffic up the canyon by decentivizing the IKON and other similar passes. This would reduce the amount of traffic up the canyons without jeopardizing the natural integrity of the canyons. The Gondola alternative being chosen shows that this has turned into a debate of how to increase skiers (money) on the mountain rather than protecting the environment. The Wasatch community is largely dissatisfied with this decision. | 32.2.9E; 32.2.2K; 32.2.9N; 32.1.2D; 32.2.2PP | A32.2.2K; A32.2.9N |
| 27109 | Pasmann, Alexander | The Wasatch community is not in favor of the gondola alternative. | 32.2.9E | |

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| 30665 | Passeri, Nicole | This gondola is a terrible idea. Not only does it destroy climbing and hiking areas, but it is only a solution for ONE canyon and not even the one with the worst traffic issues! We need increased and accessible bus service and more parking with better security measures for cars (ie security to prevent more catalytic converter theft). This is a cheaper and more environmentally friendly option. ENOUGH with snowbird bullying Utah to have their cake and eat it too. | 32.2.9E; 32.2.9A | |
| 31767 | Passey, Todd | I was very disturbed and upset when I heard UDOT was moving forward with the plan to put a Gondola up Little Cottonwood Canyon. The Gondola up the canyon will destroy forever much of what many of us love about the canyon. The incredibel and unprecedented environmental impact to our view, wildlife and water will be permentent. The Gondola is also a handout to the ski areas. Alta and Snowbird will be the biggest beneficiaries and yet taxpayers flip the bill. The many trail heads up the canyon cannot be accessed by the Gondola. It is beyond reason why we dont at least try an enhanced bus system. Every time I ride the bus on a weekend or powder day the bus is packed, standing room only. Double or triple the busses in the mornings, charge a fee for driving up the canyon. These things are a fraction of the cost of the Gondola and will not destroy our canyon. | 32.2.9E; 32.2.6.5GF; 32.1.2D; 32.2.9A; 32.2.29R | A32.2.29R; A32.1.2H; A32.2.6S |
| 35147 | Patchett, Desirae | I think instead of putting this money into one mode of transportation there needs to be more free and public transportation inner city and between the different Utah city's and that includes going up and down the mountains to the different trailheads and to the different resorts. Make transportation easier to access and more efficient all around instead of ruining the land with these huge gondolas that only serve one purpose. It is a waste of time and resources for transportation funds and is more damaging than helpful to have gondolas that go from one location straight to the resorts because that doesn't solve the whole situation. | 32.2.2I; 32.2.6.3C; 32.1.2C | A32.2.2I; A32.2.6.3C |
| 32196 | Pate, Roger | In today's economy, it seems rather extravagant to spend so much to benefit so few. The potential for watershed degradation is problematic and the overuse of the forest leads to an inevitable tipping point. | 32.2.29G | |
| 36812 | Patenaude, Torey | No gondola ! There are other options. There is intense irony is damaging nature in the name of trying to make it more accessible. It would be more expensive than expected. Damage the environment. Forever negatively change a landscape that should be protected- not developed. It is a poorly crafted attempt at marketing the canyon better- not making it more accessible. It caters to the rich. It is a foolish and stupid move. No gondola. | 32.2.9E; 32.1.2D | |
| 34143 | Paterson, Danielle | <p>UDOT Decision-makers,</p> <p>Choosing the gondola as the preferred alternative during this EIS process is irresponsible. There is a traffic problem in the canyon but the gondola is not a viable solution. Please consider the following: Decision makers need to know what is the visitation capacity of the canyon. Of course, the ski resorts resist a study to determine the carrying capacity because they don't want to limit the number of customers. Ski resorts want to show a growth in skier-days. However, to protect the ecosystem and user experience in the canyon, we need to know how many users the canyon can sustainably accommodate without degrading the experience.</p> <p>Building the gondola will serve only two ski resorts and ignore other users of the canyon. Alta and Snowbird are private businesses that will profit at the expense of tax payers across the State. The vast majority of Utahns do not ski or even visit the canyons but will be paying for improvements that only benefit the resorts. It is a certainty that the resorts will use the gondola as a marketing tool to attract even more out of state skiers.</p> <p>The costs estimated for the construction and maintenance of the gondola are not reliable. Of course, the gondola has not been designed and no reasonable estimate of its cost have been shared. The \$500+ million outlay will certainly prove too little for such a huge project. Of course the cost will rise significantly as the project evolves, but at that time, tax payers will have to cover the exploding budget. UDOT's preferred alternative would represent the longest gondola system in the world. Nobody else has constructed such a long distance gondola because of the extensive cost to construct and maintain far exceeds the cost of other viable alternatives.</p> <p>Many studies show that transit ridership greatly decreases with an increase of mode change. The vast majority of users of the gondola will use three methods of transportation to ride the gondola - a private car to access a bus to access the gondola and then the gondola ride to the resorts. Each change in transportation mode add time, inconvenience and additional personal cost (purchasing tickets). All of this discourages people from using the gondola. Although the gondola may attract more skiers to the resorts, it will not reduce the number of vehicles driving up and down the canyon.</p> <p>Most of the local political entities that are affected by the traffic and tourism generated by activities in Little Cottonwood Canyon support lower cost, common sense alternatives that actually address traffic in the canyon. These alternative have proven records of success and can be done with a fraction of the impact to the environment and visual beauty of the canyon. Improve bus service and encourage ride-sharing. Use tolling and parking reservations and limit the number of users allowed in the canyon at one time.</p> <p>The visual cost of the gondola needs to be considered. The gondola will be a permanent scar on the face of the canyon. It will impact views that are now unobstructed. The towers will require new access for construction and maintenance that will impact water quality and degrade the ecosystem. It should be noted that all of the impacts created by the construction of the gondola would be done for a part time transit system. The gondola will only be used during the ski season.</p> <p>Other lower cost solutions should be implemented and evaluated before such outlandish solutions like the gondola take precedence.</p> | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.7A; 32.2.9A; 32.2.9E; 32.7C; 32.2.20B; 32.2.29R | A32.1.2B; A32.2.2K; A32.2.29R; A32.1.2H; A32.2.6S |
| 34142 | Paterson, Joel | <p>UDOT Decision-makers,</p> <p>Choosing the gondola as the preferred alternative during this EIS process is irresponsible. There is a traffic problem in the canyon but the gondola is not a viable</p> | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.7A; 32.2.9A; | A32.1.2B; A32.2.2K; A32.2.29R; A32.1.2H; A32.2.6S |

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| | | <p>solution. Please consider the following: Decision makers need to know what is the visitation capacity of the canyon. Of course, the ski resorts resist a study to determine the carrying capacity because they don't want to limit the number of customers. Ski resorts want to show a growth in skier-days. However, to protect the ecosystem and user experience in the canyon, we need to know how many users the canyon can sustainably accommodate without degrading the experience.</p> <p>Building the gondola will serve only two ski resorts and ignore other users of the canyon. Alta and Snowbird are private businesses that will profit at the expense of tax payers across the State. The vast majority of Utahns do not ski or even visit the canyons but will be paying for improvements that only benefit the resorts. It is a certainty that the resorts will use the gondola as a marketing tool to attract even more out of state skiers.</p> <p>The costs estimated for the construction and maintenance of the gondola are not reliable. Of course, the gondola has not been designed and no reasonable estimate of its cost have been shared. The \$500+ million outlay will certainly prove too little for such a huge project. Of course the cost will rise significantly as the project evolves, but at that time, tax payers will have to cover the exploding budget. UDOT's preferred alternative would represent the longest gondola system in the world. Nobody else has constructed such a long distance gondola because of the extensive cost to construct and maintain far exceeds the cost of other viable alternatives.</p> <p>Many studies show that transit ridership greatly decreases with an increase of mode change. The vast majority of users of the gondola will use three methods of transportation to ride the gondola - a private car to access a bus to access the gondola and then the gondola ride to the resorts. Each change in transportation mode add time, inconvenience and additional personal cost (purchasing tickets). All of this discourages people from using the gondola. Although the gondola may attract more skiers to the resorts, it will not reduce the number of vehicles driving up and down the canyon.</p> <p>Most of the local political entities that are affected by the traffic and tourism generated by activities in Little Cottonwood Canyon support lower cost, common sense alternatives that actually address traffic in the canyon. These alternative have proven records of success and can be done with a fraction of the impact to the environment and visual beauty of the canyon. Improve bus service and encourage ride-sharing. Use tolling and parking reservations and limit the number of users allowed in the canyon at one time.</p> <p>The visual cost of the gondola needs to be considered. The gondola will be a permanent scar on the face of the canyon. It will impact views that are now unobstructed. The towers will require new access for construction and maintenance that will impact water quality and degrade the ecosystem. It should be noted that all of the impacts created by the construction of the gondola would be done for a part time transit system. The gondola will only be used during the ski season.</p> <p>Other lower cost solutions should be implemented and evaluated before such outlandish solutions like the gondola take precedence.</p> | 32.2.9E; 32.7C; 32.20B; 32.29R | |
| 34759 | Paterson, Mark | Gondola is the right solution . | 32.2.9D | |
| 34760 | Paterson, Shawna | Gondola is a workable and reasonable solution | 32.2.9D | |
| 29460 | Paton, Sean | I moved to salt lake largely because of the beauty of Little Cottonwood. If I'd known that skiing interests would motivate the building of an obstructive, and ugly gondola, I wouldn't have come. This gondola will be GRATING on the LCC aesthetic frame. I trail run, i boulder, I bike. All of these things would be ruined for me and my friends with this gondola. I know you've read thousands of comments just like this. The community of LCC doesn't want this. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 36572 | Patron, Edward | I believe the gondola would only be a small bandage to a much bigger problem of getting people up and down the canyon. The problem can't be solved with pricing people out of driving up there. The only way to win over the public is to create a solution for travel that is a competitive and more convenient option than driving so that people would rather not drive. I believe this starts with a robust bussing system that takes people up from lots further from the canyon so that there isn't a central point of congestion of traffic, because even with a gondola being put in, without there being a good method of getting to the gondola the problem of traffic still isn't solved. | 32.2.9E; 32.2.9A; 32.2.2I | A32.2.2I |
| 35964 | Patten, Louis | Hello, Thank you for taking the time to consider my comments. As a homeowner in Salt Lake, and an avid skier, I am not in favor of the gondola solution. This traffic problem has been brought by ski resorts shifting to multi-resort passes and a lack of responsibly limiting the number of daily visitors to the resorts. There should be a study done on a proper capacity and institute daily limits. | 32.2.9E; 32.2.2K; 32.20B | A32.2.2K |
| 37340 | Patterson, Ashley | <p>As a ██████████ resident and regular visitor to Little Cottonwood Canyon, I have closely followed the LCC EIS transportation process, and am puzzled by the advancement of the gondola as a preferred alternative.</p> <p>The key concerns I see with UDOT choosing Gondola Alternative B as its preferred alternative are:</p> <p>Dispersed Use - The White Pine parking lot is crowded with vehicles year-round, with cars parking up and down the highway for up to a mile in either direction at all times of the year but particularly in summer when the gondola does not intend to operate. This creates a significant safety hazard along the state highway. The gondola does not plan to stop at White Pine thus the traffic at that trailhead will continue to get worse not better. This is the premier hiking destination in Little Cottonwood Canyon.</p> | 32.2.9E; 32.1.2D; 32.2.6.5F | |

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| | | <p>Economic Benefit - The EIS states: "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." This has been rightfully controversial given that this gondola is simply serving two private entities and using massive amounts of taxpayer dollars to do so. Service to free or low cost winter recreational opportunities (snowshoeing, nordic skiing, backcountry skiing, sledding, or winter hiking) when the gondola is running are minimal meaning this proposed alternative is serving only relatively affluent resort skiers and snowboarders.</p> <p>Expense - The initial cost proposed by UDOT for the gondola was \$550M and given typical cost overruns for large infrastructure projects, this is likely looking closer to \$1 billion taxpayer dollars for a solution with no parking in a residential neighborhood that serves two ski resorts in the winter.</p> <p>Gondola Fees - Along with the rising costs of construction and UDOT's admission that funds may not be available, the prospect of high costs for people to ride the gondola exists. There has been little discussion from UDOT or the ski resorts regarding fees for riding the gondola. It seems logical that high or even exorbitant fees to ride the gondola will drive ridership down.</p> <p>Seasonality - As currently proposed, the gondola will only run from December through April. This is despite the fact that traffic in LCC between June and October is effectively at the same level as the winter, with Snowbird actually parking more cars for their Oktoberfest celebration than they do on winter powder days. Relegating the gondola to winter use only confirms that this is NOT a public transit option and is instead a wholly-taxpayer-funded chairlift to benefit two private ski areas.</p> <p>Controversial - This project has been controversial in the community. A recent survey showed that 80% of respondents did not favor the gondola. The mayors and councils of two of the biggest stakeholders - SLC and SLCO - have taken strong positions against the preferred alternative, instead saying that common sense solutions that use existing infrastructure and more buses should be pursued. All of the largest and most engaged environmental and dispersed recreational groups have said the same thing.</p> <p>Verification - UDOT has not provided examples or proof that adding a gondola will actually reduce traffic in LCC. With continued full vehicle access on the state highway it is just as likely that visitors will continue to drive their vehicles up the canyon for maximum efficiency as some will take the gondola. Not a great result after spending \$1 billion.</p> <p>Sincerely, Ashley Patterson [REDACTED]</p> | | |
| 29609 | Patterson, Brandon | As a community member who lives and works in Salt Lake and recreates in Little and Big Cottonwood, I would be supportive of increasing transit infrastructure east west and north south before putting in a gondola. For instance, could the s-line in Sugarhouse connect to a transit hub leading to the canyons? | 32.1.1A; 32.1.2B | A32.1.1A; A32.1.2B |
| 32497 | Patterson, Charles | No gondolas please. Please look at other alternatives | 32.2.9E | |
| 37415 | Patterson, Dana | It does not appear that the cost to ride the gondola has been discussed anywhere in the EIS. Why has this been left out? The cost to individual riders has the potential to significantly impact whether or not people will actually ride the gondola. Will the ski resorts be handing out free gondola tickets when someone buys a ski ticket? Or will individuals have to spend another \$100 or \$10 for a gondola ride? This is an important detail that needs to be included in the analysis before moving forward with the gondola. | 32.2.4A | |
| 37430 | Patterson, Dana | I support the UDOH's phased implementation approach so that the simpler, less invasive strategies can be tried first. However, I still do not support moving forward with the gondola. It only serves to benefit the ski resorts and does not address summer visitation/traffic or provide access to other points within the canyon. | 32.2.9E; 32.2.9R; 32.2.6.5F; 32.2.6.5G | A32.2.9R; A32.1.2H; A32.2.6S |
| 26217 | Patterson, Dayci | Implementing a better bus system is a great way to improve transportation in the canyon while continuing to protect the biodiversity and watershed of Little Cottonwood. Building the gondola will be a massive undertaking that will destroy many natural habitats and climbing areas along the canyon and will ultimately attract even more visitation to the canyon, which will be more detrimental to the sanctity of that beautiful place. Please don't build the gondola. Start with the bus system and make improvements to that as needed. In an increasingly more developed world, it is essential that we work to protect wild places. Once a gondola is built in the canyon it will never go back to the way it has been, which is already developed enough. Please choose to protect our earth! | 32.2.9A; 32.2.9E; 32.2.0C; 32.2.9R; 32.4B; 32.13A | A32.2.0C; A32.2.9R; A32.1.2H; A32.2.6S; A32.13A |
| 30812 | Patterson, John | Thank you for the courage to make what I agree is the correct decision. I hope it will receive final approval up the line. This will do so much for safety in the canyon; and it will have that je ne sais quoi [I do not know what]. | 32.2.9D | |
| 35279 | patterson, Linda | I am disgusted by the fact that the gondola is being pushed on taxpayers. There is nothing that feels correct and democratic about this decision. It feels dirty and dishonest, including your commercials about no one wanting to ride the buses to the ski resorts. You guys know better than that. Those buses are so crowded it is hard to get a seat. Not sure how you live with yourselves. | 32.2.7A; 32.2.9E | |
| 30854 | Patterson, Lou | Little Cottonwood has issues, but a gondola isn't going to solve any of them. It's a short term fix that isn't a fix at all, and the canyon will suffer for it. Do better. | 32.2.9E | |
| 36905 | Patton, Sean | If you build this gondola I will vandalize it so bad it won't last a week standing up. | 32.2.9E | |

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| 25372 | Paul, Bryan | Please don't be short sighted on this project. If it is going to go forward please take it all the way over to Park City so folks staying there can jump on and access the two Cottonwood canyons without driving. If this isn't going to happen in my opinion you are wasting the public's time and money. It like the Bangeter Hwy project you build it one way and then tear it all down to do it the right way later. How about doing it the right way the first time. A Novel concept that Udot doesn't seem to get. If it was the private sector I guarantee it would be done right the first time. | 32.1.5B; 32.2.2PP; 32.2.9N | A32.2.9N |
| 25363 | Paul, Lynn | Everyone knows how adamant I am about protecting our precious, 15 mile wide, 75 mile long watershed this is our public lands! This is a horrible decision by Utah Department of Transportation. This will not only literally be a disaster for the Wasatch and our watershed, this will fuel a "pay to play" environment that will price out economically challenged family's here from enjoying their public lands in Little Cottonwood Canyon. Last time I checked most of the canyon is public lands. We as a society, protecting something this precious and finite, is far more important that benefiting ski resorts economically. Widen the road for a dedicated bus lane up and down, year round bus service, toll the canyon, and offer a season pass like they do for the mirror lake highway to park roadside or in trailhead lots to prevent resort traffic from taking parking from backcountry users. See problem solved with no gondola. | 32.2.9E; 32.2.9B; 32.5A; 32.2.4A; 32.2.2Y; 32.2.2PP | |
| 27711 | Paul, Mary | I am writing to voice my opposition to the proposed Gondola plan for the following reasons: 1. The risk is too great. The impact of constructing the gondola will do irreversible damage to our wilderness, its flora and fauna inhabitants, and our precious watershed that MILLIONS of citizens rely on. 2. The math doesn't add up. \$550M for a transportation method that only serves the ski resorts and will generate a maximum for \$7-8 M per year max? Assuming no interest, that's still more than a 78 year payout. It also fails to serve a majority of canyon goers. It's an elitist solution that further divides access to our wilderness between the haves and have nots. If someone has Medicaid or Social Security, will that act as a free pass to access the gondola? Instead of spending \$550 million dollars on one gondola ride that only serves two businesses, why not invest in transportation hubs and infrastructure to move people in a more economical way that would benefit all Utahns, not just skiers. 3. It's the most invasive of the transportation options available. Instead of a gondola, let's build our local economy and hire more people to help manage parking hubs, drive busses/shuttles, and relay transportation updates in real-time to maximize the efficiencies of available transport, parking spots, and ensure popular areas are safe and accessible. 4. It's unjust. Right now, people with money get more opportunities than those who are unable to pay. Full stop. We all pay taxes, we should all receive access. Build a reservation system like Arches did. It's a fantastic model that allows for both planners as well as those looking for same-day options. We all deserve to enjoy our beautiful wilderness. It is absolutely a human right. | 32.2.9E; 32.2.2I; 32.2.2K | A32.2.2I; A32.2.2K |
| 34882 | Paul, Sarah | Please do not make the gondola and mess up the beautiful canyon thank you! | 32.2.9E | |
| 37814 | Paulding, Jon | I am very opposed to the Gondola option. The Wasatch and Utah only have a small amount of beautiful alpine terrain like LCC and a gondola would marr the views in the canyon unacceptably. I also feel this option would not be well utilized except 5 months per year and would be a taxpayer bailout of a private for profit 2 companies. | 32.2.9E; 32.1.2D | |
| 27901 | Paull, Jim | I'm a skier and a hiker and use LCC. Unless the Gondola operates in the evening in summer until about 9 p.m., I can't use it in the summer season. As far as skiing goes I'd use it if it were heavily subsidized. The environmental degradation is just too great for this Disneyland like alternative. | 32.2.9E | |
| 26024 | Paullet, Wendy | This is a disgusting use of tax payer money. We've already ruined the cabin with a road increasing the size of the road is a much better option. What happens when this gondola breaks who is going to pay for that. This gondola is going to be a money pit. | 32.2.9E; 32.2.9B; 32.2.7A | |
| 34069 | Paulsen, Isabelle | Don't build the gondola. Keep nature beautiful. The canyon is over crowded but this is not the answer | 32.1.2B; 32.2.9E | A32.1.2B |
| 36183 | Paulsen, Lenice | I am SO AGAINST the gondola being put in. It has been voted on. Please actually DO the right thing and listen to the people instead of pretending to be doing the right thing. I literally don't know One person who is in favor of this and I've spoken to many people. Please do not move forward with this plan. It is not wanted among the people. | 32.2.9E | |
| 26187 | Paulsen, Lenice | I am NOT in favor of the gondola. From all my reading and research, not many people are. Please reevaluate the damage it will do to our s Community and state. Thank you. | 32.2.2PP; 32.2.9E; 32.2.9N | A32.2.9N |
| 38383 | PAULSON, DONNA | Building a gondola to benefit two ski resorts for 5-6 months of the year is a huge waste of public funding. Access to other areas in Little Cottonwood Canyon would not benefit from a Gondola. A Gondola will not only cost millions to build, but a disproportionate amount of money to operate and maintain. This doesn't even take into account the environmental impact - regardless of the "studies," that say such an impact would be minimal. Alternate solution: make Little Cottonwood Canyon a toll road to help with costs to keep the road clear and safe in winter but offer special discounts to canyon residents and ski corporation employees. Continue to offer bus/shuttle services using alternate fuel to reduce canyon pollution. The ski areas are already charging for parking, so just limit access like some of the National Parks. Why is UDOT intent on using public funding to benefit a small slice of the population who ski ? With climate change upon us , ski seasons could be even shorter | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.2K | A32.2.2K |

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| | | <p>than 6 months a year in the very near future.</p> <p>No, no, please no to a gondola.</p> <p>Donna Paulson</p> <p>Sent from my iPhone</p> | | |
| 33035 | Paulson, Ken | <p>I believe that the decision by UDOT to favor the Gondola alternative for access to Little Cottonwood Canyon is inappropriate and short sighted as to the benefit it provides to the people of Utah who not only enjoy the canyon for its skiing activities but also for its scenery, flowers, wildlife, and general environmental aesthetics. Go up to Albion Basin and look down the canyon. Beautiful - oops, there is a Gondola right in the middle of this view. Awful.</p> <p>The Gondola makes limited access to the entire canyon and only favors the ski resorts in increasing their revenue. The financing for this project unfairly falls on the people of Utah to support these private businesses. If the Gondola project is so sorely needed to reduce traffic in the canyon during ski season, then the businesses that benefit from this project should pay for the project.</p> <p>That aside, I don't fully understand how this project is going to positively reduce congestion and make it more convenient to access the canyons during the winter.</p> <p>People are going to need access to the staging points of the Gondola. Anyone that has skied is aware of the lift lines that develop during the day. I believe that at the embarking and disembarking points of the Gondola, huge crowds of skiers will develop both in the morning going up to the resorts and even greater crowds will develop when the lifts close and everyone wants to leave at the same time. With a bus alternative, many busses can line up to take skiers down the canyon much more quickly than herding the crowds through a single loading point to access the Gondola. People are going to be tired and irritated at the that time and it isn't going to be a pleasant experience for anyone.</p> <p>OK then, everybody gets on the Gondola. Where does it take them. To another single staging point where everyone gets off to go to their -- Car? Where is their car? In the great parking lot either at the unloading point or at another offsite parking lot (wherever that has been set up.) Have we reduced the number of cars and the pollution (air, neighborhood congestion, refuse accumulation, etc.) the cars create. No, we have just relocated all of that to somewhere else. OK, we must now develop shuttle service from the lower staging area to offsite parking to get the skiers from point A to their cars. Do we really believe that we will not see the same amount of cars. How are people going to get to the points where they can access their cars. Either develop a shuttle service to offsite parking or a make a huge parking lot at the embarking point itself? Maybe people will drop off and pick up at the embarking point and won't need to park. Cool, do we now have a long line of idling cars waiting for pickups/dropoffs? Has anyone at UDOT ever gone to a school to pick-up their children - ugh. This will be many many times worse.</p> <p>A well organized bus transport system could eliminate the need for shuttles by setting up routes to pick up and drop off skiers at specific loading sites. I am not a particular proponent of a huge bus transport system but to me this offers a better alternative to relieving canyon congestion than the Gondola alternative. What's more, in the summer when that may be less pressure on the specific ski areas, bus transport can be reduced where as the Gondola would not be fully utilized resulting in a partially idle investment still requiring maintenance and operating personnel for those that want to use it.</p> <p>A Gondola system is going to ruin a gem that we can never reclaim - all for a limited gain for a select few to the detriment of the many and their generations to come. There must be better options to consider to preserve the canyons that we purport to love and cherish. While I know that a lot of dedicated people have spent time reviewing alternate plans for this canyon (and for other canyons to come,) there isn't a necessity to make an irrevocable commitment that could have lasting negative impacts without exhausting all possible alternatives even those that might be made just to preserve what otherwise might be lost forever.</p> <p>Please think more than twice over the decisions about to be made and the long term impact.</p> <p>Regards,</p> <p>Ken Paulson</p> | 32.2.9E; 32.2.7A; 32.2.4A; 32.2.6.5C; 32.2.6.5E; 32.2.9A; 32.2.5.3C | A32.2.6.5E |
| 32510 | Pautler, Mary | <p>I am a local resident of Cottonwood Heights and frequent canyon user in both summer and winter. Traffic congestion is an issue and from my perspective has seen a volume increase over the past 10 years. I appreciate there being a conversation about solutions. I don't support the proposed Gondola option. First, the gondola will not solve the traffic problem in Little Cottonwood, instead just offer an alternative for those who select this method of transport. And, traffic congestion isn't limited to SR210, traffic congestion is also an issue in our community that includes Big Cottonwood, the I-215/Exit 6 backup that regularly occurs, and congestion on Wasatch Blvd. Knowing this option doesn't fully resolve the traffic issues in our community, combined with the cost to tax payers, is a primary reason why I don't support this option. The data shared to justify this solution is hard to believe to be true ' specifically, "Expect 50 days per ski season of traffic jams". Given that I drive up/down SR210 about 40-50 times a year, often during peak (AM/PM weekend days) over the past 10 years, this estimate makes me question the data being relied on to support this option. I would expect supporting data to be more realistic. It's frustrating to see the willingness to spend this amount of tax payer money, both initial cost (\$550 million) and annual winter operations amounts (\$4 million per winter only) for a non-sensible 'solution' that doesn't solve the problem for SR210 and</p> | 32.2.9E; 32.1.1A; 32.2.9A; 32.1.2B | A32.1.1A; A32.1.2B |

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| | | doesn't address Big Cottonwood, Wasatch Blvd, or traffic issues encountered by all these routes in the summer. A more sensible option would be enhanced bus service and leave tax dollars for looming environmental issues that will significantly impact ski resort, such as the shrinking Salt Lake. Thank you. | | |
| 36674 | Pautler, Tim | This is not a real solution for the residents of Cottonwood Heights. It removes no cars from Wasatch Blvd, requires longer travel times/transfers and does not address Big Cottonwood Canyon. Before spending \$1Billion of tax payer money please attempt some lower cost options like busses, tolling, vehicle inspections, reservations. Thank you. | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.2M; 32.2.2K | A32.2.2K |
| 35124 | Pavloff-Duffy, Jessika | I am in favor of the gondola project and would like it to go through. Other cities have similar gondolas that I have experienced and I think Utah state should also try a gondola. There are other ways than driving. | 32.2.9D | |
| 34434 | paxton, marypat | To Whom It May Concern, I say "NO" to the Gondola because: The Gondola is NOT solving the issue of high traffic or congestion in LCC. The Gondola is NOT solving the issue of poorly-equipped vehicles in LCC. The Gondola is NOT solving the issue of too little parking in LCC. The Gondola is NOT solving the issue of inexperienced drivers in LCC. I say "NO" to the Gondola because: I do not want to have my taxpayer money wasted on an expensive toy for the tourists. I do not want to ruin the beauty and nature of LCC for a few politicians and their short-sighted boondoggle. I think that it would only shift the problems (noted above) to Cottonwood Heights. What can be tried?-- Enforce the tire restrictions!!!-- Heavily fine the drivers who are causing accidents.-- Designate 2 lanes exclusively Uphill at 6:30 to 8:30 am.-- To encourage more users of the bus, have buses that are designed for skier/snowboarder travel. (racks, bins, slots, etc for the equipment) Thank you for reading this to the end. Marypat | 32.2.9E; 32.2.2D; 32.2.2M | |
| 38133 | Paxton, Robert | I have skied at Alta Ski Area for nearly 50 years. I love the traditions, powder and intent of the resort to offer a quality experience - independent of changing outside pressures. Michael Crichton, MD and author stated, when speaking on global warming, many research programs start with a solution in mind instead of looking at a project with an 'independent' point of view. I feel this is how traffic mitigation in LCC has proceeded, sometimes with potential conflict of interests. The disparate committees didn't exist in my mind, only if someone is a 'yes' person. I have several concerns: Tolling = \$35, paid parking = \$25, ski pass = \$180, total = \$240 without equipment rentals. More than double Disneyland and very expensive for residents of Utah, who have lower incomes than many tourists. We are being left out. What about storage of ski bags and equipment for 2000 gondola riders at each resort. These changing areas don't exist. But they might for another fee. And, as ridership expands the resorts may need to expand to offer a quality ski experience. You talk of safety _ but my experience has seen very few accidents, mostly involving a bus. Perhaps a few slide-offs. If air pollution is truly a concern then we must put a stop to all growth in the valley, homes, businesses, etc, anything that adds to pollution. now for a few solutions to the traffic: We could use more parking areas for non resort activities, with a right turn out lane so non skiers can slow down and park outside of the main travel lane so traffic to the resorts isn't slowed. encourage the forest service and resorts to expand parking to accommodate more cars thus shifting the expense to the resorts and the people going to the resorts. This saves tax expense to the people, most of whom do not ski. The tax expense to the people is a real problem for me and people I know. Skiing is not essential to most residents. Have UDOT start avalanche mitigation earlier in the day so the road can be opened by 6:30 am instead of the current 8:30 am protocol. when resorts open around 9:00 am traffic will always back up. It has for 50 years. Also have the resorts open the parking lots by at least 7 am so early birds can have breakfast with friends and help ease the rush hour. Then spend the \$550M to bring water to the Great Salt Lake so we can maintain an acceptable snowpack and operational resorts. Thank you. Bob Paxton | 32.2.9E; 32.2.2K | A32.2.2K |
| 34100 | Paxton, We | We should not be starting with the most expensive, most permanent solution. We should start with what will have the least impact on the canyon and the most likely option to succeed: buses. If people won't take buses, they won't take a gondola. Start with buses first. | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 26078 | Payforit, Dontmakeme | If Snowbird and Alta need another gondola, including one up LCC, Snowbird and Alta, not Utah Taxpayers, should be the ones to pay for it. | 32.2.7A | |
| 25871 | Payne, Aaron | Please don't build that gondola. Ut ruins natural beauty, and traffic won't be solved. Just another way we are going to over build. | 32.2.9E; 32.7C | |
| 28836 | Payne, Allan | The enterprise article 9-12-22 headline is "UDOY says a gondola is the best solution for ski resort access" that is a narrow definition. that may be true but what about other considerations? like, will it be free to use as the road is free to use (other than taxes)? Is there room for parking at the base? what about retail concessions and restrooms? and what about lockers at the top for clothes and boots? how many days a year will it be needed? can we still drive on the road if we want to? what about additional gondolas for big cottonwood canyon or park city? Is the gondola the best solution for regular local people? have these questions been considered? | 32.2.4A; 32.2.3A; 32.2.6.2.1C; 32.1.4D; 32.1.5B; 32.1.1A | A32.2.6.2.1C; A32.1.1A |
| 28652 | Payne, Evelyn | It seems to meet the needs of the ski resorts more than the general public. Let them build it at their expense and use public money to expand surface access so as not to exclude, hikers, climbers, picnics and others. | 32.2.9D | |
| 34679 | Payton, Adam | The gondola "solution" to the little cottonwood traffic problems has to be one of the dumbest ideas for addressing the issues at hand. It would be an expensive eye-sore built exclusively to cater to a select group of individuals. There are numerous significantly better alternatives, including those already outline as part of this | 32.2.9E; 32.2.9A | |

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| | | proposal, such as expanding busing and tolling (heavily) for single occupancy vehicles. Build a large parking area, buy some buses, and restrict vehicle access. We don't use gondolas to get kids to school for good reasons, and we sure don't need one to get skiers up a canyon with a perfectly good road in it. | | |
| 34734 | Pazzi, Jan | I oppose the construction of the gondola. There are other viable alternatives for the few months that traffic is impacted to the ski resorts. Additional bus times and the use of electric buses are better alternatives. Traffic in the canyons will increase since our population continues to grow but the cost and environmental impact of the gondola does not make sense. | 32.2.9E; 32.2.9A | |
| 28530 | Pazzi, Jan | The gondola is not the best solution for Little Cottonwood Canyon. Parking will still be impacted at the bottom of the Canyon. It is costly to install and maintain and there will be environmental damage done for installation of the gondola. Electric buses would be the best alternative for long term environmental and cost factors. | 32.2.9E; 32.2.6.3F; 32.7B; 32.2.9A | |
| 34010 | Peach, Dolly | The gondola is a BAD idea!! Please, toll the road, get bus lanes for those who don't want to pay the toll. Give the electric buses whistle stops for those who want to access the backcountry. Build snow sheds for avalanches. | 32.2.2Y; 832.2.6.3F; 32.2.9B; 32.2.9E; 32.2.9K | |
| 37101 | Peachey, Brighton | Please do not build a gondola. It will have a huge negative impact on the Esthetic of the canyon and the natural environment. It is a drastic approach for something that could be helped with more cost effective and less impactful means . | 32.2.9E | |
| 33364 | Peacock, Benjamin | I oppose construction of a gondola in Little Cottonwood Canyon. It'll only serve the ski resorts at taxpayer expense without addressing the needs of other user groups. I frequently hike and bike in the canyons and would like to see a solution that addresses crowding at all trailheads. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E | A32.1.2B |
| 35413 | Peacock, Christina | This is an absolute horrible proposal. This will ruin the beauty of one of Utah's canyons and the cost alone will once again fall on the taxpayers. Maybe the multi million dollar ski resorts could help provide more carpool options such as providing bus routes. UTA is feeling the sting of short staffing, as so many industries are. Don't put up a gondola in my backyard!!! | 32.2.9E | |
| 35885 | Pead, Tanya | Please do not build a gondola up little Cottonwood Canyon. Without stops at major hiking trailheads, the gondola only serves the 2 ski resorts. Widening the road to accommodate electric buses and cyclists would be a better use of taxpayer money. Additionally, a toll to drive the canyon would help offset some of the costs and would deter a portion of drivers. A gondola serves developers and commercial entities not the general public. | 32.2.9E; 32.1.2D; 32.2.2Y; 32.2.6.3F; 32.2.6.5G | |
| 29382 | Pearce, Karen | No gondola! It'll ruin the canyon, and it belongs to all Utahns, not only fir skiers! Does the Gondola accommodate ppl for hiking or flower gazing? This is another corporate welfare while Utahs are left uneducated, homeless and sick. Where us the giant church Christian influence on this state to do the right thing! | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 38169 | Pearce, Soren | I dont want the gondola. I think it will harm the environment, and the natural beauty of the canyon. There are already cheap and accessible public transportation routes up the canyon. | 32.2.9E | |
| 34450 | Pearson, Callista | I do NOT support the gondola. There are better ways to use tax payer money to reduce and improve traffic and usage of the canyon. | 32.2.9E | |
| 26342 | Pearson, Claudia | I absolutely am opposed to the idea of a gondola in our beloved Cottonwood Canyon. I live within a couple of miles of canyon entrance. When the canyon parking is full to capacity, close entranace until parking spaces oopen up by cars leaving . Make a reservations system such as national parks have. Ex. Zion. Car pool. Please do not fill our canyons with humanity at the expense of loving our canyons n parks to death of them. Do not take out trees, disturb wildlife. Listen to your voters. The largest percentage does not vote for a gondola. | 32.2.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.2QQ; 32.2.9E; 32.2.9N; 32.13A | A32.2.2K; A32.2.9N; A32.13A |
| 28950 | Pearson, Danielle | I've lived in Utah for over 20 years and we frequently use LCC. My husband is an avid yearly pass holder at Snowbird. He skis, my boys are climbers in the bouldering community and I hike and snowshoe often up this canyon. My husband has already said he will not pay \$35 to ride a gondola to Snowbird. He will go somewhere else or drive on the "off" days and just park. This proposal is being shoved down our throats using our taxpayer dollars for something NO ONE in my area wants or will use. How about Snowbird and Alta pay for it if they want it so much? It only serves a limited number of wealthy people that use LCC and most people in my area (I live at the base of the canyon) are so opposed to this ludicrous idea and the damage it will do to the canyon and the surrounding areas, including expanding Wasatch drive and the parking structure at the base of the canyon. Why are these wealthy investors so determined to ruin such a beautiful canyon with no regard to the future of its use. Again, my husband who skis several times/week and other skiers in the area see this a huge waste of money and have zero intention of using the gondola. The number of days that there is traffic is so small compared to the rest of the year. Since it seems to be a done deal (corruption at its worst) how about taxpayers show proof of residency and then they ride free since we are being forced to pay for this ridiculous idea anyway. We have loved our canyon for many years. We have thought of moving in the past few years since Utah has been growing out of control with no planning for infrastructure for the future. This gondola will drive people like us away to a new place where the government cares about its community and environment. | 32.2.9E; 32.2.7A; 32.2.4A; 32.2.2PP; 32.2.9N | A32.2.9N |
| 28953 | Pearson, Danielle | Also we fully support a toll similar to other places we've visited. Such a great system and does it does the least damage environmentally and those who actually use the canyon are the ones who pay instead of every taxpayer in Utah regardless of their use of LCC. | 32.2.2Y | |
| 35199 | Pearson, David | I don't agree with your decision to make a gondola in Cottonwood Canyon. It seems like a very expensive plan for taxpayers to participate in. When very few ttaxpayers will use it. There will be a lot of natural area that you will have to destroy to provide an appropriate amount of parking at the base of the Canyon. If you are trying to decrease air pollution, it doesn't seem to me that this is saving much pollution. If you are trying to decrease congestion, it isn't helping much on the congestion on Wasatch Blvd. or 94th south. It actually could increase congestion. A dedicated bus lane would decrease congestion more and pollution more because it would keep all buses off the Canyon road completely, and the | 32.2.9E; 32.1.2D; 32.2.6.5E; 32.2.2I; 32.2.9A; 32.2.6.3F | A32.2.6.5E; A32.2.2I |

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| | | bus pick-ups can be spread across the valley as needed to have people park in diverse places. Busses can be electric and decrease pollution from that. The congestion at the mouth of the Canyon will be much less. I can't understand why you would feel like that exorbitant cost would be the best solution unless you have been influenced by private interests who will benefit from the gondola. I hope this isn't the case. Hope not. Please change your decision. David Pearson | | |
| 32795 | Pearson, David | I understand that you have many studies as you have considered the Canyon congestion, but I can't understand how you came to the conclusion to put in a gondola unless you are being influenced inappropriately by people who are going to receive some monetary advantage from its construction. You can decrease pollution and congestion better by using electric buses and have the pick-up stops all over the valley instead of one gathering spot at the mouth of the Canyon. The expense is outrageous. Buses will be much cheaper. Also, at times of the year when there isn't a high demand the buses can be relocated, but the tram can't do something else. It will just be unused. Sorry that you made this poor decision. Please don't be so proud that you won't change the plan. Please don't be in bed with developers and be influenced by them. Thanks | 32.2.2I; 32.2.6.3C; 32.2.9A; 32.2.9E | A32.2.2I; A32.2.6.3C |
| 27808 | Pearson, James | No tolls until the gondola is running. Maintain a free way for locals to access the canyon in the summer. Provide local discounts. | 32.2.4A | |
| 36652 | Pease, David | Dear UDOT, I am strongly opposed to the gondola. I feel like we should be focusing on simpler measures such as car pooling, increased bussing and shuttles. The cost of the gondola is enormous and the burden of the cost will be paid by the Utah tax payers. The gondola only services two businesses. Those ski areas are heavily invested in having the gondola built. The lower trailheads are not accessed. We don't even know the cost of a ticket. I assume it would be very expensive. Please do not force this on Utah tax payers. Kind regards David Pease | 32.2.9E; 32.1.2D | |
| 28286 | Peasron, Claudia | This atrocious gondola idea supports tow[private businesses at the top of the canyon. It destroys trees, wildlife habitat and cuts into the mountain. and is used primarily about 3 months of peak season of the year. When the canyon is full to capacity of humanity for the day, close it at the mouth of the canyon until there are spaces open for more traffic. Clean bus service and entering via reservation is the solution. We do love our canyons and parks to death....Lets not support their demise..... | 32.2.9A; 32.2.2K; 32.13A; 32.1.2B | A32.2.2K; A32.13A; A32.1.2B |
| 33198 | Peatross, Derrick | The worlds longest Gondola has no place in Utah, along the entire LLC. The issue we are addressing is congestion, safety, and accessibility of that canyon; but only in the winter. The amount of damage this Gondola would cause is simply not the solution we are searching for. Rock climbers, hiking, road bikers, mountain bikers, trail runners, and many more, will all be negatively affected in this massive act to serve a small audience to ski two resorts up the canyon. Please, do not allow the building of this Gondola to move forward. Sincerely, an Utah Native of 31 years. | 32.2.9E | |
| 32907 | Pechmann, Jessie | The gondala does not seem useful and on top of that way too expensive. It wouldn't benefit me in any way I can see and seems to prioritize private interests as opposed to shared public resources in the canyon/tax payers. I support the common sense solutions (electric buses/more frequent easy buses/tolls, etc) | 32.2.9E; 32.2.2I; 32.2.6.3F | A32.2.2I |
| 34867 | Peck, Cole | I support common sense alternatives to the gondola, such as increased and more regular bussing, tolling, and traction enforcement. Moderate expansion of canyon infrastructure seems appropriate. I do not support a gondola of this scale in the canyon and hope that legislators will listen to the public opinion. | 32.2.9A; 32.2.2M | |
| 37293 | Peck, Daniel | Please do not build a gondola up LCC. It is too expensive in money and ecosystem and it simply does not solve the problems of canyon access and transportation. Please know that the easiest and most cost effective solution is to use a shuttle system. Ideally all electric. The road is already in place. Have some express shuttles that go strait to the ski areas. Then have some smaller shuttles that stop along trail heads and other backcountry access points. Cars would only be allowed for residents and staff. All you need to do is build a few shuttle access points in already existing parking areas near the mouth of the canyon. People can pay for a shuttle pass for the year/season/daily. People will love it because they don't have to worry about driving and parking. No traffic jams. Resorts will love it because people can be take. Straight to the ski area ready to pay for expensive food etc. Its a flexible way to go. Easy to repair as opposed to a broken gondola. The gondola is not flexible and is just terrible for everyone including the ski areas. Please just do the least expensive thing for money and the local ecosystem. No need to expand the road. The gondola will turn me and my family away and we will take our skiing and outdoor recreation elsewhere. Please use electric shuttles to easily solve your troubles. All the best. Daniel G. Peck | 32.2.9E; 32.2.9A; 32.2.6.3F; 32.2.2B | |
| 29227 | Peck, Josiah | I hope that you'll seriously consider not building the gondola if the problem of traffic and congestion is fixed by enhanced bus service, single occupancy tolling, and reserved parking (Alta). The viewshed will be completely ruined, which is annoying since the top of LCC is one of the most beautiful places on earth! | 32.2.9A; 32.2.9R; 32.2.2K; 32.17A | A32.2.2K |
| 29468 | Peck, Kenneth | Hi, I believe this number is for the gondola make sense project team. I am going on record as being opposed to it. For four reasons. Number one. You're going to have to dig up the canyon for the tower construction and the maintenance so, how can you get around to doing that? It's the same thing as widening the road | 32.2.9E; 32.2.6.5K; 32.19A | |

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| | | Number two you're going to ruin forever the view of our Glacier made distinct looking Canyon with ugly Towers going down it. Number 3, safety. How are you going to support a hundred or so Gonzales going up the canyon if I we have a great raging blizzard and it is 40 50 ,60 mile an hour winds. I've been on the gondola in Park City where it stopped because of the Winds, Its Scary, Its uncomfortable, its unsafe and finally the cost to maintain it over the next fifty years. Hows that going to be handled. I can tell you how it's going to be handled and I think it will be handled by the taxpayers of Utah, and I'm totally against that my name is Kenneth Peck. I can be reached at [REDACTED] | | |
| 27779 | Peck, Michael | Thank you for your efforts to solve traffic problems in Little Cottonwood Canyon. Having grown up nearby, this is the canyon most dear to me in our Wasatch area. After reading all the commentaries available, it seems to me that a gondola is not the true solution to the problem, and I would feel troubled if UDOT carries it through. Please do not pursue this action. | 32.2.9E | |
| 34596 | PECK, MICHAEL | Please do not go forward with the gondola, and please follow the advise of experts, not the proposals of profiteers. | 32.2.9E | |
| 31484 | Pecknold, Ryan | The Gondola is a mistake we can't afford to make. It will permanently alter one of the most important resources SLC has - for the worse. This will also open the door for other similarly destructive projects. We need to find a better solution, the Gondola is not it. Climbing brings so much to the Utah economy, don't ruin LCC climbing for current and future generations permanently. Preserve the climbing and landscape so that we can enjoy it as it was meant to be for many generations to come. The Gondola is a fiscally irresponsible disaster we will come to regret, and something we can't reverse. | 32.2.9E; 32.6B | |
| 27619 | Pectol, Drew | I have recreated in the cottonwood canyon for 30 years. This place is my home and I do not want a gondola to private resorts (one that doesn't even allow me to recreate at because I snowboard). I strongly oppose my tax dollars going towards private profits and destruction of the natural beauty of the canyon. Please consider other options before choosing one that we cannot reverse. PLEASE DO THE RIGHT THING | 32.2.9E | |
| 25477 | Pedersen, David | I strongly disagree with the proposed "Gondola Alternative B". Not only would a gondola have limited passenger capacity, but the towers would also ruin Little Cottonwood Canyon's aesthetics. I'm disappointed that UDoT chose this alternative instead of the cog-rail alternative, which in my opinion and based on the best-available science would have been the superior choice. Gondola Alternative B will also keep SR-210 without alleviating its traffic issues, resulting in ongoing traffic emissions (including from tires) and harm to nearby Cottonwood Creek via runoff containing fish-killing tire chemicals. David Pedersen, Saanichton, BC, Canada | 32.2.9E; 32.17A; 32.2.9F; 32.12A; 32.10A; 32.7B; 32.7C | A32.12A |
| 28524 | Pedersen, David | Every Utah Resident I've talked doesn't like this idea. They also say they are not going to pay the high price to use this. It's slower it's not going to improve transportation. So many resident are disappointed. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 27519 | Pedersen, Jaime | The gondola is a terrible option. It seems to just put money in the pocket of the ski resorts and developers. Why would we want an option that only goes once place?! The last thing I want up a beautiful canyon like that is an eyesore like a gondola, signaling the triumph of greed over community. The gondola idea needs to be shut down and the other options should be reconsidered. | 32.2.9E | |
| 31103 | Pedersen, Jaime | This gondola makes NO sense. It would destroy the serenity of a beautiful canyon just to put cash in the pockets of 2 ski resorts and bring more rich tourists when we already have plenty of them. We should spend money on things that salt lake needs instead. And save the beauty and ecosystem of our canyon. | 32.2.9E | |
| 32090 | Pederson, Nicholas | It is clear that the people DO NOT want a gondola. We feel gaslit. The only people who want this are Snowbird/Alta. This is NOT a solution for traffic, it is a way for the resorts to make more\$\$\$. You would have to be stupid to think that "the people" want this gondola. We wanted better busses. Fund UTA better! We wanted more busses not ... Less !!! Incentives carpooling. Do better with the busses. None of the skiers or riders want this gondola! | 32.2.9E; 32.2.2Y; 32.2.9A | |
| 26757 | Peed, Carolyn | If the gondola serves only those who go to the ski resorts, the taxpayers should not pay for it. If the gondola is used like a bus, with stops designed to serve anyone who needs to reach and leave their homes, then it makes sense for taxpayers to help pay for it. Taxpayers should not have to finance a mode of transportation which serves only ski resorts and rich patrons of those resorts. Many of us can't afford to use those resorts and we've lived here all our lives. | 32.2.6.5G; 32.2.7A; 32.2.9E | |
| 27763 | Peeters, Tony | As a long time user of both little and big cottonwood canyons, I agree something must be done to ease congestion in the canyons. I don't however think the world's longest gondola is the answer. For one it would be an eyesore. Additionally, I feel like not only would it not address big cottonwood canyon, I also don't think it would help much in little. Reasons being one, the canyon only really gets congested on weekends and powder days and many of these times there are high winds and bad weather that would hinder the operation of the gondola. Two being the cost. The overall cost to build and the price it would be to ride gondola. Skiing has already be one extremely expensive and a \$30 to \$50 gondola ride is not feasible to most skiers. I think ultimately a light rail would be the best answer but also feel a easier and much more cost efficient plan would be electric busses running from multiple stations around town with direct routes to ski areas. With additional shuttles between resorts. Also dedicated flex lanes and bus only lanes to get around traffic congestion in times of heavy traffic. if busses were readily available and had non stop routes and could bypass traffic buildup, many more people would be inclined to take bus. Thank you for listening and please come up with another plan that would resolve the problems I both canyons. | 32.2.9E; 32.1.2B; 32.2.6.5K; 31.1.1A; 32.2.4A; 32.2.2I | A32.1.2B; A32.2.2I |
| 28746 | Peifer, Gordy | Boooo! You guys are criminals for ignoring public sentiment and going ahead with this ridiculous boondoggle. I wouldn't be surprised if it's sabotaged like they did in Whistler. The people responsible for this ridiculous, unnecessary blight in our state's crown jewel canyon should be prosecuted for this sham. | 32.2.9N | A32.2.9N |

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| 30013 | Peifer, Lucy | My name is Lucy Peifer and I am seventeen years old. I have lived in Utah my entire life and have been going up Little Cottonwood canyon for as long as I can remember. I know that canyon like the back of my hand. That canyon means so much to me. So. much. The LAST THING I want is a freakin gondola running through it. 22 towers that are 200 feet tall each, taking away so much of the natural beauty. Canyon drives will not be the same. I am so beyond angry and I am only seventeen years old. The people that are deciding for me are way older than me and frankly I don't think they truly understand the raw beauty in that canyon and what this gondola will do. No one will remember that canyon for a gondola. They will remember the raw beautiful mountains and snow and wildlife they see. I hate this. I don't want this. My FRIENDS don't want this. My sixteen and seventeen year old friends don't want to see this. This is my future in this world and I do not want to see this in the one place I go to to get away from the ALREADY growing and infrastructure filled valley. I can't even go up my favorite canyon anymore without the fear of it turning into a money making development. It is outrageous. Think about your mother. Your mother earth. Do better officials, do better. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 26104 | Peifer, Lucy | DO NOT PUT THIS UGLY INFASTRUCTURE IN OUR BEAUTIFUL CANYON!!!! | 32.2.9E | |
| 33172 | Peirce, Cade | Don't blemish the beauty of LCC with this gondola. Destroying trails, crags, and lookout vistas is not worth the small consumer base it would serve. Please. Leave it be. | 32.2.9E | |
| 25747 | Peisner, Ian | While the gondola will have little to no impact on traffic and safety issues in LCC, at least it will have a chance to be an economic boon to large corporations and a small group of politically well-connected individuals. The rest of Utah's population will see no improvement, and those of us that value LCC and the Wasatch for something other than its economic value will be dealt yet another loss at the hands of developers, speculators, and environmental profiteers. Has anyone in your office ever been up LCC on a weekend? Did you not notice the hundreds upon hundreds of vehicles crowding trailheads and lining the roads far removed from Alta and Snowbird? Have you ever waited at the Albion Toll Booth for hours? Did anyone wonder how a gondola would impact any of those folks? At least the ever-growing hordes of rich tourists will have something to marvel at! Thanks UDOT, for your service. | 32.2.9E; 32.1.2C; 32.1.2D; 32.7C; 32.4B | |
| 27181 | Pellegrino, Dustin | <p>First off, I appreciate all UDOT does and am pleased to see UDOT carefully considering the options in this project. LCC means a lot to a lot of people. Like many, moving here from the eastern half of the US, the first drive into LCC was life changing and ultimately led to me moving to Utah permanently. Seeing a glaciated canyon with such extreme features so close to a city center was mind blowing. It is something unique to the Salt Lake Valley and a reason so many of us have moved here as opposed to CO or other neighboring states. I think so many across the valley who utilize this canyon (and BCC) regularly could agree.</p> <p>With that being said, it is hard to fathom UDOT would prefer to move forward with a plan where the end result would be the building of such a large and obstructing feature to this canyon. I understand UDOT's responsibility is to fix the problem of traffic and congestion, but to the many people who utilize the entirety of this canyon and not just the two ski resorts at the top of it, this is not the best option. I am happy a phased approach is suggested but please try some of the more obvious and sensible options before committing to this enormous project. Adding additional transit hubs with way more parking would be a great start. Offer direct routes from other parking locations in Salt Lake, Sugar house, Sandy etc. so people have more incentive to utilize transit hubs that are not on wasatch Blvd. Quite frankly people will not utilize public transit until it is a better experience, and currently, it is not a good one.</p> <p>When it comes to the gondola it looks to be a very costly option that will only be fully utilized for part of the year. when the canyons are at their worst during an incoming storm how will it fare? Will it go on a wind hold and thousands of people will be forced into the lodges of the resorts to wait it out until it hopefully let's up? How will parking look at the loading station? That area is clearly limited by The surrounding neighborhood. Will wasatch Blvd remain lined with cars? And limited parking still leave people wanting to drive up canyon instead of utilizing the gondola.</p> <p>Obviously UDOT has a very difficult job here. I don't think any option is going to fully alleviate the issue at hand, but please try less obtrusive options before going to such extremes. Phased approach is great but let's put the gondola on the back burner until we see the outcomes of those different phases.</p> | 32.2.9E; 32.2.9R; 32.2.2I; 32.2.6.5K | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2I |
| 35135 | Pelletier, Sam | The proposed gondola solution doesn't carry enough passengers for peak times, 8am-10am and 3-5pm, to justify the exorbitant cost. Speaking of cost, Snowbird and Alta seem to be major beneficiaries to this arrangement and should be subsidizing some of the cost so that the taxpayers in the state of Utah aren't solely responsible given a majority vote of the taxpayers would have this plan denied. Also. a 2,500 car parking lot at the base of the gondola is not enough. Finally, I'm disappointed in how much this feels like an inside job given who owns the land for the base of the gondola project and the money spent by resorts on lobbying the state to approve this project. | 32.2.7A; 32.2.6.5J | |
| 35712 | Pelley, Ashton | <p>the gondola will be detrimental for the canyon and the people of Utah for many reasons. Starting with the canyon, it will make a construction zone of our watershed, allowing possibilities for contamination, affecting every Utahn and visitor who wants clean water to drink. The gondola will damage many of our recreational areas, including climbing areas, hiking and biking trails and precious nature that many come to enjoy. The actual gondola will not alleviate traffic in the canyon, its goal is just to shovel more people into an already over crowded canyon. More effective solutions would be electric buses with mobility hubs, paid parking on busy days at resorts, and tolling for canyon driving.</p> <p>I really hope that the fate of the canyon can lie in the hands of the people who actually care about and recreate in the canyon and not "Gondola Works," and those who invest.</p> | 32.2.9E; 32.1.2F; 32.1.2D; 32.1.2B; 32.2.2I; 32.2.6.3F; 32.2.2K; 32.2.2Y | A32.1.2F; A32.1.2B; A32.2.2I; A32.2.2K |
| 37238 | Pendergrast, Robin | Are you guys...UDOT ... nuts? Seriously listen to the folks that care.. Please. | 32.2.9E | |
| 31727 | Penn, Casey | <p>I was a proponent of the the Gondola when I first heard about that option but after seeing that the Gondola only serves Snowbird and Alta and only in the Winter time, I think that is ridiculous.</p> <p>There needs to be other stops up the canyon for access to popular trailheads and the gondola needs to run in the summer time. It is good that UDOT is thinking</p> | 32.2.6.5F; 32.2.6.5G | |

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| | | about running the gondola in the summer but that NEEDS to happen. Why spend all of the money on the project and not utilize the gondola year round? For the Gondola to be a good option, UDOT needs to add other stops on the Gondola Route as well as commit to summer access, even if those other stops are not added at the beginning they need to be planned from the beginning. If the Gondola options stays as is for Snowbird and Alta Access only and only winter access, i think this is a bad option and not the best. | | |
| 37643 | Penne, Patrick | Little Cottonwood Canyon holds great aesthetic and recreational value, and unnecessary development should be avoided. The canyon should not be drastically altered further by the construction of the gondola that would primarily exist to serve ski resorts. Other Alternatives should be given more consideration, such as buses or other public transit options | 32.2.9E; 32.1.2D; 32.2.9A | |
| 31682 | Penner, Sophie | You don't understand that the gondola will ruin the experience of Little Cottonwood Canyon for generations to come. Not only does it only allow access to the ski resorts, but it is bringing thousands more people to already overcrowded resorts. An improved bus system would be better because we already have a bus system in place that requires some rearranging for more busses. Tolling or not allowing single occupancy vehicles could also help improve the situation by getting more snow sport enjoyers up the canyon through carpooling. One of the beauties of Little Cottonwood Canyon is that you can drive up to Alta and Snowbird and feel far away from the rest of modern civilization, the gondola would tear apart that feeling and even more importantly destroy the beautiful view down the canyon enjoyed by every single person who has ever been up LCC. Please think about how the gondola would impact the next generation of skiers and riders because that is who will have to deal with it. This should not be about making the biggest tourist attraction possible, but preserving the snow and the beauty of the sports it promotes. | 32.2.9E; 32.20C; 32.2.9A; 32.2.2Y | A32.20C |
| 36055 | Penney, Jann | Gondola B | 32.2.9D | |
| 34077 | Pennock, Jase | I am opposed to the gondola as are many other locals. Please explore less destructive options as the beauty of the canyon should be preserved at all costs! | 32.1.2B; 32.2.9E | A32.1.2B |
| 34653 | Pennock, Jim | There are lots of rock climbing access trail in that area that MUST be maintained. If the gondola is going to stop access to the climbing sights then another solution for the canyon must be found. Don't ruin the canyon thinking you are saving it. | 32.4B | |
| 34197 | Penrod, Bradley | We do not want a gondola running up Little Cottonwood Canyon. We will not use it and forever alter the view. I don't go to the ski areas, I climb for my powder. Please, WE DO NOT WANT to look at that piece of [REDACTED] | 32.2.9E | |
| 26826 | Penrod, Bradley | WE DO NOT WANT TO PAY FOR A GONDOLA. This gondola is corporate welfare, I don't want our money to work to help ski resorts. I dont use the ski resorts, I climb my own mountains. Abolish ski resorts | 32.2.7A; 32.2.9E | |
| 34199 | Penrod, Bradley | We do not want a gondola. My taxes should not support ski areas. I hate ski areas, I climb for my own powder. | 32.2.7A; 32.2.9E | |
| 37681 | Penticoff, Leslye | I strongly oppose the Gondola B Alternative. I do not support spending \$550 million of taxpayer dollars, which I contribute to as a resident and homeowner in Salt Lake City, on a project that will mainly benefit private ski resorts. Not only is this project an irresponsible use of my taxpayer dollars, but it will also cause irreversible damage to the natural resources in Little Cottonwood Canyon that all Salt Lake residents enjoy the other three seasons of the year. I ask UDOT to reconsider the much less expensive, less destructive solution of expanding the use of electric shuttle buses. | 32.2.9E; 32.1.2D; 32.2.6.3F | |
| 27898 | Penttila, Alec | It is apparent that Utah government is more concerned about profit than it is with its local population. Long time residents are being overwhelmed by the massive influx of transplants, predominantly from California and Texas, driving the cost of living through the roof. Construction of the LCC gondola would degrade the property value, ecosystem, and livelihood of those living in and around LCC. The gondola is not the answer for the destruction of the ski resorts caused by the Ikon pass bringing people from across the US into the LCC far beyond its capacity. There is no perfect solution to the environmental crisis we are having in the bonneville lake basin and surrounding mountain ranges; however, the reduction of the number of people allowed to populate the overcrowded valley would decrease the strain enacted on SLC, BCC, and LCC. Solar powered UDOT facilities that can store energy obtained through the summer may provide enough power to drive bus transportation throughout the winter. This combined with mandatory bus use for vacationers as well as local only parking passes may alleviate the stress on the canyons. The gondola will look lovely transporting metric tons of humans to the top of our year-round barren peaks as the current global and local climate trends suggest we will not see snow accumulations in the Wasatch front by the end of this century. | 32.2.9E; 32.2.2E | |
| 35790 | Peon-Baker, Juan | The gondola is widely opposed by our entire community and would effectively destroy one of our most important natural and financial resources. It's a horrible decision that should not be made. NO GONDOLA!!! | 32.2.9E | |
| 30437 | Peper, Cara | I add my voice to the many others STRONGLY opposing the gondola being built in LCC. My two children and I frequent this canyon often, marveling at the views and soaking up time in nature. Please reconsider the impact this gondola would have on thousands of families like mine. Please increase the availability of buses instead of the gondola. Thank you for taking the time to read this. | 32.2.9E; 32.2.9A | |
| 28009 | Pepin, Megan | Please no gondola!! Is the traffic even really a big deal? A gondola would destroy the canyon and wouldn't even run on the good snow days, aka storm days. So what's the point?? | 32.2.9E; 32.2.6.5K | |
| 32317 | Pepp, Kyle | I oppose UDOT's preferred alternative: Gondola B (From La Caille). As evidenced by the original public comments for S.R. 210 Draft EIS, I, and most of the public, strongly oppose building a Gondola in Little Cottonwood Canyon, and | 32.2.9E; 32.2.9N | A32.2.9N |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>support an enhanced bus service, tolling, and other restrictions be implemented before any new construction is considered.</p> <p>In UDOT's executive summary for the Final EIS, UDOT claims there is "support for gondola and bus alternatives." While this is true, it misconstrues the overarching message from the 13,443 public comments UDOT received. While UDOT's 258-page public comment response is quite comprehensive, it failed to statistically summarize major themes of the public's wishes.</p> <p>Because UDOT's 258-page public comment response sufficiently documents all the reasons the gondola is a bad idea, there is no reason to expand on that here. Rather, I call on UDOT to present a statistical summary of the major themes from the original public comments and act in accordance with the majority themes, that is: enhanced bus service, restrictions to single occupancy traffic, and no gondola in Little Cottonwood Canyon.</p> <p>Thank you for your careful consideration!</p> | | |
| 26692 | Pepper, Mike | Thanks to UDOT for a very thorough review of the options. The Gondola is a good choice. | 32.2.9D | |
| 38587 | Pereira, Elayne | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 30625 | Perez, Alex | Please do not destroy the incredible boulders and walls. This generation and next generation of climbers will thank you | 32.20A; 32.20B | A32.20A |
| 38650 | Perez, Blake | <p>Hello Josh,</p> <p>I'm writing to provide you with the CWC comments for the FEIS and the preferred alternative. Please see attached. Also, so many thanks to you and your team for agreeing to join our recent board meeting and the upcoming Stakeholders Council meeting. Very appreciative of you joining the meetings, sharing, and taking questions.</p> <p>Also, I'm missing one signature on the comment page. I'll have that signature tomorrow and will send you the fully signed copy as well.</p> <p>Thanks again!</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.1.2E; 32.20B; 32.20A; 32.20C; 32.1.2B; 32.1.2C; 32.12A; 32.12J; 32.12L; 32.2.4A; 32.2.2I; 32.1.1A; 32.4L; 32.4M; 32.2.6.3C; 32.29F; 32.1.2F; 32.29R; 32.2.6I; 32.2.6.5A; 32.2.6.5C | A32.20A; A32.20C; A32.1.2B; A32.12A; A32.12L; A32.2.2I; A32.1.1A; A32.2.6.3C; A32.1.2F; A32.29R; A32.1.2H; A32.2.6S |
| 34822 | Perez, Brett | I love the idea of a gondola. I believe the ski resorts should pay for it. If taxpayers money goes to it residents should have discounted rates to ride year round. | 32.2.9D; 32.2.7A | |
| 35808 | Perez, Carlos | <p>I'm against building a Gondola as a form of easing the LCC congestion. First of all, we're not considering the increased traffic the Gondola would create for the Cottonwood Heights and Sandy districts. Regarding the parking for the gondola. Also, we would face a great shortage of parking space. Imagine all of the bus stops being in the same parking area... Let's be real, the gondola project is a business scheme proposed by a few for the prosperity of the few and paid for by the State taxpayer...</p> <p>Thoughts; why haven't we consider cutting a second lane above the existing road instead of a wider road or high retaining walls?</p> <p>Or building more multi-level parking along with bus services.</p> <p>Why would UDOT, this year, a pivotal year on said topic have a shortage of bus drivers? If there is a shortage, why not pay them more. After all, UDOT is not blinking at spending 590 Million above what it would coast to maintain it...</p> | 32.2.9E; 32.2.6.5E; 32.2.2I | A32.2.6.5E; A32.2.2I |
| 37648 | Perez, Cindy | I do not think te gondola should come from the tax payer dollars or fund. The only people benefiting from this gondola are people who have the funds to be skiing or use the resorts. If the gondola goes up it should come from the resorts where it is benefiting them and their revenue. | 32.2.7A | |
| 26788 | Perez, Jennifer | I do not agree with the gondola idea! I believes tht environmentally this is not going to help with emission and actually think it will bring more people. I believe this is to make money and will not be beneficial. We need to protect our lands and stop trying to build on the beautiful mountain in Utah that so many enjoy hiking, biking, and climbing in. Please do not build this gondola, let's preserve our land. I believe a shuttle system or even just capping the resort on vehicles in general, or maybe just making reservations for the resorts would be a better way as to not block the view of the mountains and damage the trees and environment. I am against this plan and will fight till the end. | 32.1.2B; 32.2.2B; 32.2.2K; 32.2.2Y; 32.2.2FF; 32.2.2PP; 32.2.9A; 32.2.9E; 32.10A; 32.13A | A32.1.2B; A32.2.2K; A32.13A |
| 25719 | Perez, Terra | <p>NO GONDOLA!!!! Please. All it does is feed corporate pockets, and destroy the beauty of the canyon. Toll every private vehicle during the busy days/weeks of the year, no matter occupancy. And increase the amount of busses going up the canyon.</p> <p>The gondola only benefits select few. There are no benefits to the hikers, bikers, and climbers of the canyon. The gondola creates an eye sore. Please, the people of SLC are begging you not to build this gondola. It's an eye sore and is blatantly in favor of the rich corporations. NO GONDOLA!!! Please try tolls and increased public transport first. Please don't destroy our beloved canyon.</p> | 32.2.9E; 32.2.2Y; 32.2.9A; 32.1.2D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34541 | Peric, Radisa | This is big no to the gondola! People do now want gondloa in our city! No gondola in our canyon. Half a billion of dollars of raxpayers money for Snowbird is ridiculous. We need to spend that money on Great Salt lake or in 20 years there will be no skiing. Do a toll road. More electric busses. Linit tisket sale but gondola is beyond ridiculous | 32.2.9E; 32.1.2B; 32.2.2K | A32.1.2B; A32.2.2K |
| 29318 | Peric, Radisa | This is trully corupt project. 500 +millions!!! I ski and live in Sandy. I will never ride it. We need that money to save Salt Lake. Withiut it there will be no skiing. | 32.1.2B; 32.2.2E; 32.2.9E | A32.1.2B |
| 29670 | Perkes, Brian | Absolutely NO gondola please! What an eyesore this would be for Little Cottonwood and a waste of money. Other solutions should be implemented long before we destroy the beauty of this canyon. | 32.2.9E | |
| 32435 | Perkins, James | <p>I am strongly opposed to the proposed Gondola in Little Cottonwood Canyon. I've been a Utah resident for 33 years, and I find this proposal a very harmful and destructive one for a canyon that needs more protection and preservation than ever. Furthermore, the idea that this planned Gondola would be paid for by Utah taxpayers, but only fatten the pockets of Snowbird, Alta, La Callie, The Tree Farm, Chris McCandless, and Wayne Niederhauser, is not something I'd ever support as a Utahn.</p> <p>Here is why I oppose Gondola B (or any Gondola plan such as this):</p> <ol style="list-style-type: none"> 1) There would be obvious harm and destruction to the canyon wilderness by the construction and maintenance of this project: forty 15-foot diameter poles, new road construction, huge truck traffic, all cutting through the Little Cottonwood Canyon wilderness. 2) Permanent and irreversible harm to wildlife that will be forever impacted by the encroachment of this Gondola into this beautiful canyon watershed. 3) Hawkwatch International studies show that birds will be injured and killed during night migrations through the canyon. With birds globally suffering massive population declines due to human encroachment, loss of habitat, and human development like this project, added to the DYING of the Great Salt Lake which has not been adequately addressed, this Gondola development will hasten the deaths of more bird and other wildlife populations. All of the many people we know in Utah don't want this project to be built! 4) The harm to Little Cottonwood canyon itself: the trees, the creeks, further pollution of the air and water quality, increased erosion from development of this Gondola, and negative impacts to the solitude of the canyon. 5) The cost of a Gondola ride has still not been released by UDOT. But somewhere in their estimated range is truly very unrealistic an expense for the average Utah family to pay to go ski at these resorts, added to ski lifts, meals, lodging. Average families simply cannot afford this and surely ridership will suffer, making this project akin to the 1980's huge taxpayer expense and waste of the pumps constructed in the desert to pump water... a very failed project in all respects. 6) Furthermore, it is noted that this intrusive and expensive (to taxpayers) Gondola would only service two sites in the season of winter. Thus, this proposal has far less merit of benefit given the gross harmful impacts to the canyon and its life species, the time, and the cost to taxpayers. 7) Besides being a high and unnecessary waste of an expense to Utah taxpayers, the funds will be taken from transportation funds meant for the state of Utah. Why not restrict private vehicle use during ski season and use EV shuttles? Far less intrusive and would greatly cut down on emissions during winter months when the inversion is at its worst. UDOT and these developers could still reap monetary benefit AND go green, promoting green, clean energy in the canyon with EV shuttles, reducing fossil fuel emissions in SLC and the mountains, reducing harm to wildlife and the watershed, and serving as a model for other Western state ski resorts. I suggest these developers go back to the drawing table and do more research, looking at other Western states and European models of success. <p>I strongly oppose any and all such proposed Gondola developments in Little (or Big) Cottonwood Canyon.</p> <p>Sincerely, James Perkins</p> | 32.2.9E; 32.2.7A; 32.2.4A; 32.1.2B; 32.2.2K; 32.1.5C; 32.13A | A32.1.2B; A32.2.2K; A32.1.5C; A32.13A |
| 32420 | Perkins, Jane | <p>I am VEHEMENTLY OPPOSED to the proposed Gondola in Little Cottonwood Canyon. As a resident of Utah for over 45 years, I cannot believe this proposal has even made it to this level for consideration and review. It is a ridiculously harmful and destructive proposal that would be paid for by Utah taxpayers but destined to pad the pockets of a very few: Snowbird, Alta, La Callie, The Tree Farm, Chris McCandless, and Wayne Niederhauser.</p> <p>Here are the MAIN points of my opposition:</p> <ol style="list-style-type: none"> 1) The obvious harmful and destructive impact on the canyon wilderness itself by the construction and maintenance of 40 poles, each 15 feet in diameter, serviced by new roads large enough for enormous trucks, cutting through the wilderness of Little Cottonwood Canyon. 2) The INITIAL AND CONTINUED PERMANENT HARM to wildlife, that will be forever impacted by the encroachment of this poorly-planned idea, the Gondola, into this pristine canyon watershed. 3) Per Hawkwatch International, birds will be injured and killed during night migrations through the canyon. Birds globally are suffering mass declines in population due to human encroachment, loss of habitat, human development, the dying of the Great Salt Lake, and other unprecedented impacts, AND THIS GONDOLA DEVELOPMENT WILL FURTHER INCREASE BIRD DEATHS! 4) The HARMFUL effects on the canyon itself: the trees, the creeks and rivers, further pollution of the air and water quality, erosion from further development of this nature, and detriment to the peace, beauty, and solitude of this canyon. 5) The unrealistic and out-of-touch high expense of an average family riding the gondola to ski at the resorts, ON TOP OF the high prices of ski lifts, meals, lodging. This proposal is totally unfeasible for average families to afford and ridership will hence suffer. And why has UDOT failed to disclose the actual price of a ride yet? Somewhere between \$50- \$110 per trip?! 6) Furthermore, such an intrusive, expensive (TO TAXPAYERS), and harmful Gondola that would only service two sites and only in the season of winter? Such an idea is truly not worth the harmful impacts, the time, and the cost to taxpayers for any actual benefit. WITH THIS PROPOSED GONDOLA B, THERE IS MUCH MORE INHERENT HARM THAN BENEFIT! 7) Besides being a high and unnecessary waste of an expense to Utah taxpayers, and in addition to the destructive and harmful impact on the canyon itself, the funds are being taken from transportation money meant for the entire state of Utah. | 32.2.9E; 32.2.4A; 32.1.2B; 32.1.5C; 32.2.2B; 32.13A | A32.1.2B; A32.1.5C; A32.13A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | 8) I suggest these planners do their homework and research the effects on mountain canyons in other Western states such as CA and CO. Consider restricting vehicular use in Little Cottonwood Canyon to shuttles as is done in Maroon Bells, CO, Zion National Park, UT, and other locations. Restricting the use of private vehicles with the use of EV shuttles during ski season only will: Improve air and water quality in the canyon; reduce CO2 emissions and negative impacts from too many private cars and SUVs; reduce harmful impacts to the watershed, wildlife, and peace and solitude of the canyon; and provide a kickback to UDOT through the shuttle ridership, with UDOT's ability to fund more clean, green EV shuttles. In summary, I OPPOSE any and all such proposed Gondola developments in Little Cottonwood Canyon. Sincerely, Jane Perkins | | |
| 33529 | Perkins, Jeff | Gondola is not in the best interest of all user groups in the canyon and a waste of public funds to support private interests of Snowbird and Alta. Taxpayers shouldn't bear the burden of subsidizing their already thriving businesses. There are other, more incremental approaches that can help mitigate the traffic problems in the winter AND in the summer without the significant financial burden that will be placed on the entire state for the benefit of private, for profit companies. Please don't go forward with this boondoggle. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 32681 | Perkins, Marilyn | The gondolas have no place in our canyons. We are not Europe, better, bus, routes, and different road structures could help alleviate this problem. Do not spend my tax dollars to benefit the few and far between. You are making just a few people wealthy while not considering the vast majority of the neighborhoods and people in the neighborhoods that surround this travesty no gondolas! | 32.2.9E; 32.2.9A | |
| 37216 | Perkins, Tori | Voting against a gondola in little cottonwood canyon. | 32.2.9E | |
| 35834 | Perko, Ken | Why would you not try an actually effective bussing system? I believe constructing a gondola is a ridiculous solution to a small problem that does not impact many people. Try busses first! | 32.1.2B; 32.2.9A | A32.1.2B |
| 30305 | Perno, Alexis | The people of Salt Lake say NO to a gondola! | 32.2.9E | |
| 28791 | Perri, Francesco | I'm against the gondola. It's a waste of tax payer money that benefits only Alta and Snowbird while completely ignoring other uses of the canyon, i.e. hiking, climbing, back country touring etc. I'd rather have a toll to use the canyon or just have the resorts limit capacity. There's a limit to how many people you can put up there. At some point the answer has to be limiting capacity. | 32.2.9E; 32.2.2Y; 32.2.2K; 32.1.2D | A32.2.2K |
| 31191 | Perrin, Celeste | As a Salt Lake County resident who frequently recreates in both little and big cottonwood canyon, I don't not believe the gondola is the method that should be used to reduce congestion. After many conversations with neighbors, none of us would feel enough incentive to stop driving our own personal vehicles up the canyon and take the gondola instead. Taking the gondola would be longer and remove the convince [convenience] of skiing in LCC. I believe either a tolling or parking limitation would create a much larger incentive for people to take buses, therefore supporting an enhanced bus system that reduces the environmental and visual impacts on the canyon. The canyons are beautiful pieces of nature and earth that should not be jeopardized by a giant gondola. I am strongly against the construction of a gondola and I urge UDOT to take in consideration the public opinion as the public is the one they are trying to create a solution for. | 32.2.9E; 32.2.4A; 32.2.2Y; 32.2.2K; 32.2.9A | A32.2.2K |
| 31192 | Perrin, Celeste | As a Salt Lake County resident who frequently recreates in both little and big cottonwood canyon, I don't not believe the gondola is the method that should be used to reduce congestion. After many conversations with neighbors, none of us would feel enough incentive to stop driving our own personal vehicles up the canyon and take the gondola instead. Taking the gondola would be longer and remove the convince [convenience] of skiing in LCC. I believe either a tolling or parking limitation would create a much larger incentive for people to take buses, therefore supporting an enhanced bus system that reduces the environmental and visual impacts on the canyon. The canyons are beautiful pieces of nature and earth that should not be jeopardized by a giant gondola. I am strongly against the construction of a gondola and I urge UDOT to take in consideration the public opinion as the public is the one they are trying to create a solution for. | 32.2.9E; 32.2.4A; 32.2.2Y; 32.2.2K; 32.2.9A | A32.2.2K |
| 31501 | Perry, Allan | Please don't widen the canyon roads. I feel like that would ruin the character of the canyon more than any other solution. The gondola could be a fun way to experience the canyon, but if the gondola moves forward please make it a connection for more than just the ski resort. Find a way to connect the gondola to residential areas in the canyon and other popular recreation areas so it serves more users year round. | 32.2.6.5G | |
| 35524 | Perry, Christine | NO GONDOLA | 32.2.9E | |
| 38112 | Perry, Christopher | This project will harm the environment in many ways. The construction of the project would damage the homes of many species and damaging to popular hiking and climbing throughout little Cottonwood | 32.2.9E; 32.1.2D | |
| 37565 | Perry, Eli | Save the boulders! | 32.2.9D | |
| 34730 | Perry, Jason | Today is the last day to submit a comment to UDOT for the LCC gondola. There are so many better options! -the money could go to better use (the people that depend on taxes) -UDOT is catering to private interests -there's going to be a heavy tax on the road (non skiers will have to pay) like \$50!! -gondola tickets will be costly making skiing even more elitist -the canyon is a watershed that supplies water to almost a million people (the water isn't stored so if there's a construction mishap it'll effect the supply within 24hrs) -views -more people on the hills more danger and more environmental degradation Please don't do this | 32.2.9E | |
| 29518 | Perry, Justine | This should not be funded by tax payer dollars | 32.2.9D | |
| 31131 | Perry, Marie | The gondola is a terrible idea and does not solve the problem. Why are so many tax payers' dollars going to benefit 2 ski resorts? I don't ski so this thing will do nothing for me. The cost per ride will be too high for most people and the research shows that it will not decrease the # of cars. Bottom line - way too expensive, too | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | environmentally damaging and not enough benefit to the people paying for it. If this happens, I will definitely move out of Utah. if the # of cars are such a problem, then restrict the # of cars on the days that are the issue. Force restrictions on the number of people to the ski resorts instead of forcing tax payers to make these TWO resorts more profitable. | | |
| 37308 | Perry, Matthew | I am against the development of a gondola in LCC. | 32.2.9E | |
| 27851 | Perry, Ryan | Hi. Just saw in the news the gondola program for LCC is approved. I am strongly opposed. It is not as flexible, or pragmatic as what can be accomplished via mandatory bus services to non residents, which can be transitioned to electric over time. Bussing can also leverage existing distributed pickup points, without the need of a large base station. This stinks of lobbying and politics. Please add my vote to whatever metrics you are hopefully using to asses public opinion. As far as I've seen the public is strongly opposed to the gondola. Don't waste our money. | 32.2.9E; 32.2.2I | A32.2.2I |
| 33964 | Perschon, Cole | The proposed gondola solution does not solve the true problem in our canyons - overcrowding. Transportation is merely an effect of this problem. Worse, adding a gondola, which would forever ravage our canyon's precious natural beauty, would only compound it further. Additionally, Little Cottonwood Canyon ski resorts do not have adequate capacity to meet the increased occupancy and as such wait times for lifts would suffer even more greatly. The only true solution to overcrowding is to limit access during peak seasons. | 32.1.2B; 32.2.2K; 32.20C | A32.1.2B; A32.2.2K; A32.20C |
| 32990 | Person, Barbara | NO to the gondola. I don't ski, it should not be up to taxpayers to pay for it. And the canyon should not be destroyed. Use a reservation system for buses and private cars. The ski resorts should be footing the bill for this. | 32.2.9E; 32.2.2K; 32.2.7A | A32.2.2K |
| 33232 | Person, Ski | Lets put all that money into electric or hybrid busses that go from 5am to 11pm with beyond great pay for bus drivers so that we can hire enough bus drivers to make it possible! If there is enough busses that come frequent enough people will be more include your wait for them! Enhance the bus system you have all this money for the worst idea let's put all that money and really make the bus system amazing!!! | 32.2.9A | |
| 28607 | Persons, Mark | I am opposed to the Gondola. As UDOT does not have the funding in place to move forward with this project, a phased approach is a recipe for failure. In addition, your annual maintenance costs of \$7mm would require 1,400,000 riders each year or 3,835 riders per day at \$5.00 per ticket. I do not believe that you have "done the math" to determine if the "gondola solution" is economically sound. You also claim an every 2 minute wait time, But time of day demand, AKA passenger rush hour, makes that promise unrealistic. The bulk of the users will be waiting in line in the morning and evening during ski season, delayed for hours as they wait for a system that can not meet the known volume demands. Your ridership models are flawed as they assume that passenger volume will be evenly spaced throughout the day and current passenger demand does not fit your "every 2 minute promise." I believe strongly that the UDOT leadership has a bad case of cognitive dissonance when it comes to this project and their desire to build a "Cool Gondola System" is blinding them to the realities of the negative economic and environmental impacts of this proposed solution. I support the enhanced bus proposal over the gondola boondoggle. | 32.2.9E; 32.2.9A; 32.1.2D; 32.2.7A; 32.2.6.5A; 32.2.6.5C; 32.7C; 32.2.2PP | |
| 35930 | Peshkin, Nola | I vehemently oppose the gondola proposal in Little Cottonwood Canyon. The gondola is not only impractical, but also will not solve the congestion and traffic issues in the canyon. The gondola is a tourist attraction, not a transit solution. Instead, practical and effective solutions such as smart bussing, tolls, and tire traction regulations should be implemented. Jumping straight to a \$600M construction (and ecological destruction) project is silly, childish, and not a solution. Additionally, we in Utah already struggle with water as a precious resource, and by scarring our landscape and watershed with a giant gondola construction project, this problem will only grow worse. NO to the gondola. It is clear that the majority of residents in the Salt Lake Valley say no - so why won't you listen??? | 32.2.9E; 32.2.9A; 32.2.2Y; 32.2.2M; 32.1.2F | A32.1.2F |
| 29563 | Peters, Charlene | I am writing this email because I strongly oppose Having this in our canyons I am not a skier as well as many are not in Utah I am a avid hiker and walk up canyon quite a bit I see no reason to tear up the canyon for a lift only to run during ski season The cost is also a big concern to all of us on fixed incomes. Who pays for this? We all know the answer to that Please listen to the voice of the people in our state that care Thank you Char Peters Sourh Jordan, Utah | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28283 | Peters, Garrick | I disagree with the plan and don't want a gondola in little cottonwood canyon. I use the canyon regularly and have not seen any significant problem that would justify this preposterous idea. I suspect it has something to do with powerful government leaders benefiting their circle of wealth. | 32.2.9E; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 33924 | Peters, Hannah | I am against the preferred alternative of Gondola B and in favor of the Enhanced Bus alternative for a few reasons. First, I do not believe the gondola will actually improve travel times in LCC compared to the Enhanced Bus. In the Alternatives Impact Summary, UDOT states that the average travel time (any mode) with the Enhanced Bus alternative would be 46 minutes and the bus time would be 54 minutes. With the Gondola B alternative, the average travel time (any mode) would be 43 minutes (only 3 minutes less) and the gondola travel time would be 55 minutes (1 minute more than the bus). However the gondola comes with a price tag of \$550 million while the enhanced bus solution would cost \$355 million. That's a difference of almost \$200 million for no discernible difference in travel times. Furthermore, the gondola would only stop at two locations in LCC: Snowbird and Alta, 2 privately owned resorts. Under this solution, UDOT is proposing to spend \$550 million public taxpayer dollars on access to two private resorts that account for only 23% of LCC visitors throughout the year. While the buses currently only stop at the resorts, the route could be adjusted to provide access to trailheads throughout the canyon and could be expanded to provide year-round access. Finally, I am concerned about the environmental impacts of building the gondola in LCC which is a fragile ecosystem and essential watershed for our city. On average, 90% of Salt Lake City's water supply comes from the Wasatch including LCC. The construction of 22 gondola towers in such a fragile and essential environment could have a massive negative impact on the creek we depend on. Meanwhile, the Enhanced Bus solution would require no further construction, nor would it impact the views that bring people to LCC. According to UDOT's evaluation criteria, the stated goals of the chosen solution are to improve mobility in 2050 and improve reliability and safety in 2050. Other top considerations include impacts to natural resources and the built environment and cost. According to these criteria, I do not believe the gondola is the best solution for LCC. The gondola would offer little improvement to mobility in LCC compared to the enhanced bus solution while causing much greater impact to the natural resources and at greater cost to the taxpayers. For these reasons, I suggest UDOT reevaluate the alternatives and implement the Enhanced Bus solution. | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 38686 | Peters, Helen | Hello, Please see the attached comment letter on UDOT's Final LCC EIS from Salt Lake County as signed by Mayor Jenny Wilson and Councilmembers Laurie Stringham, Jim Bradley, Richard Snelgrove, Arlyn Bradshaw, and Ann Granato. Best, Helen Peters <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9R; 32.2.9E; 32.2.9A; 32.2.2K; 32.2.2M; 32.2.4A; 32.2.6.5A; 32.2.6.3F; 32.2.2I; 32.2.7A; 32.1.2F; 32.1.2B; 32.2.0B; 32.1.0G; 32.5A; 32.5B; 32.5C; 32.2.0D; 32.1.2A; 32.1.9H; 32.1.9A; 32.2.6.5G; 32.1.7A | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K; A32.2.2I; A32.1.2F; A32.1.2B; A32.1.0G; A32.1.2A |
| 25906 | Peters, Jason | I am against installing a gondola up little cotton wood canyon. I believe there are other options that will have less impact on the environment and they should be fully exhausted before such drastic measures are taken. | 32.2.9E; 32.2.2PP | |
| 29072 | Peters, Jorjann | As a tax payer and resident, I see no need for a half-a-billion gondola when bus service and street widening will suffice. The canyon views will be forever gone as we know them today. We say we want to protect our canyons-then use any money to maintain the use for regular locals, like me, by preserving trails, improving roads and free bus transit, and expanding nature education/info centers for visitors. A gondola is extremely expensive for the few who will use it-and it will change the landscape forever. | 32.2.9E; 32.2.9B | |
| 35948 | Peters, Keenan | I live in salt lake city and have skied in little cotton wood all my life. I do not think that the gondola is the right option for little cottonwood canyon. I think the 600 million or more of tax payer money that this will cost will mostly go to benefit the resorts and not help address the problem of other canyon users. I think that an increased bus system with more parking will better serve little cottonwood users now and in the future. There is the problem with the lack of bus drivers. I think this can be address by paying drivers more. | 32.2.9E; 32.2.7A; 32.2.9A | |
| 34803 | Peters, Tory | The gondola is a nonsense solution to a very real problem. To put the entire canyon at risk for the profit of two corporations is nonsensical. | 32.2.9E | |
| 33525 | Petersen, Alexis | We are rock-climbers. We use the canyon regularly and appreciate the beauty. We would prefer the least environmental impact, maintaining road access to the walls, not disrupting the rock itself where possible, while preserving beauty. The natural rock is beautiful and used by many climbers. The design of the parking garage should be carefully considered as it could easily become a significant eye sore on the land. If it is built, it should be non-obtrusive, possibly underground. We don't like the gondola idea. But, if it is built it should be again as non-obtrusive as possible. But again, we dislike the idea of disrupting the natural beauty of the mountain with a gondola. The road is scenic and widening could destroy its beauty as well. Widen only where safety is a concern. Please don't toll the road itself. Access to natural places is important for people and youth who seem to be less and less connected to the natural world. | 32.4B; 32.2.9B | |
| 28202 | Petersen, Bob | I'm a 54-year old resident of Holladay, UT who was born and raised in Salt Lake. I'm married, attended the University of Utah, was appointed as the first Director of Outdoor Recreation by Governor Herbert in 2013, and have a vested concern for the future of my two daughters. Furthermore I recreate up LCC throughout the year and understand the various impacts of the different solutions. AND I REMAIN OPPOSED TO THE GONDOLA. While it sounds like a great tourism idea, I learned while working for Governor Herbert and collaborating with the Utah Office of Tourism that the State has a history of over investing in "tourism" related assets that end up degrading the user experience. For example, the State contributes \$25m+ towards the Tourism Marketing Performance Fund to market gateway communities that have become overrun and loved to death. I attended meetings with the Mayor of Springdale where he | 32.2.9E; 32.2.0C; 32.2.8J; 32.2.2I; 32.2.6.3F | A32.2.0C; A32.2.2I |

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| | | <p>pleaded to quit promoting their community. More is not always better.</p> <p>In this case transporting more people directly to Snowbird and Alta may sound like a great marketing plan that will further promote the state under the guise of a "transportation" solution, but it will only degrade the user experience at the public's expense, without solving the traffic issues inherent to the the entire LCC corridor.</p> <p>I believe that electrified buses with direct feeds from various parts of the city would a) disperse the traffic/parking issues that will be exacerbated at the base of the canyon with the gondola, b) will improve traffic related congestion throughout the Canyon, like near the White Pine parking areas c) will benefit all of the user groups, not just skiers going to two resorts, and d) will minimize the impact on the Wasatch Front watershed, which continues to increase in relevance.</p> <p>I hope that you'll seriously consider the public's comments and not just dismiss us as uninformed citizens. I have a profound respect for Dave Field's and remain friends with him, but in this case, do not believe a gondola is the right solution.</p> <p>Thanks, Brad, Sheila, Sage and Sienna Petersen </p> | | |
| 33543 | Petersen, Carsten | <p>We are against the plan to build a gondola. It will be an eyesore on the beauty of the land. I am a Utah voter and climber in the canyon. This would disrupt the natural beauty of the canyon. A bus system would allow traffic to improve without making this impact. Children and youth have less and less opportunities to be in natural places, especially nearby. We should support them by not altering the land where possible. This way they can connect with nature. In addition, we prefer to maintain access to the walls. Tthe least disruption to their natural surfaces is best.</p> <p>Thank you for the chance to comment.</p> | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 27268 | Petersen, Dan | <p>While yes I am sure this may help slightly help with traffic in Little Cottonwood Canyon for anyone specifically going to Alta/Snowbird. How that helps literally ANYONE ELSE is the problem I run into.</p> <p>There is (if you ask me) a BIGGER problem with BIG Cottonwood Canyon. I am applaud that solutions being proposed is not addressing CANYONS traffic on a holistic level.</p> <p>Why can we not simply run buses on a continuous loop and NOT leave the canyons. I feel the UTA routes are incredibly inefficient and with a base bus connection area (that doesn't run the need to add extra bus lanes and ruin the water supply).</p> <p>There are so many SIMPLE solutions that can be applied that solves issues in BOTH canyons before ever thinking about a Gondola that ONLY serves two private business during the winter time.</p> | 32.1.1A; 32.29R | A32.1.1A; A32.29R; A32.1.2H; A32.2.6S |
| 30823 | Petersen, Dean | <p>The preferred options are an excessive use of taxpayer money to benefit 2 businesses for 3 months out of the year. People will always opt for the easiest fastest way up, which is never going to be a gondola or a bus. Toll the road if you need to and make the public transit people preferred option. With climate changing we may not even have good enough snow in 30+ yrs.</p> | 32.2.9A; 32.2.4A; 32.2.2E | |
| 26872 | Petersen, Elise | <p>A gondola is not the best transportation option here!</p> | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 29672 | Petersen, Jane | <p>My input as follows:</p> <p>NO to the gondola proposal for Little Cottonwood Canyon</p> <ol style="list-style-type: none"> 1. The gondola will NOT solve the transportation problem. Parking hubs, electric buses, carpooling and reservation systems are better solutions. 2. The cost to taxpayers for the gondola is very exorbitant to build, and Alta and Snowbird will be charging us even more after being built. 3. Gondola Works' advertisements are misinforming Utahns. Studies show the gondola is in fact harmful to the environment since the power will come from coal, and it's not accessible because it would have an additional cost. 4. The gondola will ruin the beauty of the canyon with more than 20 steel towers as tall as sky scrapers. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.6E; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 38026 | Petersen, Kirk | <p>UDOT must realize by now how unpopular this gondola project is. There are enough people and organizations to keep the gondola portion in litigation for many years to come. That litigation will just add to the unmanageable cost of the gondola project. There is no way UDOT can justify this project with so much opposition. UDOT needs to realize the will of the majority of the people, especially us Sandy residents that are against the gondola, for so many reasons. There are other good alternatives and options.</p> | 32.2.9E | |
| 35896 | Petersen, Leslie | <p>I oppose the Gondola for many reasons and believe in in the Enhanced Bus Service Alternative as the best solution for Little Cottonwood and for Utah tax payers. Little Cottonwood is one of the most beautiful canyons in the world. The enhanced bus alternative will not impact the visual beauty and the environmental impact of</p> | 32.2.9E; 32.1.2F; 32.2.6.5F | A32.1.2F |

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| | | <p>huge towers going up the canyon. Beyond the visual and environmental impact, the tax payers would pay billions for a bad solution that only benefits Alta and Snowbird and those with enough financial means to afford such transport to the resorts. I've also heard that the gondola would only be open during ski season. So an unsightly gondola that small percentage of the Utah population would actually use that only runs 4-6 months of the year is not the solution for Utah or Utah taxpayers.</p> <p>Please do the right thing for all of Utah.</p> <p>Leslie Petersen</p> | | |
| 28580 | Petersen, Matthew | Yes to the Gondola! | 32.2.9D | |
| 37043 | Petersen, Monica | Whatever is decided upon should be paid for by the resorts who will benefit - not the taxpayers. | 32.2.7A | |
| 34828 | Petersen, Natalie | <p>PLEASE reconsider the gondola alternative to solve traffic congestion in Little Cottonwood Canyon. To achieve the goal of 30% reduction in traffic in the canyon, other options could be implemented with less cost, less negative environmental impact, and nondiscriminatory service to all Utah citizens. For example, carpooling incentivized through a lessened toll for multiple passengers in private vehicles, increased bussing, and a parking fee at ski areas, could all be implemented.</p> <p>Specific reasons the gondola is not the best alternative:</p> <ol style="list-style-type: none"> 1. It will cut through the wilderness of Little Cottonwood Canyon, destroying natural habitats. Additionally, there's new evidence (from Hawk Watch International) that the gondola would kill and injure birds during night migrations through the canyon. 2. It is likely to be expensive to ride the gondola - preventing most people from using it, and therefore not alleviating traffic congestion. 3. The gondola alternative would benefit the privileged - those making money from its development and those wealthy enough to use it. This alternative does not adequately consider all of Utah's citizens, particularly the underprivileged. 4. It only services two sites. People would continue using cars to access other places in the canyon. 5. It won't run in the summer. 6. It's paid for by taxpayers but only benefits a few: Snowbird, Alta, La Callie, The Tree Farm, Chris McCandless, Wayne Niederhauser, and those wealthy enough to ride it. 7. It's taken from transportation money meant for the entire state of Utah. „Ä® <p>Thank you for considering solutions that are more fiscally, environmentally & socially responsible.</p> | 32.2.4A; 32.2.9E | |
| 35568 | Petersen, Paige | This is a very expensive solution to the problem; there are other solutions that are more fiscally responsible, more accessible to all Salt Lake County residents, and does not change the landscape of the canyon. Please review this solution further and examine other solutions. | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 28389 | Petersen, Robert | I'm glad to see that the gondola is moving forward. That is in my opinion the best long range solution. I worked the Sheriffs Office canyon patrol for 14 years and saw firsthand how dangerous the roads can become in the winter. | 32.2.9D | |
| 35725 | Petersen, Stacie | Please do NOT implement the gondola option!!!! This is a huge response to a problem on a few days for a few people. There MUST be a better solution to the overcrowding problem. Reservations, parking fees, more busses on heavy traffic days are examples of solutions that can be utilized only on days when they are needed as well as clawed back if the need evolves and is no longer necessary. This is a stretch that has huge costs, huge ramifications and will permanently change the landscape of this beautiful canyon. I love to ski but you will ruin this canyon by doing this. Please ... find another way!!!! | 32.2.9E; 32.2.2K; 32.2.9A; 32.1.2F | A32.2.2K; A32.1.2F |
| 33778 | Petersen, Stacy | <p>The gondola will serve the ski resorts not Utah residents. It's already so cost prohibitive to recreate in the canyons this will further push out locals to provide access to high paying tourists. That is not a solution it's a lock out.</p> <p>Put my tax dollars into education not an elite transportation system that will destroy some of the canyons best bouldering and access.</p> <p>It's clear this project is backed by huge money interests and provides no real solution. This should go on the ballot, let us vote on it.</p> | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E; 32.2.9N; 32.7C; 32.4B; 32.5A; 32.6D | A32.1.2B; A32.2.9N |
| 25943 | Petersen, Verdean | <p>My concern is that the canyon can only support so much use. If we continue to open it up to endless number of people it can be destroyed for all. The number of people that can enter the canyon can be the way to restrict its usage. We need a way to restrict the usage in order to maintain control of the destruction of its beauty. Can we continue to destroy what it is, so more people can come and the resorts can make more money. Is that what the state wants? Remember this is national forest land, the land belongs to the people. The resorts are now expanding to allow ATVs in the canyon, but not for all the people, just those that have the money and go threw the resorts. Once the canyon is opened to more usage, more people, when will it be enough! How does the state or the Federal Government intend to control the expanse, or do they plan to control the take over of (OUR) mountains? Is it all about the money? At any cost? once its done we can never stop, or go back.</p> <p>Thank you for allowing me to make a statement.</p> <p>Verdean Petersen</p> | 32.2.2K; 32.20B; 32.20A | A32.2.2K; A32.20A |
| 36773 | Peterson, Alan | I am opposed to the Gondola alternative proposed. The visual impact to this alternative is terrible. It will ruin the visual beauty of the canyon. It will turn the canyon into a Disneyland Gondola ride. Ugly gondolas moving up and down the canyon frequently is a bad option. Throw in the ugly cables that are visual 24/7 and you have an environmentally ugly option. I prefer the bus alternative with the special use lane and the snow sheds. If done correctly, I think the snow sheds should significantly improve the reliability up the canyon during bad weather. Although the buses are not beautiful, they will have a less negative visual impact. Also the buses have the potential option of providing more stops along the route versus the gondola. Please select the bus option. Also in my review of the various options, I | 32.2.9B | |

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| | | didn't see how the options are going to be funded. This should be addressed and communicated to the citizens before a final decision is made. Because the ski resorts are going to receive the most benefit from any alternative, they should fund a majority of the cost. Thank you. | | |
| 25308 | Peterson, Alyssa | Test Comment | 32.29D | |
| 30291 | Peterson, Andrew | As a resident of Cottonwood Heights, I am in favor of the Gondola. I will be also impacted by the widening of Wasatch Boulevard; however, I realize this need to be done. The Gondola is the "greenest" option available. If a carbon study was performed on the emission created by the asphalt required to expand and maintain S.R. 210 and increased bus service. The clear winner would be the Gondola. The argument will be made that the buses are green because they will be electric; however, these buses don't have a proven track record in the cold. I will be a regular rider of the Gondola (summer and winter); however, I have not and will not ride the bus for a number of reasons. I have been trapped at the resorts when avalanches have occurred. Not fun to say the least! It seems like the Gondola is an easy choice when it comes to safe and evacuating people when there is an avalanche. The snowsheds are a good idea but what happens if the avalanche occurs in a random area without a snowshed? Is UDOT really going to risk opening the road even if the avalanche hits the Snowshed area? The phasing out of the Howitzers is going to make it ensure another avalanche may not occur. The Gondola is a safer alternative. I think the Gondola will gain nationwide attention which will be good for the Utah economy. Lastly, I understand the opposing side's agreement. They want to keep the backcountry to themselves and are afraid the Gondola will open it up to more people. I would love that as well. However, everyone has a right to the mountain. Also, as the population of Utah, even the Us, increases more people will want to access the outdoors. They have the right to do so. | 32.2.9D; 32.2.9Q; 32.2.9K; 32.2.6.2.3D | |
| 34721 | Peterson, Ann | Please do not put a Gondola up LCC. Smaller, electric powered busses that would be able to stop at trailheads would be preferable. Price tag for residents (tax payers) is way too high for Gondola. | 32.2.9A; 32.2.9E | |
| 34156 | Peterson, Becky | The canyon can only take so many people per day at a time and building a gondola is not going to solve that problem. The traffic is going to build up wherever the bottleneck begins because there are so many people wanting to go to the same place at the same time. There's going to be a line at the gondola also. What data do we have to show that a gondola will really decrease the time it takes for someone to get up the canyon? Many times traffic is slowed during the winter months because people drive with crappy tires or 2-wheel drive or inexperience in the canyon. I think charging people will decrease the numbers of cars going up the canyon because currently there's little incentive not to drive. If busses came more often and weren't so full, people would take them more. Can we try a system where you have to get a pass to drive up the canyon? It looks at your license plate like the bridges in the San Francisco Bay Area. Tax payers should not foot the bill for a gondola and should look at other options before deciding to dramatically change the look of the canyon forever. | 32.2.2K; 32.2.2Y; 32.2.5.5C; 32.2.7A; 32.2.9A; 32.7B; 32.7C | A32.2.2K |
| 37530 | Peterson, Bill | I do not favor any major construction in Little Cottonwood Canyon. The ski areas are very crowded at present, which should be putting forth the question "where are the people going to go when they get up there?" While the ski areas would love to sell more tickets increasing their revenue, the reality is that for the skiers themselves it translates into more time standing in lift lines. At some point, skiers will choose to do something else. I am certainly aware of the traffic problems, but smaller improvements such as better bus service, and if necessary an additional lane added to the road would likely address the majority of the problem without significant damage to our beautiful canyon. The Gondola proposal is simply too expensive, and too invasive. The available terrain is simply not there to support such a grand plan. While we may need to restrict access in some way, please do not destroy our canyon in an effort to make it so crowded that it loses it's beauty. | 32.2.9E; 32.2.9A | |
| 33650 | Peterson, Bill | Instead of a Gondola that only serves 2 ski areas.. How bout more buses (electric would be good), Tolling cars, Rideshare programs, Multi-passenger vehicle incentives, Traction device requirements with more enforcement. | 32.2.2M; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | |
| 31671 | Peterson, Brennon | Dear those relevant to the subject, The fact that the gondola is still a proposal after all the public pushback is unfathomable. The people of Salt Lake City do not want this, and it is clear. The beneficiaries from the construction of a gondola are two large corporations, Snowbird and Alta. With the funding reaching nearly a billion dollars, how can one think it is worth it? Not only would it hurt the ecosystem and recreation of the canyon, but it would hurt it's intended goal: less canyon traffic. Gondola users being required to drive to the parking lot would make the traffic on surrounding roads even worse. Rather than having such a narrow minded approach to traffic, and seeking to benefit only 2 private companies, why not invest into better public transport? Not only would it take less money, but it would be a more efficient solution and make the public MUCH more satisfied. No locals, or the bulk of surrounding cities want to see the eye sore a gondola would create. The world class hiking, climbing, and mountain biking would be hindered. It's important to recognize that little cottonwood is a place for people of all interests, not just skiing a few months out of the year. Please, for the extreme majority of Utahns, reconsider the construction of a gondola. It would have an enormous negative impact. | 32.2.9E; 32.2.9A | |
| 36366 | Peterson, C. | I am against building the gondola in the canyon. | 32.2.9E | |
| 32394 | peterson, chris | I am very frustrated at the selection of the gondola. This option completely ignores the public who uses the backcountry. It is a subsidy for ski resorts. tax dollars helping corporations get richer without actually fixing the problem. Please do not choose the gondola. Boondoggle! | 32.2.9E | |

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| 28295 | Peterson, Daniel | The proposed gondola is not an actual solution to the problem. The only real solution is limiting the number of people (through lottery or some other means) of people actually allowed to enter the canyon during peak times. The current solution is drastically unethical: it will create environmental hazards, and financially benefit the resorts at the cost of the common tax payer. The fact that the board Members of these resorts are also board members of the Gondola Works company is abysmal, this is a major conflict of interest. Building the gondola will only enhance the problems by bringing more and more people to the area, we need to practice restraint and moderation, not excessive expansion. Thank you. | 32.2.2K; 32.20C; 32.2.7A; 32.2.9N; 32.1.2B | A32.2.2K; A32.20C; A32.2.9N; A32.1.2B |
| 31278 | Peterson, Denise | There are many reasons why I am opposed to the construction of the gondola. Not only will it be an eyesore with a significant amount of negative impact on the environment, it will destroy critical habitat that wildlife rely on for survival. I cannot in good conscience support this gondola now or in the future. | 32.2.9E; 32.1.5C | A32.1.5C |
| 36000 | Peterson, Denise | As a resident of Sandy I'm in opposition to the Gondola. | 32.2.9E | |
| 35857 | Peterson, Hannah | I don't want this project to happen, it's damaging for the environment and for the use of the land by public, not private/capitalist, uses. | 32.2.9E | |
| 27798 | Peterson, Jake | To alter the canyon in such a hideous way to benefit a couple of ski resorts is disgusting. Get creative. Build parking terraces up at the resort, create a lottery system for parking access, force the use of buses. What a waste of resources! It will completely destroy the beauty of probably the prettiest canyon in the state. | 32.2.9E; 32.2.2K | A32.2.2K |
| 34108 | Peterson, James | I think the gondola system would be a great addition to the canyon. I think that it would draw more visitors to the area, not just skiers. I am definitely for the construction of the gondola system. | 32.2.9D | |
| 30394 | Peterson, James | You guys suck. You're screwing the taxpayers as well as all non-resort users. Meanwhile you're clearly serving special interests - private resorts, McCandles, etc. | 32.2.9E | |
| 32291 | Peterson, James | I do not want my tax dollars subsidizing two ski resorts. This is a bad idea and a waste of money. It will enrich a privileged few at the expense of many. | 32.29G | |
| 36126 | Peterson, Janette | I am against the Gondola. I am against tolling. This is so much money just for the ski season and ski resorts. Everyone shouldn't have to pay for what a few use. The gondola will sit unneeded and even unused most of the year. It's not a smart solution to the winter ski season problem. It's too expensive. Tolling everyone using the canyon doesn't seem fair when the problem is really only when skiers rush the canyon after it snows. I don't think the average skier will want the slow gondola and will still drive up the canyon. I am against this plan. | 32.2.9E; 32.2.4A | |
| 32241 | Peterson, Joel | My family has a cabin at Brighton. Will part time residents of Brighton have to pay the toll to access their property? | 32.1.1A; 32.2.4A | A32.1.1A |
| 25352 | Peterson, Jordan | I have made this observation in every single comment period of this project, but it bears repeating: presenting road expansion and a gondola as the "only" options UDOT can pursue is a false dichotomy. Before committing half a billion dollars to anything, why not start using methods like tollbooths and parking reservations. They cost next to literally nothing and are proven (tollbooth's especially) to reduce traffic during peak times. That Gondola Works and any local official would argue the idea that a 500 million dollar, landscape altering construction project is done for the sake of "protecting the canyon" is infuriating and disingenuous. NO to the gondola. NO to road expansion. Do the right thing by the people who's money you're trying to spend, and exhaust all practical and affordable options before you permanently disfigure the canyon. | 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.9E; 32.2.9L; 32.2.9N; 32.29R | A32.2.2K; A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 27069 | Peterson, Jordan | A gondola will not reduce cars it will just add more people. The same amount of parking will exist, the same amount of traffic jams will happen. The gondola doesn't stop at rec areas, it stops at Snowbird and Alta. We are subsidizing private companies with tax payer funds, allowing them to pack more people on an already full mountain. The cherry on top: it ruins a beautiful canyon. | 32.1.2B; 32.2.9E | A32.1.2B |
| 27070 | Peterson, Jordan | A gondola will not reduce cars it will just add more people. The same amount of parking will exist, the same amount of traffic jams will happen. The gondola doesn't stop at rec areas, it stops at Snowbird and Alta. We are subsidizing private companies with tax payer funds, allowing them to pack more people on an already full mountain. The cherry on top: it ruins a beautiful canyon. | 32.1.2B; 32.2.9E | A32.1.2B |
| 37723 | Peterson, Katherine | Greetings to UDOT: Thank you for the opportunity for offering Cottonwood Heights residents a chance to give UDOT feedback regarding our ideas on Little Cottonwood Canyon. 1.) Little Cottonwood Canyon is a delicate ecosystem and needs to be treated and respected as such. I fully support buses; as they are not destructive to the environment like the proposed building of an unneeded gondola, the raising of the speed limit and the widening of Wasatch Blvd. 2.) There are at least three reports regarding the projects mentioned above that are flawed with inaccurate data. UDOT; please create and make decisions based on reports with correct data and science. 3.) There are countless fatal accidents on Wasatch Blvd every year. The victims are Innocent people, wild animals and beloved pets. There are about 11 streets that intersect with Wasatch Blvd. Tax-paying Cottonwood Heights citizens need to drive, bike, and walk in and out of our neighborhoods safely. It's not safe now; and will not be safe IF you | 32.2.9E; 32.2.9A; 32.29D | |

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| | | <p>raise the speed limit. I fully support a 35 mile-an-hour speed limit that will create a "safety zone" for Cottonwood Heights residents, who live in the vicinity of Wasatch Blvd.</p> <p>4.) UDOT'S gondola proposal is reminiscent of the scene near the end of the movie "Pandora," where the huge machines come into Pandora; the Utopian and Garden of Eden-like country. The monster machines tear Pandora apart and frighten the inhabitants.</p> <p>5.) I vote for UDOT doing everything they can to protect and restore the beauty of Little Cottonwood Canyon.</p> <p>UDOT'S gondola proposal reminds me of the the "Hen that lays the Golden Eggs." After collecting countless golden eggs from the Hen; the greedy farmer, who wants more and more eggs, kills the hen. UDOT is like the "greedy farmer."</p> <p>UDOT'S gondola plan would destroy and ravage the exquisite beauty of Little Cottonwood Canyon. It would destroy the financial well-being of the tax payers, and the Paradise, where we can play year-round. Cottonwood Heights residents will be HELD HOSTAGE for paying for the hideous, UNWANTED and UNNEEDED projects mentioned above. None of the needs to happen.</p> <p>There are enough residents and civic leaders opposing the projects mentioned above; that these projects will be squashed and ruled illegal!</p> <p>Thank you.</p> | | |
| 32607 | Peterson, Katherine | <p>No Gondola! It is a very shortsighted Skier/traffic solution that will only benefit a few greedy men...The gondola towers are hideous looking, and building an extravagant gondola would be detrimental to the pristine LCC aesthetics and environment.</p> <p>Put simply: The gondola proposal is a very stupid idea!</p> | 32.2.9E | |
| 30135 | Peterson, Kenzie | <p>Please do not go forward with the gondola. There are so many more affordable alternatives that would not obstruct natural views. I would prefer increased busing during winter months and charging fees for those who choose to drive personal cars. Natural land does not exist for the profit of large corporations.</p> | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 30210 | Peterson, Kevin | <p>Why push for a Gondola? We need more important things like getting the lakes etc filled back up and restored so that we don't lose them. Please consider this over the gondola. Thank you</p> | 32.1.2B; 32.2.9E | A32.1.2B |
| 29746 | Peterson, Kevin | <p>Please don't ruin the canyon for all to maximize profits for a few. There are better ways to manage the traffic.</p> | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 31771 | Peterson, Lance | <p>To whom it may concern,</p> <p>What is frustrating about this process is that I feel that my comment and any others in opposition of the gonodola make zero difference in whatever solution is ultimately chosen and/or funded.</p> <p>While I and others recognize that continually increasing demand for access to our canyons will result in a solution and experience that we may not love but ultimately need to accept, everything about this feels wrong for the reasons that everyone else has stated:</p> <ul style="list-style-type: none"> - Ultimate benefactors are two private businesses at the top of the canyon, and landowners with legislative ties in the valley. - Doesn't address other seasonal (summer/fall) traffic. - Doesn't address traffic for backcountry trailheads. - Will still bottleneck traffic moving toward LCC. - Irreparable damage to viewshed. <p>...Among many others.</p> <p>As much outcry as there was to the "One Wasatch" concept, I personally feel that a revised version of the interconnect proposal may be the best solution. A lift/gondola between canyons that DOES NOT have terminals on ridgelines that result in resort expansion, that acts only as transportation, would serve to reduce reliance on the road and provide access to the significant number of tourists coming from Summit county. That in addition to avy sheds, reducing the time the 210 needs to close, and bus service, seems to be the best long term solution.</p> <p>Sincerely,</p> <p>Lance Peterson</p> | 32.1.2D; 32.2.9N; 32.2.9A; 32.1.5B | A32.2.9N |
| 37631 | Peterson, Laura | <p>A gondola is not the solution to Little Cottonwood Canyon's traffic problems. The gondola will not relieve congestion. It serves only to prop up privately-owned businesses who will contribute little, if anything, to the overwhelming cost of this project. A gondola will forever change the landscape and ecology of these precious canyons while doing little to change the traffic status quo.</p> <p>As a frequent hiker, runner, skier and biker in LCC, I am well aware of the traffic challenges in the canyon. The better solution to deal with this problem is frequent bus and/or shuttle service that will service not only the two ski areas, but the many trailheads in the canyon. Any weekend visit to the Red Pine/White Pine trailhead makes clear that LCC would benefit from frequent, inexpensive and accessible public transit options. UDOT must stop being so myopically focused on the gondola and instead look for more realistic options. These public transit options also need to connect to Salt Lake City. Throughout its governance and management, UDOT</p> | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.6.3C | A32.2.6.3C |

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| | | ignores the needs of people who want to travel in any way other than personal vehicle. That is very much reflected on its insistence on the gondola option (while at the same time planning to reduce bus service in the canyons in a transparent attempt to induce "need" for the gondola). Instead of moving forward with the gondola, UDOT needs to focus on providing year-round, frequent bus service throughout the canyon that will stop at trailheads in addition to the ski areas. The gondola is not the answer. | | |
| 29345 | Peterson, Laura | I am against the gondola. This solution is only for the part of the community that skis. The traffic problem is mostly caused by the same. The Gondola will obstruct views in the canyon. I feel a better solution would be scheduling time slots for skiing, just like some of our national parks are doing now, to control traffic flow. I do like the idea of a big parking lot and busing. Offering an incentive to use busing, like a discount or credit towards food or merchandise would encourage skiers to use the buses. The gondola solution benefits only skiers taking the canyon away from everyone else. | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 33605 | Peterson, Lauren | I object to the gondola, and urge to not go forward with this ill contrived idea. The research shows that installing this expensive gondola will not alleviate that much traffic (30% or less). Furthermore, this project only actually aids a minute group: the resorts. Taxpayers should not be paying for another project where the rich profit with rich. This is an odious proposal that will ruin a canyon beloved for its scenic views and peaceful trails. Please do not obstruct our canyon so a small percentage of wealthy persons can ride an expensive gondola. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E; 32.6A; 32.7B | A32.1.2B |
| 28169 | Peterson, Lisa | I am curious to know who else other than UDOT prefers a gondola as an alternative in Little Cottonwood Canyon? I do not prefer it. Mayor Jenny Wilson does not prefer it. It is going to be too expensive. It will have a negative impact on the environment and wildlife, It will only benefit two ski resorts. and no other alternatives have been tried such as implementing a toll fee or increasing bus service and requiring bus usage during ski season or giving free bus passes with season ski passes. I do not support widening the roads in the canyon but i do not support the gondola either. Plus it will be a huge eye sore. No one is going to want to look at the ugly towers of the gondola. Please do not build it, | 32.2.9E; 32.2.9C | |
| 36873 | Peterson, Lois | The Gondola will NOT solve the issue for Little Cottonwood Canyon. First the issue boils down to powder days when skiers flock to the slopes. That only happens about 15-20 days a year. With climate change, probably even fewer days in the years to come. Second, the Gondola will be a bottleneck of skier foot traffic. When skiers get to Snowbird or Alta, they park in several different parking lots at each resort. They then proceed to one of 6 lifts (including the 125 passenger tram) at Snowbird AND another 5 lifts (not including all the short hotel lifts) at Alta. At the resorts, skiers disburse from their assorted parking lots; they are not all lining up to ride the same transportation up the mountain/canyon. If the valley buses deliver riders to the Gondola parking lot and not up the canyon to the resorts, the bottle neck of passengers will cripple the base station. Where are all the skiers going to line up while holding all of their gear for the day (skis, helmets, gloves, cell phones, gaiters, goggles, a diaper bag, etc.) and their children's hands while walking in ski boots? What is the willingness of skiers to ride up the canyon for a 40+ minute trip with no bathroom, etc. AFTER they have been waiting in line for a Gondola? It will never work if another pandemic happens, and we are told to "stand at least 6 feet apart" and "not to be in close proximity with anyone outside our bubble for more than 15 minutes". The resorts should step up, build parking decks with grass rooftops, and dormitories for their employees and perhaps a dormitory for guests who want that fresh powder on powder days. Then electric buses from hubs at schools and church parking lots are the next step. We can do this together. Let's not spend \$550 million on a Gondola that doesn't help the issue and scars the beauty of the canyon. Let's wait and see what the climate (literally) is like and what the industry is like after the "newness" of the IKON pass wears off! I think many who decided to try skiing in Utah in those first few years of the IKON pass will end up skiing closer to home with the increasing cost of airfare and fuel to get here. This is just a Venture Capital Group's very expensive toy. | 32.2.9E; 32.2.2E; 32.2.0C | A32.2.0C |
| 36763 | Peterson, Lois | Don't spend \$550 Million on a Gondola. Not when according to those neighborhoods located at the mouth of the canyon, the number of days of traffic delays is in the 15-20 days a year! During the 2002 Winter Olympics, we added direct to venue buses from various locations around the valley and that worked beautifully and people used the buses! Some one made a crisis out of two events, the new resort conglomerate IKON pass and the Covid-19 pandemic. IKON created new demand for visitors because the IKON pass holder had lift tickets in-hand and all they needed was a place to sleep and something to eat. So, to use this new "toy" (the IKON pass) they decided to come to Utah, stay in the valley at a budget hotel (with efficiency kitchen) and rent a car to take them to Snowbird, Alta, Solitude, Brighton, Deer Valley and Snow Basin. Simple and inexpensive when compared to staying for a minimum number of nights at an on-site resort hotel and eating 3 meals a day in a restaurant! Then the Covid-19 pandemic happened and no-one wanted to be in a crowded bus with 44 other people they don't know for a ride up a canyon. So, everyone got into their own cars to drive the canyons. The resorts only allowed more than one person on a chairlift if they were from the same living group, i.e. "if you arrive together, you can ride together". Emphasizing the "stay with your bubble group". We are handling Covid much better now with vaccines, so people will go back to public transportation. Electric buses are convenient and eco-friendly. They also travel twice as fast as the Gondola will travel. Let's increase availability of bus transportation hubs by using high school parking lots near the canyon for Sundays and holiday, and Ward or other church parking lots on Saturdays. For about 10% of the cost of the Gondola, let's build a multi deck parking garage over the existing parking lot and put a grass roof on top. There will be less asphalt for Snowbird to plow and the water can be recaptured to drain down the creek. Alta could do the same thing! Let's do what we all did so well in 2002 and work together to solve a small problem that only is an issue a few days a year! | 32.2.9E; 32.1.2B; 32.2.9A; 32.2.2K;32.2.2I | A32.1.2B; A32.2.2K; A32.2.2I |
| 36709 | Peterson, Lois | Don't build the Gondola. The math doesn't add up. At best 30 Gondolas leaving every 2 minutes with 35 passengers in each is 1050 people per hour. If you put 2500 cars in the parking lot with an average of 3 people per car, it will take you 7.14 hours to get all those people up the canyon assuming every Gondola is full and leaves in the 2 minute window. Then, if you have buses to add to the line of passengers, it will take even more hours. Increase electric bus service from hubs near the mouth of the canyon and add parking decks at the resorts. | 32.2.9E; 32.2.2K; 32.2.2I | A32.2.2K; A32.2.2I |

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| 38097 | Peterson, Lois | How did that Zugspitze "training exercise" go for Dopplmayr in September 2018? And we're using the same gondola "scientists" for an unnecessary Gondola in Little Cottonwood Canyon that would be over twice as long as anything ever built. What could possibly go wrong? NO GONDOLA. Wrong on so many levels. Not safe. Not what Utahns want or need. | 32.2.9E; 32.2.6.5K | |
| 37813 | Peterson, Loraca | Please no gondola. Please try less invasive transportation before disrupting our canyon. My family rock climbs, mountain bike, hikes and snowboards. Gondola is not the solution. I beg you to not take away this precious space. For the few days a year that it's stop and go traffic have reservations in place or toll. Stop doing what big corporations want and keep this as it is. We don't need to find a way to get more people in the canyon we need to preserve what makes Utah rad. It's the outdoors. | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |
| 31923 | Peterson, Lori | NO GONDOLA!!!! It is much simpler and less expensive to simply limit the number of buses /cars allowed up the canyon. The gondola appears to be the excuse to build infrastructure at the site of LaCaille and widen Wasatch Blvd. A gondola structure will also completely ruin the beautiful appearance of the canyon. | 32.2.9E; 32.2.2K | A32.2.2K |
| 28726 | Peterson, Marc | I am both a skier, (I've held an AltaBird pass for the last 6 years), and a local resident ([REDACTED]). On heavy ski traffic days, when the road is not closed from an avalanche, the lines to ride lifts at both Alta and Snowbird can have up to 30 minutes or more in queue time. So, the current road capacity can exceed the desired ski lift capacity. I'm not interested in increasing the number of people at each resort only to increase the wait time at the lifts. I am, however, in favor of reducing the time the canyon is closed due to avalanches across the road. I think building snow sheds in the avalanche prone areas, as identified in the current UDOT recommendation, will solve this issue. | 32.2.9K; 32.20C | A32.20C |
| 37796 | Peterson, Mary | Do you remember when the medical helicopter crashed in Little Cottonwood Canyon during a "thundersnow" storm in 2003? No one forecasted that one. Is the Gondola ready for that severity of storm? We get canyon winds frequently. What do the simulations, that UDOT surely has completed, say about the days per year that the Gondola will be shut down due to high winds? The Gondola remains a solution in search of a problem. Do the right thing and just have Snowbird and Alta build covered parking decks (and emergency dormitory space) on top of the vast acreage already dedicated to parking. They need to share in the actual dollar cost of any improvements (not just make a conservation easement donation), because they are the true cash beneficiaries of any improvements. | 32.2.6.5K; 32.2.2K; 32.2.7A | A32.2.2K |
| 37307 | Peterson, Mike | I'd like to be on the record as opposing the Gondola B option. First, we should exhaust a set of low-cost, environmentally friendly measure such as busses, tolling, reservations (capping resort capacity), and actual enforcement of traction laws. And measure the impact these have on road congestion on the relatively few days per year that this issue is at its worst. Second, we should consider the question, "do we really need to find a way to get even more skiers to Snowbird and Alta on the busiest powder day weekends and holidays?" This question represents two major issues for me, one being that tax payers are going to be on the hook for funding a project designed to increase visitation to private ski resorts. As a local taxpayer I have zero interest in trying to get to these resorts on the busiest days, nor funding the ability of others to do so. I prefer to recreate in the backcountry, accessed via the many trailheads that this gondola will not service. At some point Alta and Snowbird should do right by their customers and their surrounding community and cap the number of skiers that can buy a ski pass. Not find a way to make the slopes even more crowded and the lift lines all the more unbearable. According to a Deseret News/Hinckley Institute of Politics poll, 80% of Utahns oppose the gondola. That number should make UDOT pause. Why build a project of this scale that is opposed by a great majority of the state and that benefits the owners of two ski resorts and a few key landowners? And then there are the stress to LCC and the destruction of the natural beauty of the canyon. Constructing 20 200+ foot towers right through one of the most stunning canyons on earth would be a tragic miscalculation. When we think about the legacy of land stewardship we are passing down to the next generations this would be a monumental embarrassment. Please do the right thing and don't permanently destroy the beauty of LCC in order to overcrowd a couple of ski resorts further at the expense of tax payers who don't want this gondola. Let's add busses, tolls, permits, and enforce traction laws, and involve all of the passionate canyon users who want to come together and find much more reasonable solutions for the 20 or so busiest days of the year. | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.2K; 32.2.2M; 32.1.2B | A32.2.2K; A32.1.2B |
| 28462 | Peterson, Mike | You guys have severely disappointed the public community by serving special interests including Alta, Snowbird, POWDR, CW Managment, Niederhauser, McCandles, etc. Please at least don't shut down roadside parking in the canyon. If you do so, you screw over many climbers, skiers, hikers, etc. (not only the tax payers who are funding this project which aims to serve the aforementioned private entities and individuals). It's easy to see the dirty politics behind this decision. | 32.2.9Y; 32.2.9N; 32.1.2B; 32.4B | A32.2.9N; A32.1.2B |
| 34414 | Peterson, Nancy | Has UDOT even taken into consideration the capacity of Little Cottonwood Canyon? When Utah hosted the 2002 Winter Olympics Little Cottonwood Canyon was considered "Too Fragile" to host any of the events. But yet here we are willing to carve into our "Fragile Canyon" to put 40 foot towers all the way up the canyon. Sandy City improved the Bell Canyon trailhead, now there are easily 200 people that populate that trail. It's not even an enjoyable hike anymore. We used to enjoy watching mountain goats roam over the side of the mountain every spring. Now with 200 plus hikers all over that trail, the goats are gone. They have left for quieter slopes. Digging into Little Canyon will have the same impact. Consequences that are unseen until it's too late. And what of the tax payers? Have we no say how our hard earned dollars will be spent? I do not wish to spend my tax dollars benefitting two privately owned companies! I own my own business, UDOT isn't spending millions of dollars giving my customers a scenic route to my business! What of rural Utah Taxpayers? Are they willing to give up infrastructure dollars? Sacrificed to an expensive toy that only the very rich get to enjoy? I think our tax dollars are better spent on roads and | 32.20B; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |

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| | | bridges that are in need or repair. Not to mention a water system that doesn't meet the growing population of our state. But the biggest concern of all is that Utah Taxpayers don't want it. I see it on comment boards all over social media, after Gondola articles in the local newspapers and other media, and most of all to people that I interact with in my daily travels. THE PEOPLE DON'T WANT TO PAY FOR THIS! And UDOT deafly keeps pushing the agenda down our throats as if we're unintelligent and uninformed! Last October I was part of 200 other concerned Utahs on capital hill asking our legislators to do a forensic audit of our elections after we learned that Zuckerberg had infused several million dollars into our elections. Do you know what our elected officials told us? "Utah Taxpayers wouldn't pay for it"!!! And yet they seem to think we will want to pay for this over preserving our liberties!!! Let's call this what it really is, a Crony Capitalist money grab and every tax payer sees it! Two once elected officials in city and state government who are well connected, turned business partners with the tax payer as the "investor"! This is corruption at the state level and no-one is fooled! | | |
| 37199 | Peterson, Nya | No. Please just don't. It is not worth ruining our canyons and our city. This is a sad display of greed. Please don't do this. We are all begging you | 32.2.9E | |
| 26063 | Peterson, Nya | Please Please don't do this. This will be the downfall of SLC | 32.29D | |
| 36338 | Peterson, Richard | The Project Overview and Final EIS Alternatives Summary describes four Evaluation Criteria for whether the alternative meets the Purpose and Need of the EIS. The Gondola B alternative does not meet the first two criteria, specifically the "Improve peak-hour per-person travel time" and the "Meet peak-hour demand on busy ski days" criteria. Here's why: You can't fight mother nature. On powder days, the winners are those people who stay at the hotels, inns, lodges, dormitories, and residences in Little Cottonwood Canyon. All others, Gondola riders, bus riders and drivers alike, need to wait for the completion of avalanche artillery operations. Busses, shuttles, and privately owned vehicles will also need to wait for the snow to be removed from S.R. 210. The additional delay for snow removal will entice drivers to the Gondola. According to the EIS statement, with Gondola capacity limited to maximum of 1,050 people per hour (30 Gondolas with 35 people per cabin, all loading in 2 minutes per cabin - an optimistic number in my humble opinion), Gondola wait times could exceed three hours in addition to the 55 minute travel time (parking, riding, and exiting the Gondola). A four hour wait for an expensive Gondola ride doesn't meet the first two criteria for improving mobility and you have missed more than half the ski day! Thus, the Gondola B alternative doesn't solve the problem UDOT is trying to solve. On non-powder days, transit, tolling, and carpooling are more than sufficient. Alta and Snowbird should have some skin in the game by investing in eco-friendly parking decks on the very spaces where they currently have only ground level parking. Put a grass roof on those parking decks (like Snowbird already does with some of its buildings) and imagine the parking capacity and improvement of their respective ski experiences. The 2500 space garage at the Gondola base station is estimated to cost \$53M. That cost is less than 10% of the estimated \$550M cost of the Gondola B plan. Imagine what a multi-acre parking deck at Alta and another at Snowbird could do to ease the backlog at the top of the canyon. | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 36361 | Peterson, Richard | Frankly, the EIS makes it seem like Little Cottonwood Canyon is a crisis. It is not. It is a bunch of private equity investors trying to profit off of Utah taxpayers. The investors are not involved in this project because they love Little Cottonwood Canyon, Utah or skiing; they are involved for one reason, to make money! Otherwise, they wouldn't bother. They expect a return on their investment within a specific amount of time. As soon as they get that return on their investment, they will take the money and run. After they spoil our environment, the taxpayers of Utah will be left to foot the bill for the maintenance, replacement and repair of all aspects of the Gondola and its base stations. | 32.2.9E | |
| 37933 | Peterson, Richard | The Gondola is a solution looking for a problem. Do we build more restaurants to handle Mother's Day Brunch crowds? No. Do we build larger churches to handle Christmas and Easter Sunday crowds? No. It simply doesn't make sense to do that. The same is true for powder days. If you really want to be there for first tracks, then get up the Canyon and stay overnight somewhere. If that doesn't work, then be first in line for when avalanche control and snow removal is done, and if that doesn't work gather your friends, get a warm beverage and some donuts and enjoy the trip up the canyon. NO GONDOLA. | 32.2.9E | |
| 36353 | Peterson, Richard | What's up with the announcement by UDOT on October 14, 2022 that UDOT is cancelling all bus service up Little Cottonwood Canyon? Many employees of Alta and Snowbird rely on that mode of transportation to get them safely to and from their jobs in the canyon. If anything, we could take the money used for the Gondola and instead put it towards buying a new fleet of electric buses to take passengers up and down the canyon. | 32.2.6.3F | |
| 36356 | Peterson, Richard | What is the litigation risk that Utah brings upon itself by building the Gondola? Vail Resorts is sure to sue since Utah is favoring Snowbird and Alta with the Gondola. What financial reserves are required to prudently protect against this eventuality? Or does Utah intend to be blackmailed by Vail Resorts into building similar boondoggle projects for Vail Resorts up in Park City? | 32.2.7J | |
| 37210 | Peterson, Richard | Put the Gondola at position A and you'll avoid huge negative local resident push back, lawsuits, compensation to residents for their loss of peaceful enjoyment. Otherwise, stand by. This project touches a nerve of the locals. Epic (Vail) and Ikon (KSL) will pillage and plunder Utah, then walk away like Russian mercenaries. | 32.2.9D | |
| 36346 | Peterson, Richard | How much money will the LDS church receive for allowing the Gondola to cross their property? Is there litigation risk to Utah with the planned route of the Gondola going directly over the church property in Little Cottonwood Canyon? What are the "Separation of Church and State" issues here? | 32.29D | |
| 36347 | Peterson, Richard | Where will the electricity come from to power the Gondola? How loud will the emergency diesel generators be at the base station? How often will they be tested? For how long? How much will nearby residents be compensated for this significant loss of peaceful enjoyment of their property? | 32.2.6.5P | |
| 37189 | Peterson, Richard | If the Gondola costs more than a fleet of electric busses, why would UDOT even consider it? The Gondola idea is crazy stupid. Put it on the ballot and let the Utah residents decide rather than the politicians and private equity profiteers. | 32.2.9E; 32.2.9N | A32.2.9N |
| 38156 | Peterson, Richard | This is a first for Dopplymayr. Nothing like it exists anywhere. Think Zugspitze 2018. Whistler can't handle winds in excess of 50 miles per hour. Robert J. Debry and Associates are licking their chops. What is UDOT thinking? Why? | 32.2.9E; 32.2.6.5K | |

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| 36362 | Peterson, Richard | Regardless of the source of funding (private or public), will there be a ballot referendum in an upcoming Utah voting cycle as to whether the residents of Utah want a Gondola? | 32.2.9N | A32.2.9N |
| 36340 | Peterson, Richard | Come clean - Is the Gondola really just all about an Olympic bid for the 2030 or 2034 Olympic games? | 32.29D | |
| 36341 | Peterson, Richard | What will it cost to ride the Gondola? | 32.2.4A | |
| 37253 | Peterson, Scott | I am against the Gondola. The cost of the project and the burden of ongoing fees and costs cannot be put on the non-skiers. Summer visitors to the canyon- big cottonwood and little cottonwood cannot be burdened with such a toll-- that is excessive. Just to pay for the few that will use a gondola that takes 40 minutes to the resort. The gondola will remain unused most of the year. A toll is not fair for those that don't use it -- it is only a preventative measure to lessen the summer use of our canyons. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.4A | |
| 26091 | Peterson, Tate | NO GONDOLA!!!! If you do it, make the billionaires pay for it. We don't want to pay for a project that is going to deface the wasatch and is only needed because of tourists. Tolls, fees, etc... whatever you have to do. | 32.2.9E; 32.2.7A; 32.2.2Y; 32.2.4A; 32.2.2PP | |
| 36685 | Peterson, Will | I'm very concerned about the possibility of the gondola being constructed in Little Cottonwood. 1. This is a solution that only benefits two private users (Snowbird & Alta) & requires significant payment from Utah taxpayers 2. Only provides benefit in winter (we're seeing increased traffic year round) 3. Only focuses on Little Cottonwood (as Big Cottonwood is seeing increased traffic) 4. impact to Little cottonwood watershed Recommend consideration of lower cost, phased solutions - adding tolling to incentivize carpooling, expanded bus service, alternating uphill/downhill services | 32.2.9E; 32.20C | A32.20C |
| 37612 | Petkow Fraser, Jess | My name is Jess Petkow, I'm resident of [REDACTED] and I do not support the current proposed gondola solution. As a hiker, climber, skier, nature enthusiast and biologist I understand there are less invasive and cheaper alternatives to the traffic situation at LCC. A better and expanded bus system could be a more feasible alternative addressing the issue and keeping the canyon pristine. The total investment for the current gondola solution is extremely high taking the size of the state in consideration and would only favor the private business that are based in LCC. There will be a risk to the watershed as well that could be a great risk. More busses (paired with an improved system) would allow more people to transit in and out the canyon without impacting natural resources, the landscape and intrinsic value of LCC. I appreciate Udot reevaluating the current proposed gondola solution and I'm looking forward to hearing from you. My best, Jess Petkow [REDACTED] | 32.2.9E; 32.2.9A; 32.1.2D | |
| 37162 | Petrick, Carolyn | I have strong feelings against the gondola being built in our canyon. I truly believe there is a better solution. I am completely opposed I am convinced that it is being pushed on us by individuals that will benefit financially from it. Surely there is a better option. | 32.2.9E | |
| 35807 | petrick, scott | Totally opposed to gondola | 32.2.9E | |
| 30939 | Petroni McMullen, Ann | I think that the gondola is a very bad idea and that other options should be implemented and tried first | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 26451 | Petrozzo, Kathryn | I am writing in opposition to the proposed gondola plan. As a local who is a major proponent of accessibility to enjoying our beautiful natural backyard, I am deeply concerned about this costly, ineffective project. It is unclear how this is the preferred alternative, when it would greatly disturb the natural beauty of the area, significantly restrict access for all visitors, not just those going to the resorts, given the cost and effort to access the canyon if a gondola were in place. I am highly in favor of investing in buses instead, especially electric buses, given the better environmental impact, accessibility, and not as much disturbance to the natural land. I highly urge you to reconsider the gondola in favor of a more sustainable approach--investing in electric buses. | 32.1.2B; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 26452 | Petrozzo, Katie | I am writing in opposition to the proposed gondola plan. As a local who is a major proponent of accessibility to enjoying our beautiful natural backyard, I am deeply concerned about this costly, ineffective project. It is unclear how this is the preferred alternative, when it would greatly disturb the natural beauty of the area, significantly restrict access for all visitors, not just those going to the resorts, given the cost and effort to access the canyon if a gondola were in place. I am highly in favor of investing in buses instead, especially electric buses, given the better environmental impact, accessibility, and not as much disturbance to the natural land. I highly urge you to reconsider the gondola in favor of a more sustainable approach--investing in electric buses. | 32.1.2B; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28500 | Petsche, Linda | I am adamantly opposed to the gondola project. Surely people could be incentivized to ride electric buses. | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 33415 | Petsche, Tony | I oppose the construction of a gondola system in our canyons. The Money spent on this project comes from all of us but will only benefit a tiny group of people. Perhaps a better use of 550 million dollars (we all know it will end up being double that) would be to investigate and improve our water resources. Having enough water resources is much more valuable than easy access to two ski resorts. Please don't start making decisions that use massive amounts of taxpayer dollars that only benefit a small and primarily well-off group of people. | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |

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| 29381 | Petree, Allen | The gondola is the most sensible solution to the traffic gridlock up the canyon. Americans will not accept riding a bus in sufficient numbers to make a bus alternative successful. | 32.2.9D | |
| 27563 | Petree, Allen | I am in full support of the gondola. The canyon is jammed all winter with cars and enhanced buses won't solve the problem, but the gondola will. | 32.2.9D | |
| 25917 | Petterson, Elizabeth | This is disgusting. There's homelessness, with no shelters. There's thousands of children in the UTAH foster care system with no homes, education, clothing, or resources. There's no beds at the mental hospital because so many people are being admitted. Yet we're paying to build something that costs 550 million dollars? When we could realistically get a better bus system? What about the wildlife? What about the scenery? What about the canyon needs this? Imagine how many impoverished lives you could make a difference in with this amount of money instead of building a box, that the middle and upper class snow sport people can be part of. Get out of your privileged bubble and think for once. | 32.1.2B; 32.2.9E; 32.2.9A; 32.1.3A; 32.2.2PP | A32.1.2B; A32.1.3A |
| 34070 | Pettit, Daina | The gondola option is a solution looking for a problem. There is not a transportation problem. It's a capacity problem at the resorts. Limit the number of skiers and the problem is solved. No taxes. No spending. It becomes Alta and Snowbird's problem. Spending over \$500,000,000.00 for a problem that exists 2 weeks a year for one dead-end road for two resorts, for a tiny number of people is insane. Doing so reeks of corruption and bad judgement. It would be cheaper to fly skiers in for those weeks every year in helicopters than to build and run a gondola. | 32.1.2B; 32.2.2K; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |
| 32251 | Pettit, Joshua | Please review any European country that has progressed their technology past ours. The gondola is a fantastic answer | 32.2.9D | |
| 34887 | Petty, Brynne | My name is Brynne Petty and I strongly disagree with the proposal to build a gondola up Little Cottonwood Canyon. I grew up visiting little cottonwood canyon and cherish the trails, breathtaking views, and rock climbing spots. As a Utah voter, I believe that we should preserve this land and keep it accessible to everyone. An alternative that I believe would be affective is an increased bus service so that everyone has unrestricted access up and down the canyon anytime they want. Thank you for your time and commitment to helping improve the roads of Utah. | 32.2.9E; 32.2.9A | |
| 26134 | Petty, Daniel | This is a terrible idea. Why do you even accept comments that you are going to ignore in favor of doing irreparable damage to the canyon and the landscape?!? | 32.2.9E | |
| 32683 | Petty, Lloyd | Use my tax money for something else that benefits the community please. | 32.2.9G; 32.1.2B | A32.1.2B |
| 36795 | Petty, Shannon | It seems very hasty to build the gondola, permanently impacting the canyon, for a reduction in traffic for a few days of the year and only to the resorts. It serves so few people overall but paid for by so many. The canyon is forever changed and the impact irreversible. Please don't do it. | 32.2.9E; 32.1.2B | A32.1.2B |
| 25452 | Pew, Samuel | This gondola is being built on tax payers dime to benefit corporate greed. It will ruin many historical climbing areas. I feel as though this just moves the problem elsewhere as well. You are still going to need a park king lot bigger than alta and snowbirds combined. | 32.2.9E; 32.2.0B; 32.2.6.5E; 32.2.6.5J; 32.2.7A; 32.1.2B; 32.4B | A32.2.6.5E; A32.1.2B |
| 34061 | Pewtress, Karessa | I am against the proposition of the gondola in Little Cottonwood Canyon, since it will ruin the world class climbing in the canyon. It also will be a very tall gondola in the canyon, completely ruining the natural beauty of the canyon. Hiking, backing, climbing, snowshoeing, backcountry skiing and snowboarding will all have a large piece of infrastructure hovering over the natural beauty of the canyon. Increasing bus schedules and routes would be a more beneficial solution because it would not permanently destroy the natural beauty of the canyon. | 32.2.9A; 32.2.9E; 32.4B | |
| 34054 | Pewtress, Madalyn | I am against the proposition of the gondola in Little Cottonwood Canyon, since it will ruin the world class climbing in the canyon. It also will be a very tall gondola in the canyon, completely ruining the natural beauty of the canyon. Hiking, backing, climbing, snowshoeing, backcountry skiing and snowboarding will all have a large piece of infrastructure hovering over the natural beauty of the canyon. Increasing bus schedules and routes would be a more beneficial solution because it would not permanently destroy the natural beauty of the canyon. | 32.1.2B; 32.2.9A; 32.2.9E; 32.4B | A32.1.2B |
| 38130 | Pfafflin, Michael | NO to the gondola. Widen little cottonwood by one dedicated bus lane. Use ELECTRIC buses to keep the canyon air clean. Charge a toll equal to the toll being considered for the gondola for private cars wanting to go directly to the resorts to pay for buses , and parking garages. Done, minimum damage to the canyon and environmental friendly. | 32.2.9E; 32.2.9B; 32.2.6.3F; 32.2.4A | |
| 32788 | Pferdner, Kevin | I am opposed to the Gondola. I will not use it for the following reasons: 1. Overall cost - I have a feeling this will run over budget for construction and for ongoing operating expense. 2. Cost - The resorts should bare the majority of the cost since it benefits them the most. 3. Cost - It's unknow how much the daily user fee will be per rider and I am going to guess that although subsidized will still be too expensive for my blood. 4. Time - Do you expect me to park at a location that requires me to get on a bus to get to the base station and then take a 40 minute gondola ride to rent a locker for all my stuff when I can more easily drive my car with all my stuff and lunch to the resort and save time and money? I won't take the Gondola over my car. 5. There are other reasonable options - Resorts need to have their own reservation system while incentivizing carpooling. Lift lines are already bad on busy days given the parking infrastructure. 6. Hire more bus drivers and increase busses for busy days. 7. View Shed - Don't ruin our pretty canyon with this monstrosity. 8+ We need fewer people in the canyon and not more. Stop trying to jam more people at the resorts. Just stop already. | 32.2.9E; 32.2.7A; 32.2.4A; 32.2.2K; 32.2.6.5J; 32.2.9A | A32.2.2K |

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| | | Sincerely, Kevin | | |
| 30633 | pflugh, Lisa | <p>I very much oppose the gondola for many reasons. It will ruin a big section of the canyon. Who wants to look at 100 ft towers when you're climbing, hiking or biking? This gondola is far different than somewhere like telluride, where the gondola moves down an open hillside.</p> <p>Even as a skier, i believe that the taxpayer funding of something that is really designed only to help specific businesses is wrong. It will also cost/impact people who want to go up the canyon to recreate without being assessed a big fee. Frankly, I'm also very suspicious of the land being already purchased by snowbird & others. Sounds very shady which isn't unusual for Utah.</p> <p>A good bus solution hasn't ever been really attempted. There needs to be reasonable parking for bus users and we've been asking for direct to alta buses for years. Make the buses quick & easy and more people will ride them. And now, the frequency of busses is being minimized, which seems ridiculous. Paying a good wage to the drivers is certainly cheaper than a gondola.</p> <p>If people are forced to take a gondola, where will they put their gear? Alta in particular has very few spots to store gear! Without a car, you'll have to rent a locker, which is yet another expense. If you don't rent a locker, you have to buy lunch & where will you store extra clothes & gear? Skiing is already a very expensive sport & this will make it more so.</p> <p>Homeowners in the canyon neighborhoods are opposed. Who is for this?</p> | 32.2.9E; 32.1.2D; 32.2.9A; 32.29R; 32.2.3A | A32.29R; A32.1.2H; A32.2.6S |
| 28458 | Pfoutz, Jean | I support the Gondola because it is less negatively impactful on the environment and wildlife. I hope that the wealthy that live at the mouth of the canyon do not get a larger voice in this than the rest of the community. | 32.2.9D; 32.2.9N | A32.2.9N |
| 29660 | Pham, Jason | I honestly do not think the gondola is a good idea. It is an expensive plan that only has a large benefits during the winter and for people that can afford to ski. For the amount of money and time it'll take to build it does not seem worth it for the low income. I think increasing the amount of electric busses going up to the resorts and limit parking would be a faster, cheaper and more beneficial for everyone | 32.1.2B; 32.2.2PP; 32.2.2QQ; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.5A | A32.1.2B |
| 25570 | Pham, Nathaniel | I am writing to express strong disapproval of the decision to install a gondola in Little Cottonwood Canyon. Doing so will not only mar the landscape and natural beauty of the area, but is also a massive disservice to Utahns who use the canyon for anything other than resort skiing between the months of December and March. Not to mention the large, unnecessary bill for taxpayers (who are mostly against a gondola anyways) it will rack up. Please reconsider expanding bus (or even electric bus) infrastructure instead. | 32.1.2D; 32.2.7A; 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 27044 | Pham, Vy | Please please please rethink about the gondola!!! Think about our future, the gondola would only make traffic worse and worse. It'll not solve the problem it was meant to solve while ruining our precious wild places that we desperately need to keep. Please stop putting the dollar sign first. It only benefits the ski resorts! Increasing busses with mandatory booth who won't let individual cars up unless they're carpooling (3,4 or more). Please think about our future! | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E; 32.6A; 32.13A | A32.1.2B; A32.13A |
| 36791 | Philburne, Kevin | Sounds based. Let's do it! | 32.2.9D | |
| 31201 | Philippides, Claire | This gondola idea is insane. This is yet another example of a governing body working for capitalism, not the citizens they are out in place to serve. Before making an extreme decision like a gondola, consider expanding traditional public transportation (buses etc). It is appalling to me that you would ignore the opinions of citizens so blatantly to put something into place that is extreme (in its appearance and cost) before trying more reasonable alternatives first. People come to Utah in large part for the beauty of our canyons and not only is the gondola expensive, it ruins the natural appeal of the area. This is a terrible idea and I cannot believe that you are considering going ahead with it and ignoring the opinions of the citizens in favor for that of a few resorts. | 32.2.9E; 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 30835 | Philippides, Philip | I do not want to live in Disneyland. I moved to Utah for the natural beauty of the place and you now intend on destroying that in one of our canyons. There are so many better alternatives for reducing traffic and improving safety that do not involve this monstrosity. Limiting attendance to the resorts would be one but that would probably go against the Utah "do whatever big business want us to" philosophy of government. | 32.2.9E; 32.2.2K | A32.2.2K |
| 28008 | Philippides, Philip | I am very much opposed to building a gondola in Little Cottonwood Canyon. Please do not ruin our canyon with this monstrosity. The widening and road safety measures with increased bus options and increased parking charges are enough. | 32.2.9E; 32.2.9B | |
| 35092 | Philliber, Mallory | I am opposed to the building of a gondola in Little Cottonwood Canyon and would rather see a more efficient and effective busing system be phased in. UTA recently cited a lack of drivers to be the reason the ski buses were cut. In this phased approach, driver salary could be raised, more lines and buses could be utilized to make the buses more convenient for both drivers and passengers, and newer, greener buses could be bought to incentivize safer working conditions and that would still all be cheaper than the proposed gondola. Let's truly phase in better buses, rather than cutting them by more than half. | 32.2.9A | |
| 35066 | Philliber, Mallory | I am opposed to the building of a gondola in Little Cottonwood Canyon and would rather see a more efficient and effective busing system be phased in. The gondola seems to be more of a tourist attraction than actual public transportation, which is what LCC needs. The gondola will not reduce traffic on the road as much as an | 32.2.9A; 32.2.6.3D; 32.2.4A | |

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| | | effective bus system could. The road will continue to be a problem, with the added complication of a gondola. There still has been no carrying capacity study done for LCC so with the added strain of road and gondola traffic, the canyon could be harmed. | | |
| 35075 | Philliber, Mallory | I am opposed to the building of a gondola in Little Cottonwood Canyon and would rather see a more efficient and effective busing system be phased in. The proposed gondola will require a complicated system of park-and-rides, shuttle buses, and increased traffic on Wasatch Blvd. Which will greatly increase traffic at the mouth of the canyons and inconvenience the local community. A better busing system can take traffic strain away from the mouth of the canyons by picking up passengers anywhere in the valley. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 35080 | Philliber, Mallory | I am opposed to the building of a gondola in Little Cottonwood Canyon and would rather see a more efficient and effective busing system be phased in. Both LCC and BCC have a tremendous traffic issue with visitors to ski resorts, trailheads, climbing approaches, campgrounds, and backcountry ski locations. Both canyons could benefit from a more comprehensive busing system. The proposed gondola will only serve LCC, which could have unintended consequences concerning traffic problems in BCC. | 32.1.1A; 32.2.9A; 32.2.6.3C | A32.1.1A; A32.2.6.3C |
| 35041 | Philliber, Mallory | I am opposed to the building of a gondola in Little Cottonwood Canyon and would rather see a more efficient and effective busing system be phased in. More buses will not harm the viewshed or the watershed. The extremely tall gondola will ruin the gorgeous natural views of LCC for all recreationalists. The construction period for such a project has huge potential to harm SLC's already fragile watershed. | 32.2.9E; 32.2.6.3D; 32.17A; 32.12A | A32.12A |
| 35036 | Philliber, Mallory | I am opposed to the building of a gondola in Little Cottonwood Canyon and would rather see a more efficient and effective busing system be phased in. The proposed gondola is ridiculously expensive and I believe that tax-payer money should be spent on a more effective bus route system. Buses are a cheaper, simpler, less disruptive option that can benefit more local taxpayers than the gondola will. | 32.2.9E; 32.2.9A; 32.2.6.3D | |
| 34085 | Phillippe, Chelsea | I do not support the gondola option. Using public tax dollars for transportation to private businesses is unjust. The gondola solves a fraction of the skier traffic ignoring year round traffic issues, and is NOT adaptable to resolve novel traffic issues that will occur in the future. Enhancing buses as promised, instead of removing them as forecasted, would have been an amazing opportunity for this community to participate in solutions. It's disappointing funds can be raised to study this massive project proposal, but not to pay a living wage to actually employees - bus drivers. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E; 32.7C | A32.1.2B |
| 27113 | Phillipps, Kjerstin | Please please please do not put In The gondola. It will destroy the canyon. Just the sheer number of people it will put up there will have enormous impacts on our environment. A better solution is to limit the number of passes sold up little cottonwood instead. Please NO GONDOLA | 32.2.9E; 32.2.2K | A32.2.2K |
| 37994 | Phillips, Amber | I am against the gondola proposal. I have lived in Salt Lake City for 25 years. I am a skier. I am a rock climber. I am a father of two boys who love to ski. I ride the bus. Here are a few reasons I oppose the gondola in Little Cottonwood canyon: 1. It is attempting to solve a problem for one limited user group at the expense of other user groups experience. Worse still, it only serves two ski resorts, but intends to use massive amounts of public money to do so. 2. Currently, only a small percentage of people use the busses. Why would an arial bus hanging from a cable miraculously make them want to use an even less convenient alternative. People may use it once because it's novel. However, most people will continue to opt for the convenience of their personal vehicle, most of the time. 3. It will be an eyesore. It will detract from the natural beauty of the canyon. The fact that we have this incredible place right in "our backyard" is one of reasons I continue to live here. We don't need to turn it into an industrialized theme park. 4. The canyons don't need more people in them, only the ski reports do. It should be ok to set a limit to the number of users in the canyon. Try this analogy. Poring 10 gallons of water into a 5-gallon bucket, makes a 5 gallon mess. 5. The gondola solution is not dynamic, or scalable. Alternative solutions: 1. The parking reservation system that was used during Covid was a great example of how to set limits. If you didn't get a parking reservation, then you carpool with someone who did, you took the bus, or you found something else to do that day. Driving a personal vehicle is a privilege, not a right. 2. The bus must win. If people are expected to start using the bus voluntarily, then the experience of using it must be equal to, or better than that of driving a personal vehicle. A three-lane road along Wasatch Blvd, and in portions of the canyon itself could create that advantage. Road widening would only happen in areas where it would not adversely affect other users, the resources they use, their experience, or the aesthetics of the canyon. The third lane would be a bus only lane used in the direction of peak travel. (Up in the morning, down in the afternoon). When the red snake of personal vehicles is at a standstill, the busses would cruise right on by. Giving them a clear advantage over the personal vehicle. Here is a link to an excellent article with more detail about this concept: https://rocksteadybodyworks.com/blogs/rocksteady-journal/the-cottonwood-debate-the-bus-must-win | 32.2.9E; 32.1.2D; 32.2.2K; 32.2.9A | A32.2.2K |
| 27553 | Phillips, Archie | In the EIS, I saw no comments discussing the existing Tram shutdowns due to the increasing high wind storms due to Global Warming that Utah avoids discussing. Please comment on this in the next report. | 32.2.6.5K | |
| 36611 | Phillips, Camille | I have taken the time to review the final EIS, and am still completely opposed to the gondola. Mr. Van Jura, made a statement in his video that makes it clear UDOT does not understand public opinion and does not understand this issue. He said that UDOT is trying to "meet the needs of the community, while preserving the values of the Wasatch mountains." The gondola will not meet the needs of the community, the community has spoken and we DO NOT want the gondola! It will serve the needs of tourists, not the community. It will also NOT preserve the values of the Wasatch Mountains, it will cause irreversible visual pollution to our | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2K | A32.2.2K |

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| | | beautiful mountains which goes against the values of our Wasatch Mountains. I would like to see enhanced bus with no widening of the road at this time, with a possible widening in the future. UDOT and the ski resorts need to focus on enhanced bus routes, a bus that goes straight to Alta and one that goes straight to snowbird. In addition, the resorts need to incentivize ride sharing options. There is an app that was developed 3 years ago that both resorts used to incentivized riders to carpool. These options need to be explored further before we cause irreparable damage to little cottonwood canyon. I implore you not to place a gondola in our beloved canyons. Please be a good steward of this earth. Increase bus routes, increase ride share, toll, pay for parking, require reservations. There are so many options that have not been fully explored to see their impact! Last year was the first year Alta implemented reservations and it limited traffic substantially. Again, please do not destroy our canyon. NO GONDOLA!!!! | | |
| 36800 | Phillips, David | I am a weekly visitor to Little Cottonwood canyon. The many activities accessible to frequent visitors will be severely deminished all for the benefit of corporate greed. The studies of alternatives has done nothing to address climate change going forward. Also no innovative proposals. Only options that identify with bringing in more out of state tourists, for again just to increase revenue. With all the hubbub about ecofriendly. Why haven't there been any mention of going to electric buses. Benefits are obvious. More torque at wheel no emissions. Scalable. Opportunity to show cutting edge technology, studied and implemented by programs at the local universities. Our great snow conditions are going to diminish year after year because of climate change. Utahs signature "Lake effect" is a thing of the past. So will the popularity of our once Greatest Snow on Earth. Utah tax payers should not have to foot a bill that will be mothballed in not so distant future . Because of climate change adversely diminishing annual snow accumulation . Vote No toGondola | 32.2.9E; 32.1.2D; 32.2.2E; 32.2.6.3F | |
| 29989 | Phillips, Drew | I support the gondola project to reduce traffic and emissions in Little Cottonwood Canyon | 32.2.9D | |
| 37999 | Phillips, Gary | Since the gondola will mostly be used in the winter, it's obvious that it's purpose is solely to bring skiers to Alta and Snowbird. It's no wonder that taxing those of us who don't ski for any project seems like a bad idea. It seems like the resorts should pay the cost. Why should they have increased profit and I have decreased profit through higher taxes? I don't want to fund those 2 resorts. I don't want money going out of my pocket so more can go in theirs. If the resorts aren't paying for at least 80% of whatever you decide, I'm against it. Utah advertised the big 5 national parks to the point where reservations are now needed in some of them. We who live in this state don't see advertising and growing recreation here as a good thing when it affects us negatively. Bringing more tourists into the state, whether into the national parks or into the ski resorts is not always good growth. So please, quit using our tax dollars to do it. | 32.2.7A | |
| 37917 | Phillips, James | The gondola project does not serve the majority of the people in Utah, Salt lake county nor the cities of Cottonwood Heights and Sandy. The \$500,000,000.00 price tag is too high just to transport people up the canyon only to snowbird and alta. It only helps the ski areas expand their respective resorts (parking lots become condos) and leave a taxpayer with a massive tax bill for over 50 years at 5% on 500,000,000 that is \$25,000,000 a year just to transport skiers up the canyon. (He guys that's the interest payments you have to make every year all year round even when the tram cars are empty during the shoulder and summer seasons) It does not serve the family that wants to xc ski at tanners flat or the people who want to snowshoe. the answer is no because the tram does not stop there. Does the tram stop in the summertime anywhere between the tram base to snow bird/alta stop ? the answer is no. so why does this tram serve. Snowbird and alta exclusively. Does it serve the road biker or the mountain biker .25 of the way up the mountain . No you have no choice. You are going to lose 100,000 of thousands of dollars on this one way project that does not serve the public. Don't be short sighted if your going to do something spend the \$ on a cog rail system that goes to Park City and serve everyone. Even the handicapped all year long. The homeless who can see the fall foliage and the tourists who visit SLC and PC. If your going to spend 500,000,000 think of my grandkids kids. Its a no brainer. Backcountry skiers and resort skiers are not going to wait for a full hour BOTH WAYS. Traffic will be the same thank ICON for that. The toothpaste is out of the tube. Use the mining right of way and make ut an even greater place to ski, hike, walk and bike. I will buy a Muni bond that builds a train or cog rail because that will pay for it self. The tram will fail folks just ask the people in Las Vegas . Their transportation system failed and your gondola bonds will fail too!! Trust me I know i make a living buying and selling Muni bonds to people all over the country for the last 35 years. Have a good day! Good luck and don't waste my tax dollars or my kids tax dollars and my grands kids tax \$ | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.6.5G; 32.2.6.5F. 32.2.2K | A32.2.2K |
| 28181 | Phillips, Jim | All that money spent on a gondola to benefit a few (skiers) could be better spent building Trax lines in Davis and Weber counties. It would even be better spent to house the homeless, clothe and feed the poor. To alleviate traffic congestion in the canyons, build bigger parking lots at the bottom and only allow bus traffic up the canyons. | 32.1.2B; 32.2.2B | A32.1.2B |
| 33642 | Phillips, Jo | A Gondola would ruin the natural beauty of the canyon for everyone who isn't a skier. The proposal favors the wealthy foreign community over the people who use the canyon year round. There are equitable alternatives to the canyon that can preserve the canyons natural beauty for all to enjoy. | 32.1.2B; 32.1.2D; 32.2.9E; 32.5A | A32.1.2B |
| 34483 | Phillips, Jonah | NO GONDOLA. YOUR STUPID IF YOU DO | 32.2.9E | |
| 28672 | Phillips, Kathryn | My concern is for sustainability. How much greenhouse gas will be emitted as a result of the gondolas and is there plan to make it run on renewable energy? | 32.10A | |
| 32305 | Phillips, Kirk | No it's not worth the price and for what to get more SKUs to the resort? No ruins experience for everyone anyway leave things as they are | 32.2.9E | |
| 37982 | Phillips, Rob | I am against the gondola proposal. I have lived in Salt Lake City for 25 years. I am a skier. I am a rock climber. I am a father of two boys who love to ski. I ride the bus. Here are a few reasons I oppose the gondola in Little Cottonwood canyon: 1. It is attempting to solve a problem for one limited user group at the expense of other user groups experience. Worse still, it only serves two ski resorts, but intends to use massive amounts of public money to do so. 2. Currently, only a small percentage of people use the busses. Why would an arial bus hanging from a cable miraculously make them want to use an even less convenient alternative. People may use it once because it's novel. However, most people will continue to opt for the convenience of their personal vehicle, most of | 32.2.9E; 32.1.2D; 32.2.2K; 32.2.9A | A32.2.2K |

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| | | <p>the time.</p> <p>3. It will be an eyesore. It will detract from the natural beauty of the canyon. The fact that we have this incredible place right in "our backyard" is one of reasons I continue to live here. We don't need to turn it into an industrialized theme park.</p> <p>4. The canyons don't need more people in them, only the ski reports do. It should be ok to set a limit to the number of users in the canyon. Try this analogy. Poring 10 gallons of water into a 5-gallon bucket, makes a 5 gallon mess.</p> <p>5. The gondola solution is not dynamic, or scalable.</p> <p>Alternative solutions:</p> <p>1. The parking reservation system that was used during Covid was a great example of how to set limits. If you didn't get a parking reservation, then you carpool with someone who did, you took the bus, or you found something else to do that day. Driving a personal vehicle is a privilege, not a right.</p> <p>2. The bus must win. If people are expected to start using the bus voluntarily, then the experience of using it must be equal to, or better than that of driving a personal vehicle. A three-lane road along Wasatch Blvd, and in portions of the canyon itself could create that advantage. Road widening would only happen in areas where it would not adversely affect other users, the resources they use, their experience, or the aesthetics of the canyon. The third lane would be a bus only lane used in the direction of peak travel. (Up in the morning, down in the afternoon). When the red snake of personal vehicles is at a standstill, the busses would cruise right on by. Giving them a clear advantage over the personal vehicle.</p> <p>Here is a link to an excellent article with more details about this concept: https://rocksteadybodyworks.com/blogs/rocksteady-journal/the-cottonwood-debate-the-bus-must-win</p> | | |
| 25388 | Philson, Andrew | I see that the plan calls for winter gondola operations, but that summer operations are still undecided. I would strongly encourage the gondola to run in the summer as well as the winter. Many of us who live here cannot afford to ski regularly. Frankly, the summer is the only time I would get any value out of the gondola, as that is when I can take my kids hiking up the canyon or go on a mountain bike ride myself. If the gondola only runs in the winter, then the plan amounts to a regressive tax - it taxes the full populace but only benefits the rich who can afford to ski regularly. Running operations year-round ensures all tax payers can benefit from the gondola. | 32.2.6.5F; 32.1.2B; 32.2.7A | A32.1.2B |
| 25869 | Phinney, Keith | <p>Of these themes:</p> <ul style="list-style-type: none"> * Support for gondola and bus alternatives * Support for tolling * Support for phased implementation * Consideration of all canyon users, not just resort visitors * Keep existing recreation opportunities intact (climbing boulders) * Maintain existing visual experience <p>I agree with everything but the words "gondola and"</p> <p>Gondola and road widening (which seems out of the picture now) should be the absolute last alternative until all other non invasive options have failed.</p> | 32.1.2D; 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.2PP; 32.2.9R; 32.4B; 32.6D | A32.2.9R; A32.1.2H; A32.2.6S |
| 27335 | Phippen, Derika | The majority of the population is anti gondola but it's still the proposed/recommend plan by UDOT is unacceptable. The communities voice isn't being heard. Please reconsider. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 36488 | Phipps, Heather | If reducing traffics and carbon combustion is the real intent, this gandula does not solve that problem. It will only create more issues. We need expansion of public bus systems and electrical fleets up and down the canyon. \$6 billion should go towards decarbonizing our energy sector and making zero carbon transportation for all to every part of the part of the canyon a free and easy option. | 32.2.9A; 32.2.6.3F; 32.2.9E | |
| 26901 | Piacitelli, Jeff | I do not support either options (bus or gondola) presented. I feel that electric cog rail/train is the best option and deserves a deeper look. | 32.2.9E; 32.2.9F | |
| 27068 | Pichardo, Milli | This only goes to the ski resorts, there is already too many people driving in the canyons in the summer for hiking and camping. We need a solution that can be year round and is not just for access to already expensive ski resorts. I say NO on the gondola as the plan stands now | 32.2.9E; 32.2.6.5G | |
| 34193 | Pickard, Sienna | An alternative transportation solution that will not physically impact the natural beauty or current roadway of the Canyon should be researched to the fullest and carried out before other alternatives. This would include expanding bus services throughout the canyon, and requiring the public to carpool or take the bus. | 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E | |
| 28911 | Pickell, Derek | No gondola. Increasing visitation will not reduce traffic and permanently scar the canyon. | 32.2.9E; 32.2.0C; 32.2.0A; 32.7C | A32.2.0C; A32.2.0A |
| 27412 | Pickell, Robert | <p>No, no, and no! The proposed gondola is financially unsound, aesthetically dreadful, and logistically dubious. \$~Ω billion for a transit solution that will require riders to spend 2 hours in a single day accessing the upper canyon? Who actually would do this more than once? Nobody. This is reminiscent of the CA bullet train - and will end just as badly. An overbudget, underused monstrosity that destroys public lands and serves as a dark mark on those that pushed it.</p> <p>Beyond these obvious flaws, the core issue with the gondola is that it's solving the wrong problem. There should be no goal to cram as many people into Little Cottonwood Canyon on any given weekend. Instead, the goal should be to accommodate only the numbers that allow a positive wilderness and / or snowsports experience. With this in mind, the solution is quite simple with Alta leading the way. Simply requiring reserved parking on weekends and holidays solved traffic in the</p> | 32.2.9E; 32.2.0C; 32.2.4A | A32.2.0C |

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| | | <p>upper canyon. Why not require this throughout the canyon? Costs nothing and solves everything. With modest improvements in mass transit, those without reservations or cars can also be addressed.</p> <p>Those businesses supporting this disaster might also want to consider the backlash they will face for their support.</p> | | |
| 34540 | Pickell, Sarah | <p>As a Holladay local, I strongly oppose the proposed gondola. There are estimated to be fewer than 30 days a year where existing transportation assets don't currently adequately serve user needs. The obvious, and far less costly and environmentally damaging, option is to simply control access numbers. Alta proved this last season with reserved parking. If Snowbird did the same, the probably is all but solved. Maybe add some buses and route options and we have something that will work for years to come with investing >1/2 billion dollars and damaging the canyon irreparably. Please do the prudent thing and stop this horrendous project now.</p> | 32.2.9E; 32.1.4D; 32.2.2K; 32.29A | A32.2.2K |
| 31913 | Pickett, Ellie | <p>October 6, 2022</p> <p>Director Carlos Braceras:</p> <p>I am a resident of Utah county and a student at Brigham Young University. I am writing to you regarding the recent decision of building a gondola in Little Cottonwood canyon. I love to go hiking during the summer and fall months and love going skiing in winter and spring. I have experienced the extreme traffic when I am driving to ski resorts or to the trail heads in the canyon, and I have always been concerned about health problems that could arise from the excessive pollution of the cars. I am aware of the many alternate solutions proposed to this growing problem (eg. additional buses, widen roads, rideshare). Some of those alternate solutions, such as creating a bigger bus system, would have required destroying over 50 acres of lands, increased taxes for community members, and continuous emission of dangerous pollutants into the air from the high number of buses in the canyon.</p> <p>The building of the gondola will provide for a safer and more efficient way for members of the community to access the beautiful attractions of Little Cottonwood canyon. I am greatly supportive of the decision to build the gondola in Little Cottonwood canyon. The gondola will be the best option in regards to protecting the wildlife habitats and existing trails in the canyon. As well, the gondola will provide a way to have cleaner air with fewer pollutants and emissions, providing community members with a healthier area to visit and live in. The gondola will take time and money to build, but I believe it will have a very positive effect on many people, especially me and my friends/family that share the love of hiking and skiing in the canyon. I know many people who are excited for the changes and the improvement of transportation in the canyon. I am very supportive of the decision to protect the land as well as the health of the community members that live in the area.</p> <p>Thank you for taking the time to research what would be the best decision for the canyon and the health of the community members. If there is anything I can do to help show my support for the building of the gondola, please let me know. I am willing and able to do so.</p> <p>Thank you.</p> <p>Sincerely,</p> <p>Ellie Pickett</p> | 32.2.9D | |
| 29224 | Pickett, Scott | <p>I appreciate the tremendous resources invested to date in determining the best alternative for long-term success and protection of the canyon. I fully support the 'gondola' option as the best solution on the table.</p> | 32.2.9D | |
| 30836 | Pickford, John | <p>Thank you for allowing us to comment on the proposed Little Cottonwood Transportation Plan. We live in Draper and frequently access Little Cottonwood thruout the entire year - not just the ski Season. The gondola is our preferred option - it will allow continued transportation during periods when the roads would be closed for avalanche mitigation and road clearing. It will help minimize the requirement for additional parking at the top of the canyon and have less impact on the environment than road widening, added bus service and the other options. No matter how many busses you would run - if the road was challenged by heavy snow or ice or closed for avalanche mitigation - the busses do not solve the problem and do not solve the historic problem of interlodging. Additionally the gondola's will be functional year round to trasnport people for hiking, festivals and general enjoyment of the canyon. Thank you. Sincerely, John Plckford - Draper Resident since 2014 and frequent Little Cottonwood user.</p> | 32.2.9D; 32.2.6.5E | A32.2.6.5E |
| 28132 | Pickford, John | <p>I am strongly in favor of the Gondola as the best approach to the Little Cottonwood transportation issues.</p> <p>The gondola will have significantly less impact on the environment than widening the roads, adding busses and increase auto traffic.</p> <p>The gondola will not be impacted by unfavorable road conditions, snow, ice, traffic accidents</p> <p>The gondola will not be impacted by road closures for avalanche control or avalanche debris</p> <p>The gondola will be able to safely bring people down the mountain in big snowstorms where they would have otherwise been interlodged</p> <p>The gondola will be a rear round solution to traffic - not just ski season and will be a tourism destination in itself.</p> <p>Please approve the gondola project and funding for Little Cottonwood Canyon</p> | 32.2.9D | |

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| | | John Pickford Draper UT | | |
| 33284 | Picklesimer, Jennifer | I'm a Utah voter and I use Cottonwood Canyon all year long. A gondola that will destroy precious land and structures to recreate on is not a great solution to the problem. The use of public transit that is reliable and running more often a a great solution to start with for traffic control. Creating a fee to enter would also be a great solution for those who do not live in the close surrounding area. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.4A; 32.2.29R | A32.1.2B; A32.2.29R; A32.1.2H; A32.2.6S |
| 36820 | Pieper, Chris | I don't understand how this is still being considered as a possible solution. The people of yeah don't want their tax dollars going towards a glorified tourist attraction that will only benefit two ski resorts. I am incredibly skeptical that this will reduce traffic in the slightest especially if the weather is bad. Gondolas are shut down all the time due to high winds and bad weather (when traffic is the worst). I also find it highly distressing and suspicious that you have decided to cut bus lines right before attempting to force this non solution through the system. Please listen to the people of Utah and not the interests of private companies | 32.2.9E; 32.1.2D; 32.2.6.5K | |
| 28869 | Pierce, Carolyn | As someone who lives on [REDACTED], I am very concerned about the implications of widening Wasatch and do not support this move. It will fundamentally change the area and it is already a safety issue that people treat that road like a freeway and drive incredibly fast. | 32.2.9L | |
| 28533 | Pierce, Daniel | The gondola is a very poor idea. It will cost significantly more than current estimates and only benefits the ski resorts. If the ski resorts have to contribute, which they should, the increase in lift ticket prices will become prohibitive for many people and leave an empty, expensive gondola. I predict it won't be used and if it is, the traffic jams will shift into the valley waiting for parking places and further add to pollution. When another pandemic occurs, what will happen then? Or when the gondola inevitably breaks down? I believe the best cost/benefit would be to increase the road to three lanes, two lanes going up in the morning, two lanes coming down in the afternoon. Better methods for avalanche control would also improve traffic flow. Plus, will there even be much skiing in the future. The number of storms and snow quality have diminished significantly in the last 4 to 5 years with falling lake level. This needs to be considered in planning. | 32.2.9E; 32.2.7F; 32.2.2D; 32.2.2E; 32.7B; 32.7C | A32.2.7F; A32.2.7C |
| 36170 | Pierce, Jan | I am against building a gondola Little Cottonwood canyon. It makes more sense building a connecting gondola from little to big to park city. | 32.2.9E | |
| 31180 | Pierce, Niles | Dumb idea. What is the real problem? I believe it's parking at the resorts and not congestion in the canyon. Have the resorts build parking facilities for their customers or limit their numbers. It's not the taxpayers problem. | 32.2.2K; 32.2.2QQ | A32.2.2K |
| 33744 | Pike Meter, Caelan | Having lived in Salt Lake City for over 6 years now I feel that a gondola up Little Cottonwood is not the answer to the traffic issues the area sees during the winter. As both a snowboarder and a rock climber I feel that it's important for these areas to be equally accessible for all forms of recreation. I understand that the winter traffic is an issue, however, I feel that the gondola is going to create more of an impact than it is going to help both financially and environmentally. Using tax payers dollars to fund a project that is designed purely for two businesses bennifits (Alta and Snowbird) is obscene to me especially considering how small of a part of the population actually uses these resorts during the winter. I feel that a better bus system will help ease this issue more effectively than the gondola would and would preserve the beauty of our canyon as well as the tax payers money that would be going into the project. I hope you will reconsider the impact that you are threatening our canyon with and how many people don't approve of it despite what you all claim from the first period of commenting. Sincerely, Caelan Pike Meter | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 31699 | Pike, Edie | I and many of my friends are totally in favor of a gondola up to Snowbird and Alta. Although it is expensive at the begin it will save all of us in the long run. Gas and electric cars impact our environment much more than a gondola. Europe has many that go to ski areas with much success. Europe does not want many cars polluting their pristine landscapes. We could be a head of our times with clean air and keeping the pollution down. I love our canyons and hope that your committee will vote favorable for the gondola to lesson our pollution and save our canyons. Should you need additional input, please contact me and I will contact my friends.. | 32.2.9D | |
| 31944 | Pike, Edie | Sorry for some sentence structure and clarity issues. Begin should read beginning. Europe has many gondolas to their ski areas. a head should read ahead. thank you. I type too fast sometimes and forget the grammatical errors. Edie Pike | 32.2.9D | |
| 37454 | Pikus, John | I have already commented multiple times with potential solutions and ideas to fix the maybe 20 day a year problem of wintertime traffic in LCC. I also understand that UDOT was charged with the task of improving the reliability and mobility of SR 210 in Little Cottonwood Canyon. However, this is way too narrow of a scope to view Little Cottonwood as a place. It is so much more than just a highway and two ski resorts. It is a place where myself and many others have had incredible experiences of solitude in nature even just a few minutes off the road in this beautiful glacier-carved canyon. It is a place where I have marveled so many times at the quality natural experience that can be had just minutes from the bustling city. It is a special place to me and so many others that call Salt Lake City their home, and we would love to see that experience preserved for our children and grandchildren. I applaud UDOT for taking some steps of a phased approach to the canyon's traffic problem. Snowsheds are a great idea that I believe will help significantly. Have someone check tires at the mouth of the canyon and perhaps institute a mandatory sticker policy so that this can be done quickly? I drive a small car with snow tires (I did get a sticker from Burt Brothers too) and was never once checked. I am honestly confused as to why this is so difficult to do. It would solve so many of the wintertime road problems in LCC. Accept that driving the buses in the winter is not a desirable job and that UTA is going to have to pay drivers a lot of money in order to hire enough to satisfy demands (yes, I understand that UDOT is not directly involved in this, however the money being used to fund the hypothetical gondola could instead be used to pay bus drivers lots of money.) | 32.1.2F; 32.2.2M; 32.2.0B; 32.2.2E; 32.2.9E | A32.1.2F |

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| | | <p>I also appreciate that UDOT is looking forward to issues that will arise with population growth in the Salt Lake Valley. We all need to acknowledge that times are changing and we cannot keep living the way we used to. However, I want to see future people enjoying the canyon in the same way I have been fortunate enough to. Ski uncrowded resort slopes at Snowbird and Alta without waiting in huge liftlines. Skiing off the summit of Red Baldy early in the morning and marvelling at the view of the canyon. Topping out world class boulder problems in a beautiful and undisturbed deep forest setting. The only solution will be to place a capacity limit on the canyon (and most importantly the resorts.) What good is cramming so many people up there going to do? Other than make big bucks for the resorts and their executives? The experience is just going to be worse for everyone. I'd happily sacrifice being able to ski at the resorts whenever I want so that everyone can have a better experience (and no, resort expansion is not the answer... they already take up the most coveted ski terrain in the canyon and what is left must be preserved for backcountry skiers.)</p> <p>Another thing to think about is with the effects of climate change already evident, how much longer is skiing going to be viable in Little Cottonwood? I could see a future where it does not snow enough for the resorts to provide the same great ski experience that they have in the past. And we will be left with the monstrosity of an aging and rusting gondola that no longer serves a purpose... very sad. Listen to the people and elected politicians of Salt Lake County who share these concerns. We see Little Cottonwood with a more holistic view and understand how a Gondola would forever alter this special place. I urge UDOT to do the same, and expand their horizons beyond simply thinking about mobility and reliability.</p> <p>Best, John Pikus</p> | | |
| 26941 | Pil, Tricia | NO! Increase frequency of public transit buses and design systems to encourage carpools instead. Don't tear up the canyon building an unsightly gondola | 32.2.2Y; 32.2.9A; 32.2.9E | |
| 28918 | Pilling, Max | Your ruining lcc | 32.29D | |
| 31355 | Pilstl, Ryan | Please consider an alternative transportation option other than the go Gondola. This solution seems way too expensive and will harm the natural scenery in the canyon. | 32.2.9E | |
| 37080 | pilz, Joergen | I am against the gondola concept. It is a taxpayer give away to the ski resorts having a unique way up the canyon that doesn't solve the problem. Reasons against: the visual impact of the gondola would be greater than a roadway widening; the (daily) gondola usage cost would add to the already high expense of skiing; and at \$550M cost that money could go to other improvements serving the general public, not just out of state skiers. lastly, people or using the UTA buses (they are crowded) and the car pooling Apps that both resorts provide. Expanding bus usage would be a better expenditure serving all of SLC. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 28264 | Pimentel, Richard | <p>I am writing to oppose the preferred solution of a gondola in Little Cottonwod Canyon. I would to make the following points:</p> <ol style="list-style-type: none"> 1. The aerial tramway has been heavily promoted by Snowbird and Alta because they would be the sole beneficiaries of this \$500 million project. 2. Its rate of moving people is way to slow. It would take 1-2 hours to get all the people up from the parking area. 3. It has only two stops both of which do not support dispersed recreation. 4. The gondola would be of little use when the resorts are closed which is most of the year. 5. The gondola would not operate during storms or when avalanche danger is high. <p>The only reasonable approach to traffic concerns in LLC would a phased approach starting with increased busing, larger parking for bus pickup, and canyon passes to park.</p> <p>The climate is changing rapidly, and skiing in LLC will eventually be unappealing but we will be struck with gondola forever. I am against using taxpayer money to subsidize private businesses.</p> | 32.2.9E; 32.29R; 32.1.2B; 32.2.6.5K; 32.1.2D; 32.2.7A; 32.2.2K | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B; A32.2.2K |
| 25913 | Pines, Audrey | <p>I think its extraordinary that anyone would consider destroying the natural beauty of our canyon and run a gondola down it. The canyons belong to everyone, not just the ski industry. The bus system is 100% the way to go. The bus service can service all the people who want to use the canyon year round. The traffic is only for a short period of time and only a few days a year. It's not worth the destruction of our natural habitat. The skiers are not actually going to use the gondola, except a very few and probably just once then go back to an easier form of transportation. I find it shocking UDOT is even considering the option, the canyons belong to the citizens, not just a few corporations. There has to be a better option. Brighton has done well making reservations. You will destroy our ski industry and people will just go somewhere thats more majestic. UDOT is turning Utah ski industry into a Lagoon ride. People might as well go to an indoor ski hill set up in a mall.</p> | 32.2.9A; 32.2.2K; 32.2.9E; 32.2.6.3C; 32.1.2B; 32.2.2PP | A32.2.2K; A32.2.6.3C; A32.1.2B |
| 31647 | Pines, Audrey | <p>Listen to UDOT representative admit the canyon appearance will dramatically change due to Gondola.. He means it will be destroyed of natural beauty. The EIS is untrue and biased. just the fact the canyon will be forever altered of natural beauty, accessibility for wild life is a NO as far as the EIS findings. UDOT will still have to build the bus system so in the end, we will have destroyed the beautiful view for a lagoon ride. The Gondola has to stop in heavy winds and storms and for avalanche or avalanche safety Gondola is a 55 minute ride, longest in the world, will have to provide seats for all riders, exactly how many can ride at a time?? 90 % of Utahns do NOT want the Gondola but UDOT doesn't care! WHY? They are going to fund it with private funding, who is paying for the Gondola? Who is</p> | 32.2.9E; 32.2.9A | |

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| | | benefitting? UDOT has admitted it doesn't matter to them that Utah citizens do not want the gondola! Shame on UDOT | | |
| 32059 | Pines, Audrey | It's shocking to hear that UDOT doesn't care that a huge majority of citizens do NOT want the gondola down OUR canyons, they will do what they want. UDOT will bring in private funding from the rich people that don't care about our natural habitats and beauty but only care about the money they will make with their Lagoon ride Gondola and their ski village for the rich at LaCaille restaurant. Does UDOT have the right to steal our airspace and views? To line the pockets of a few? I never thought this behavior would go on in Utah. | 32.2.9E | |
| 32315 | Pingree, Rick | I am apposed to the gondola. I like these alternative: - parking reservations, - priority parking for carpooling, - reduced fare UTA ski buses all season long, - regulated hitchhiking at the designated pick up/drop off spots, - digital signs at the base of the canyons indicating number of parking spaces available. | 32.2.9E; 32.2.2K; 32.2.6.3C | A32.2.2K; A32.2.6.3C |
| 31349 | Pinnau, Zachary | Please do NOT do the gondola and ruin the canyon. It doesn't have the capacity anyways to deal with the problem. There are better solutions than a gondola. | 32.2.9E | |
| 33555 | Pino, Jessica | I am a SL County resident. I am against the gondola. Please do not build the gondola. | 32.2.9E | |
| 28123 | Piotrowski, Cary | While I initially was in favor of a "european-styled" gondola solution to support traffic challenges in LCC and the Wasatch overall, I can no longer favor either UDOT's Plan B solution or a gondola solely focused on LCC. The only way a gondola works for Utah residents and LCC/BCC is with a solution that extends from LCC into Park City. Anything short of that only supports the greed of the La Caille Business owners (former politicians who snookered their way into profiting from it and should likely be charged with racketeering) and Snowbird / Alta. parking or the fact the same number of cars are likely to be at the top of the canyon each busy day/weekend already. My support is for increased busses, more than every 5 minutes, less vehicles in the canyon (through a combo of tolling, metering and proper capability like no rentals) and investments in snow sheds to minimize avalanche risks and road closures. Thank you, Cary Piotrowski Furthermore, I feel the EIS is flawed in thinking that "peak volume of cars by 2050 will be 1500/hr". What is that based upon? It is an irrelevant statistic as what should be considered is what the parking capacity at the top of LCC truly is. THAT is the rate limiter in this discussion. There are only so many cars which can park in the canyon. This value has already been eclipsed by current demand on peak days and there doesn't appear to be any efforts being made to expand, so our issue is addressing the needs NOW! 2050 projections are useless. The ONLY option that truly makes sense at this point is expanded bus use with tolling or extremely limited access to private vehicles. I do applaud UDOT's desire of a phased approach and believe everyone should maintain an open mind as the proposed incremental adjustments may further identify options to support ingress/egress from the canyon. Without a gondola that can enable people of UTAH to avoid driving up/down canyons to enjoy THEIR state beyond just LCC, we should not be funding a "traffic solution" that does very little but enrich a very few and ultimately not solve the defined issue - too little parking in LCC and roads that cannot support today's demand. As I live 3 miles south of the canyon off of Wasatch Blvd, none of your proposed solutions are likely going to dissuade me from driving myself to enjoy the primary reason why I live in Utah in the first place. I'm not alone - the only way to address this is to create an alternative that is more attractive to me (both in time and cost) than to do what I currently do - which is drive up the canyon. The current proposals do nothing to encourage me to change my behavior except to jump through some extra hoops or arrive in the canyon earlier - neither of which addresses reducing pressure on | 32.1.1A; 32.2.9A; 32.1.4I; 32.29R; 32.2.4A | A32.1.1A; A32.29R; A32.1.2H; A32.2.6S |
| 35701 | Piper, Charles | What should taxpayer pay for it? Not a skier. Let the resorts pay for it. Too expensive and screws up the environment. | 32.2.7A; 32.1.2F; 32.2.9E | A32.1.2F |
| 34504 | Piper, Sam | Greetings, I spent 4 years living, working, climbing and skiing in the central Wasatch and I am strongly opposed to the UDOT LCC Gondola project. As a frequent visitor these days I still care deeply for that canyon and know that it is clear that there are less impactful and far less expensive ways of mitigating the traffic hazard in the canyon. Please please please reconsider this project. Thank you, Sam Piper | 32.2.9E | |
| 27791 | Pirayesh, Sam | Gondola is not very smart and we don't need. My suggestion for just few day each year we some traffic, close the road to cars and use extra buss to take people up. This is tax payer money for befit [benefit] of few. Very very bad idea | 32.2.9E; 32.2.2K | A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34522 | Pirozzi, Cheryl | I am incredibly dismayed about UDOT's misguided decision to pursue an expensive and environmentally destructive gondola to exclusively benefit the ski industry against the wishes of a majority of Utahns and the good of the state and our local natural resources. This would be a huge mistake. I am a physician serving the local community for the past 16 years. I moved to Utah for the natural beauty and accessible wilderness and have remained here in great part due to the climbing and hiking in Little Cottonwood Canyon. It is priceless and irreplaceable and my favorite place to be. In my profession I regularly recruit physicians to come to Utah and a large number are drawn to the rock climbing and accessible hiking and trail running of Little Cottonwood. Losing this resource to a destructive gondola construction will not only harm those of us who live here and love Little Cottonwood, it will have negative consequences in recruiting talent and resources to our state. I ask 1) that you effectively fund expanded bus service in Little Cottonwood this winter so that we can actually demonstrate that this is an effective and much less costly and destructive alternative and 2) that you listen to the people of Utah and environmental experts who recommend against a gondola in Little Cottonwood Canyon, and not only to the money and power of the ski industry. Do not destroy Little Cottonwood Canyon. It is not worth it and cannot be undone. | 32.2.9A; 32.2.9N; 32.2.9E | A32.2.9N |
| 34989 | Pirozzi, Michael | I strongly oppose the gondola option as it is an environmentally impactful and expensive solution for a problem that exists on a small number of days. Less impactful and expensive options like expanded bus services should be employed. | 32.2.9E; 32.2.9A | |
| 29081 | Pirruccio, Tyler | This is a very expensive answer to a problem that exists 15 days a year. Additionally the lifts at the ski resorts and the roads at the base of LCC get very congested currently. This gondola could potentially make all these current issues worse without large scale planning (especially roads leading to gondola). Basically we're spending a huge amount of money to wait in a line somewhere else. Last, this plan only benefits Alta and Snowbird and doesn't address the issue of BCC. Logistically it would make a lot more sense to make Granite mine at the bottom of BCC the base of said gondola. Use wasatch blvd as ski resort only traffic connector. Then wrap gondola from Brighton to Alta snowbird. | 32.2.9E; 32.2.6.5E; 32.20C; 32.1.1A | A32.2.6.5E; A32.20C; A32.1.1A |
| 27845 | Pitcher, Avery | Zions National Park has run exclusively on buses for decades. The amount of people at Zions is way more than those up little cottonwood canyon, yet buses have proved to be effective. The same could go for little cottonwood canyon if planned effectively. | 32.2.2B | |
| 31265 | PITCHER, STANFORD | Not sure what to say other than I am appalled by your decision! Not in my worst nightmare could I see this coming, its the same feeling I had when Trump became president! Its just an unbelievably bad idea that benefits the ski area and ruins the canyon that I've loved for over 35 years for everyone else. The solution is simple mass transit using the existing road from hubs scattered around the area. Please don't ruin the crown jewel of the Wasatch for the benefit of rich ski-areas and the developers that are going to profit. Its obvious, your decision is not based on sane logic but that your beholden to this idiotic plan for some reason. | 32.2.9A; 32.1.2D; 32.2.2I | A32.2.2I |
| 28513 | Pitcher, Travis | I completely disagree with the installation of the gondola. It only supports corporate growth and profit (particularly CW Management, UCAIR, POWDR, and Niederhauser). It does not have the interests of the public, nor the environment in mind. There is congestion, but less than 10% of the year. LCC is a whole environment and ecosystem, that is more fragile and important. I agree with a parking lot and bus system, which could eventually become an electric bus, much like Zion. That would solve much of the problem on the days where there is heavy congestion and keep it open all of the other days of the year for the public to enjoy the public land. Please consider what this will be in 100 or 200 years. This can be preserved for our great grand children, or turned into a millionaires haven, expensed out from the general public. As SLC grows, we need to preserve the natural areas for water, clean air, and for our own natural recreation. Please, don't put a gondola and please preserve the environment and access to this area for the public. | 32.2.9E; 32.2.2B; 32.2.2K; 32.1.2B; 32.2.6.3F | A32.2.2K; A32.1.2B |
| 28841 | Pitsch, Emily | While I appreciate UDOT's intent to start mitigating traffic immediately, the "phased approach" outline by UDOT is misleading. The language was adopted, I presume, from SLC's Mayor Wilson and later numerous community groups but differs greatly from what "phased approach" initially meant. We wanted to see simple solutions pursued first and their success evaluated before moving onto more serious steps. UDOT's intent to eventually build a gondola, regardless of the temporary bus service success is illogical and misleading. Why does the gondola need to be built at all if the bus service works? It also isnt entirely a question of if the bus service would work because 1) the bus system currently works very well, which UDOT has acknowledged 2) UDOT acknowledges the bus service will work to mitigate traffic pre-gondola and 3) the buses will be moved to BCC after completion of the LCC gondola, once again presumed because UDOT knows buses improve traffic. It is also misleading how the cost estimates are reported. Initially Gondola B was estimated to cost \$592M. In the FEIS Gondola B now costs \$550M with the modifications. However, UDOT says before the gondola funds come around and the gondola is completed, UDOT will invest \$110M in parking lots and buses. So the real cost of the modified (from the DEIS) Gondola B is \$660M. The way UDOT reports the numbers in this FEIS is not entirely truthful and makes Gondola B look better/cheaper than UDOT is actually proposing. | 32.2.9R; 32.2.7C | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.7C |
| 38374 | Pitsch, Emily | Hello, There appears to be problems with the comments going through. I have heard from multiple people that they are not getting receipts of their comments, and one person mentioned the website said "no server found,". I just tried to submit a comment and it did not go through. I hope there will be some kind of extension or grace period. Below is what I am trying to submit. Thank you, Emily Pitsch "UDOT's purpose is reflected in one primary objective for S.R. 210: to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210," (p. 1-7). | 32.1.2D; 32.1.2B | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | According to UDOT, the gondola meets the "reliability and mobility," goals in the primary objective (and safety met by roadway/TH improvements etc). But, the gondola does nothing to improve reliability and mobility on SR210, as the gondola would not operate on the road or be considered part of the road. If UDOT must respond to this comment they might argue that other aspects of the gondola system improve reliability and mobility, but then what does the gondola do to improve reliability and mobility on SR210? UDOT's primary objective reflects intent to improve road-based transportation and I believe UDOT fails to accomplish this by pursuing the gondola. | | |
| 29830 | Pitsch, Emily | <p>The FEIS acknowledges the presence and potential issues with the Flagstaff Superfund site and how it relates to the gondola base construction. The site was removed from the EPA's NPL list because it was remediated appropriately for the status of the parcel at the time. In some locations soils deeper than 18' and under native vegetation were left undisturbed but remain contaminated.</p> <p>https://semspub.epa.gov/work/08/100011955.pdf</p> <p>I think it is absolutely essential UDOT evaluate this site further to understand the monetary and time commitments remediating this site will require. Excavation will lead to suspension of dangerous soils in the air and present a grave health risk for residents near the proposed gondola base. The FEIS neglects to address this.</p> <p>Furthermore, UDOT rationalizes choosing the gondola over the other preferred alternatives because, comparably, the environmental effects from the gondola are less. But it is impossible to compare the true environmental impacts of the preferred alternatives when UDOT does not even know the environmental consequences of digging into a site contaminated with heavy metals.</p> <p>Excluding the health and environmental impacts of construction on/near the Flagstaff Smelter is biased towards the gondola and negligent.</p> | 32.16E | |
| 34685 | Pitsch, Emily | <p>I believe further analysis needs to be done with regards to the gondola and natural disasters. In the initial planning documents from UDOT, they state there is a high probability of a significant earthquake on the Wasatch Fault by 2050 and even ruled out a gondola plan because of the proximity to the gondola. However UDOT has not analyzed the impacts of the gondola by an earthquake and safety and environmental impacts the gondola would present in the case of an earthquake.</p> <p>The FEIS also does not evaluate, or even mention, the impacts a gondola would have to the environment in the case of a forest fire or how a forest fire would impact safety.</p> <p>These omissions raise questions of safety in non-extraordinary situations such as post-artillery fire. The FEIS states pre-artillery fire cabins will be removed from the "danger zone" and post-fire cables inspected by magnetic imaging devices and cameras and towers inspected by cameras (pg. 2-89). I am wondering if these techniques standard for gondola systems, or a solution to the unique circumstances of having a gondola beneath an artillery-fire zone. And if the latter, how confident UDOT is in these methods ensuring safety for the potentially hundreds of gondola passengers that could be on the system at one time.</p> | 32.2.9DD; 32.2.6.5K; 32.2.6.5K | A32.2.9DD |
| 38006 | Pitsch, Emily | <p>"UDOT's purpose is reflected in one primary objective for S.R. 210: to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210" (p. 1-7).</p> <p>According to UDOT, the gondola meets the "reliability and mobility" goals in the primary objective (and safety met by roadway/TH improvements). But, the gondola does nothing to improve reliability and mobility on SR210, as the gondola would not operate on the road or be considered part of the road. If UDOT must respond to this comment they might argue that other aspects of the gondola system improve reliability and mobility, but then what does the gondola do to improve reliability and mobility ON SR210? UDOT's primary objective reflects intent to improve road-based transportation and I believe UDOT fails to accomplish this by pursuing the gondola.</p> | 32.2.4A; 32.1.2D | |
| 34624 | Pitsch, Emily | I believe UDOT should release data/models showing that commuter traffic is improved on Wasatch Boulevard by widening the road from Fort Union to the fork of Wasatch Boulevard and SR210. Assuming most commuters are not entering LCC, but are continuing on Wasatch Boulevard, the sudden narrowing of the road would cause a backup on Wasatch Boulevard. That assumption is using UDOT's assumptions that road widening will improve traffic. I believe, because of this widening Wasatch Boulevard does not accomplish UDOT's "primary objective" to "substantially improve roadway safety, reliability, and mobility..." in regards to "decreased mobility on Wasatch Boulevard from commuter traffic. If widening Wasatch Boulevard does accomplish the traffic goal, I believe UDOT needs to further support that by releasing a model. | 32.2.6.2A | |
| 27962 | Pitsch, Emily | There is no proper outline of what the "phased approach" means. The gondola is still the end goal but UDOT admits that buses and more parking will work. A logical solution would be to evaluate the success of buses before building a gondola or even obtaining money for a gondola. There is no way the public can properly evaluate a "phased approach" without a transparent and accurate explanation of what that means. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 28718 | Pitsch, Emily | UDOT has acknowledged that parking is the limiting factor to getting people on the current ski bus service. It makes no sense to pursue a \$355M gondola when a parking lot would be much more affordable. I am extremely opposed to the gondola because of the abuse of taxpayer dollars. | 32.2.9A; 32.2.9E; 32.2.7A | |
| 38588 | Pitsch, Emily | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.9N; 32.1.5C | A32.2.9N; A32.1.5C |
| 38011 | Pittman, Cheryl | Dear UDOT... Please, please listen to the large majority of the people. This canyon is unique - it has a shape and beauty that others don't, and this gondola would take that pristine | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | beauty away. I live in the triangle, and I would SO much rather have a handful of days that I can't return home, or that my kids can't get to school on time. I honestly think you already know this, but a gondola is absolutely not going to alleviate those powder day jams. It will still be faster and cheaper and much more convenient to be selfish and drive up the canyon to get first tracks. PLEASE don't listen to the people with all the power and money that want something that ain't in the best interest of Utahns and our beloved canyon. Please. I'm begging you to do the right thing. The cynicism and distrust in govt and UDOT is high right now. Please show that common sense and the voice of the people matters. Sincerely, Cheryl Pittman ps - if you let 10 buses up the canyon first on powder days, I can guarantee that people will ride the bus more. :) | | |
| 34506 | Pittman, Michael | It seems like myself, as well as the vast majority of our neighbors, have submitted comments MULTIPLE times expressing our opinion AGAINST the Gondola. Thus far it would definitely appear that UDOT is really only requesting public comments to appear to be impartial when, in reality, UDOT has already made up its mind many months/years ago to support the Gondola plan. I, like most people with whom I have spoken, believe there are many better options including, but not limited to, the following: first, the avalanche "tunnels" would mitigate the vast majority of the shut downs during winter due to avalanches so those should happen regardless of anything else, and they are very affordable compared to the Gondola; second, require carpools during the peak travel hours (both summer and winter); third, install a ranger station and charge fees (just like happens in Millcreek Canyon); forth, add additional buses during the peak travel times. ALL of these options are drastically cheaper than the Gondola. Additionally, virtually all of them require little to no permanent changes so if they do not provide enough positive impact, other options, like the Gondola, could be pursued. The Gondola option is flawed in many ways, primary of which is the cost, both to build it and the cost to use it. None of the people I have asked say they would be willing to pay \$30+ just to ride the Gondola. Likewise, no one I know thinks that tax payers should pay for the Gondola that primarily benefits the owners of the two private ski resorts. | 32.2.9E; 32.2.9K; 32.2.2Y; 32.2.4A; 32.2.9A | |
| 36191 | pitts, courtney | I oppose any actions in Little Cottonwood Canyon that will impact climbing or bouldering areas that mean so much to the climbing and outdoor community. Please don't ruin our wonderful canyon. | 32.2.9G | |
| 28387 | Pixley, Cindy | Double Decker busses. Don't put in gondolas, It will make the canyon ugly. AND RAISE TAXES GOR EVERY WITH NO PAYOFF DATE. UTAH CANT AFFORD IT. | 32.2.9E; 32.2.7A | |
| 35870 | Pizza, Matt | Please do not do this! As Salt Lake City continues to grow our canyons in the Wasatch Range are our only escape from the hustle and bustle of the now crowded city. We as Salt Lake City residents have been blessed with some amazing wild lands to recreate on so close to the city, please don't bring the infrastructure of the city into our wild places. More and more land is being eaten up by urban sprawl, please don't intentionally and unnecessarily create more sprawl into one of the most serene and beautiful places in the valley. | 32.2.9E; 32.1.2F; 32.1.2B | A32.1.2F; A32.1.2B |
| 36389 | Pizza, Matt | How would anyone access trail heads, climbing spots, fishing holes, and anything else along the canyon from the base to the top? | 32.1.2D | |
| 36380 | Plachta, Robert | I frequently hike in Little Cottonwood Canyon. I recognize the need for controlling the traffic to minimize pollution and environmental impacts. However, I believe the proposed gondola is a terrible approach for doing this. It only benefits the two ski resorts, at taxpayer expense, and doesn't address the ongoing problems the rest of the year. A combination of other proposals such as electric buses, a fee for cars, discounts for carpooling/ridesharing, etc would be much more effective, flexible, and inclusive while costing far less. If the option of the gondola is selected then I think that the ski resorts should pay for it. | 32.1.2D; 32.2.6.3F; 32.2.2Y; 32.2.7A | |
| 34585 | Plaehn, Joan | No Gondola! | 32.2.9E | |
| 29253 | Plaehn, Mike | Please do no destroy the canyons. No gondola! To reduce traffic the resorts need to stop creating insane situations via mega-pass deals like IKON. Why are they pushing for an infinite growth model in a limited space where the parking infrastructure is already packed. Before these pass deals like IKON the traffic situation was much less problematic. The resorts should change their model to relieve pressure on the roads, because they are causing these problems. We should not destroy nature & the beauty of the canyons to accommodate the resort's infinite growth model. | 32.2.9E; 32.2.2K | A32.2.2K |
| 30952 | Plaehn, Mike | Stop pushing for an infinite growth of LCC when it already has capacity and traffic issues. Having resorts limit ticket sales or removing Ikon would have a much greater impact. Adding a gondola that shuttles more people in would likely exacerbate the problem the canyon has and also destroying nature. Please no gondola, make the resorts accountable for the traffic problems they create. | 32.1.2B; 32.2.9E; 32.2.2K; 32.2.7A | A32.1.2B; A32.2.2K |
| 25897 | Plante, Canyon | This is a very dumb and disappointing use of tax payer money. Busses would be much more efficient use of funds as the can be used year round all over that state. This decision needs to be up to the tax paying voters to decide. | 32.2.9A; 32.2.9N | A32.2.9N |
| 30542 | Plant-Henninger, Neena | Gondolas are not good for anyone but the ski resort operators. THIS is a poor use of taxpayer dollars. Instead, use the same money to increase bus service through the entire canyon system on the Wasatch front, as well as through the valleys. | 32.2.9E | |
| 34376 | Platero, LaNova | I am fully against this gondola. 20 Years ago, Utah was beautiful all on its own. Then we started building "environmentally friendly," structures and all have been major eyesores. I don't visit the canyon so I can see the mountains scarred with machines. As a snowboarder, skier, hiker, snow shoer, outdoor enthusiast, and tax payer I am asking that this project be rejected and never be considered again. Stop scarring Utah. | 32.2.9E | |
| 35616 | platis, karen | This should have said Little Cottonwood Canyon! Comment: I strongly oppose building a gondola in Big Cottonwood Canyon to accommodate skier who frequent two ski areas, using taxpayer money. I have skied for many | 32.2.9E; 32.1.2D; 32.2.2E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | years at both Alta and Snowbird and understand the frustration of parking there. However, I fear the "solution," of a gondola will cause more harm than good. With climate change I believe we will be lucky to have 30 more years of a ski industry in Utah. And having a gondola will not address the harm to the environment in an already fragile canyon. I hope UDOT will decide against this boondoggle and waste of taxpayers money. Money better spent in saving the Great Salt Lake, not lining the pocket of a couple of ski resorts. | | |
| 34666 | Platis, Karen | I strongly oppose building a gondola in Big Cottonwood Canyon to accommodate skier who frequent two ski areas, using taxpayer money. I have skied for many years at both Alta and Snowbird and understand the frustration of parking there. However, I fear the "solution," of a gondola will cause more harm than good. With climate change I believe we will be lucky to have 30 more years of a ski industry in Utah. And having a gondola will not address the harm to the environment in an already fragile canyon. I hope UDOT will decide against this boondoggle and waste of taxpayers money. Money better spent in saving the Great Salt Lake, not lining the pocket of a couple of ski resorts. | 32.2.9E; 32.2.2E; 32.1.2B | A32.1.2B |
| 27315 | Platt, Brianna | Please don't put this ridiculously expensive gondola in our beautiful canyon. Just leave that canyon alone. I don't understand how you can justify putting up such an expensive piece but you can't even help the homeless or kids in poor neighborhoods. Shame on you. Leave nature alone and leave your poor citizens alone. Hasn't the state of Utah been through enough already? | 32.1.2B; 32.2.9G; 32.2.9E | A32.1.2B |
| 37906 | Platt, David | I vehemently oppose the gondola. The cost to taxpayers for the benefit of two private businesses (and other corporate and private stakeholders) is a gross misuse of funds and not a real solution. The canyons deserve better. Expanded bus service, road improvements, and periodic restrictions and tolling are all solutions that could be implemented with less cost and impact while providing improved access and capacity management. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A | |
| 30561 | Platt, Kaitlyn | The gondola is being advertised as a "traffic solution." However the EIS says that the gondola will not decrease traffic in the canyon. The effect of the gondola is only to increase the number of people who reach the resorts. It is therefore not a solution to the problem, and should not be advertised as such. This increase in people at the resorts only benefits the resort companies. Why would the people of Utah pay for the most expensive gondola in the world when it won't reduce traffic and will only increase profits to two private companies. Since these companies are the only ones who benefit, they should be the ones to pay. Us Utahns have other uses for our tax dollars. Other roads to fix, schools to fund, and a real homelessness problem that needs more public funding. It would be irresponsible and unethical to spend so many tax dollars to make a couple private companies richer. | 32.1.2B; 32.2.0C; 32.2.7A | A32.1.2B; A32.2.0C |
| 27266 | Platt, Paulette | A gondola will take longer to travel up the canyon, won't move very many people, costs a massive amount of money and will really only be used during the winter ski season. There will be the cost of repairs and maintenance and with either buses or the gondola, parking at the foot of the canyon will need to be available. Other, more passive options seem to be better: tolls, reserved parking, limiting cars etc, plus buses seem to be a smarter, less costly solution. I don't feel like tax dollars should go to an expensive gondola that only serves a small part of the population and tourists. The ecological impact of construction for the gondola could be immense. I don't trust those in power to make the environmentally correct decision and feel like the resorts and developers will be the ones profiting from a gondola. Make parking available at the base of the canyon for those taking the bus up, increase the number of buses, especially electric buses, encourage resorts to enact parking reservations, & add a toll to LCC. | 32.2.9E; 32.2.4A; 32.2.2K; 32.2.9A | A32.2.2K |
| 35957 | Player, Shawn | Greetings, I live south of Little Cottonwood Canyon, so the gondola will have an impact on me directly. I'm not going to go on and on with the same arguments against the gondola that so many other have stated here. I simply have a plea; I beg you to listen to us. The people who will be impacted by, and forced to pay for something we don't want. Please look out for the citizens who have spoken out about the gondola, not the business interests of others. Please, I beg you, we simply don't want you to force this upon us. We want you to listen to us. Thank you. | 32.2.9E | |
| 30549 | Pleatman, Gwyn | I am a part of the climbing community in Little Cottonwood Canyon and I strongly disapprove of the gondola because of the destruction and construction of the gondola will cause many iconic boulders all along little cottonwood canyon to get destroyed. | 32.2.9E; 32.4B | |
| 38380 | plenk, bruce | I oppose the gondola proposal for several reasons: 1-Most importantly, it favors the ski areas to the exclusion of hikers and cross country skiers who need access to mid-canyon, not the top of the canyon. 2-The expense of building the gondola will be borne by the public, but the benefit of the gondola, more people at the resorts to buy ski tickets, food and lodging, is all for the ski areas. 3-Building the gondola will not reduce the number of cars on the road, which will still be too much for the canyon to handle, especially during construction of the gondola. The gondola proposal ADDS cars to the canyon, not reducing that number. 4-Building the gondola and operating it will have a huge negative impact on the narrow canyon itself, with the construction of the towers and the required ongoing maintenance of towers, cables, etc 5-Other places where gondolas have been successful are not in avalanche prone narrow canyons. This will be an expensive experiment in that regard. 6-Other alternatives, especially an electric train, would deliver people to stops in the canyon with greatly reduced environmental construction | 32.2.9E; 32.1.2D; 32.2.7A | |

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| | | and operating costs. Please reject the gondola proposal Thank you Bruce Plenk [REDACTED] | | |
| 33757 | Plewe, Andrew | The Gondola is a terrible idea. Preserving access to the canyon for people of all levels of means is vital to ensuring Utah remains an welcome place. This is not that. It is difficult urbanizing right up against nature, as we have to do in Salt Lake City. But this is not the solution, it will forever mar the canyon and as a resident of the valley I firmly oppose any and all proposals for a Gondola in Little Cottonwood Canyon. | 32.2.9E | |
| 27987 | Pleyel, Jessica | No gondola. It will destroy nature as well as world class rock climbing. It only benefits wealthy skiers | 32.2.9E | |
| 34168 | Ploshay, Barbara | The gondola B alternative is the wrong choice for Little Cottonwood Canyon, Utah and the environment. The initial proposed phasing is worth the expense and worth trying. There are so many unanswered questions - so many much less expensive solutions that have not been tried. Why on earth is it a good idea to spend so much money on the gondola without trying those other solutions? Putting in a gondola requires significant infrastructure that can't be easily removed if this solution does not work. | 32.2.2PP; 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 26172 | Plumb, Mac | First of all, I think it's a terrible idea when the gondola will only be used primarily in the winter months and very seldomly be used during the spring, summer and fall seasons. Second of all, the gondola serves no purpose for locals and so it therefore if it ends up coming to fruition, should be 100% paid for by the ski resorts it serves. Last, the parking at the bottom is going to be a major concern and potential issue. NO to the gondola | 32.1.2B; 32.2.9E; 32.2.7A; 32.2.6.5E | A32.1.2B; A32.2.6.5E |
| 34408 | Poague, Landon | The gondola is the worst option for the communities that recreate in the canyons and only serves to enrich a small amount of special interests. Tolls, and dedicated bus lanes with avalanche covers would serve the resorts as well as the backcountry skiing community while preserving unique climbing routes in LCC as well as preserving the beauty of the canyons. Vote no on the gondola PLEASE! | 32.2.9B; 32.2.9E | |
| 34439 | Poague, Samantha | The gondola is not beneficial for multiple reasons. It only benefits a few (ski resorts), is an eye sore, and will destroy unique climbing areas in the canyon. Bus/shuttle services (like Zions national park) is a better option and can provide more opportunities for those that recreate in the canyon.. | 32.2.9E; 32.2.2B | |
| 27637 | Pocock, Steven | If you believe the propaganda about unloading 30-plus people with skis, boards and belongings from a tram car in under two minutes, I have a bridge for you... What a giant boondoggle....creative taxation...let the skiers pay for it...4 million to operate...how much is that a ride? | 32.2.9E; 32.2.7A; 32.2.4A | |
| 32078 | Pocs, Elena | I do not want the construction associated with this project compromising the climbing areas and access within the canyon. I suggest investing the money into a stronger bus system. Increasing the frequency of the busses, including more stops near the mouth of the canyon, and a larger parking lot at the mouth of the canyon. I highly disagree with the gondola proposal. There are many less invasive solutions to this issue. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 26807 | Podolinsky, Matt | The gondola is not a good option for little cottonwood canyon. It doesn't solve the problem and it only benefits Snowbird and Alta. It doesn't work for climbers, hikers, or other recreationists. We should explore buses and other public transportation before considering this plan. Snowbird can pay for it if they want, not the taxpayers | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 33614 | Poel, Dave | I do not support the Gondola option in Little Cottonwood Canyon. I use this canyon all year around for hiking and a Gondola would be useless as I rarely travel to the Ski Resorts. I realize the Gondola would be a huge benefit for the Ski Resorts but feel the cost of using it would be unaffordable for many lower income people limiting their access to the canyon. Please do not move forward with the Gondola. I would hate to see my tax dollars used for the Gondola project especially with the ski resorts being the main beneficiary of the project. | 32.1.2D; 32.2.7A; 32.2.9E; 32.5A; 32.6A | |
| 37369 | Poelman, Mark | Once again the use for a very few is paid for by the majority of Utah'ns who will never need or use this extremely expensive and exotic transportation system. why aren't the multi billion dollar resorts and the wealthy skiers that live in Salt Lake paying for it?? UDOT's finished product is usually sub par and over budget, and thats asphalt and concrete. I cant imagine how bad you'll screw up something your completely unfamiliar with. I give it a big "Thumbs Down" and i'm a skier. | 32.2.7A | |
| 26751 | Pogue, Mark | The gondola is by far the worst proposal for little cottonwood canyon and the best option for the ski resort that's already planning not to stop for any recreation other than their own resorts, charge for that and I'm sure charge for parking on top of it anyways. Access to LCC needs to be for everyone, backcountry recreation, hikers, climbers, bikers and a gondola serves none of them. A dedicated bus lane and a system to check for resort parking passes/reservations in the winter is the best solution. One lane is enough for BRT because in the winter people are all headed the same direction at the same time, and the buses can do the return trip in the | 32.2.9E; 32.1.2B; 32.2.9B; 32.2.2M | A32.1.2B |

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| | | lane along with vehicles, which if limited to resort parking reservation holders and demonstrable backcountry users should not be as crowded as past seasons anyways. In fact it's likely just stopping those without parking reservations or backcountry gear/ the proper winter tires during traction law events (which UDOT has noticeably failed to enforce the past 2 years) from accessing the canyon at all would make the bus system much faster on avg during peak times and a dedicated lane wouldn't even be needed. It's clear someone somewhere somehow has gotten to the decision makers at UDOT and pushed Gondola. Consider this a push back. I guarantee building a gondola ends up sending people to prison for corruption because it will not stand. LCC is a thing a beauty for all that use it and a gondola would not only destroy that beauty but deny many access. | | |
| 26885 | Pohl, Audrey | For the love of god, NO GONDOLA. NO NO NO. Please exhaust all your other options before building a gondola. It appalls me how unbelievably stupid this idea is. If you want to save the ski industry in Utah maybe make sure the Great Salt Lake has water in it. Run busses up BOTH canyons every 5-10 minutes during peak hours. Incentivize carpooling, don't let cars up with only one passenger. Screen every single car before they go up the canyon with their 2 wheel drive and bald tires on a snow day. The money to fund the gondola comes from tax payers. Yet it doesn't even marginally benefit taxpayers or those who use LCC. Y'all get your head out of your greedy money hungry [REDACTED] Me and thousands of others will leave Salt Lake and take our money elsewhere if this gondola gets built. I'm intensely disappointed in UDOT. Figure something out that isn't so invasive to the canyon. Talk to some experts and use your goddamn brains for once. THE GONDOLA IS A STUPID GREEDY IDEA. If you don't listen to these comments it proves how greedy and horrific you are. LISTEN TO US. Nobody besides you wants a [REDACTED] gondola. | 32.1.2B; 32.2.2E; 32.2.2M; 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.7A; 32.2.9E; 32.2.9N; 32.6A | A32.1.2B; A32.2.9N |
| 25811 | Pohlsander, H | DUMB... destroying nature, millions of taxpayer dollars, no way to keep it running at all times, how many times will people get stranded(like when the front runner decides they're gonna stop service early and not tell people) this is not a smart or viable option. Expanded roads by UDOT also not viable cause they take years to do anything, and when they do, it's not done right the 1st time. I'm not sure what the right option here is I just know this isn't it. | 32.2.2PP; 32.29D; 32.2.6.5K | |
| 26612 | Poirier, Brie | Don't mess up a beautiful place and Salt Lakes watershed even more! Explains bus system and carpooling options! The vast majority of slc locals and people recreating here don't support the gondola! | 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E | |
| 34531 | Poirier, Danielle | <p>As a resident of Utah for the past 18 years (both the Wasatch back and front), I want to express my concerns with moving forward with the gondola proposal. I am an avid resort skiers, backcountry skier, hiker, and climber. I have followed and researched the UDOT LCC EIS in depth and feel strongly that the gondola is not a proven solution- rather a development opportunity that will benefit few at the expense of many. I, along with the majority of locals, would like to see common-sense solutions implemented (and truly given enough resources to succeed) before we cause irreversible degradation to a gem (both economic and environmental) of Utah. It would be reckless to move forward with a gondola for the following reasons:</p> <ol style="list-style-type: none"> 1) The EIS was insufficient in scope. It didn't take Big Cottonwood Canyon, impacts from 9400 South, Parleys or the Wasatch Back into account--the surrounding canyons and roads need to be looked at in their entirety. 2) Watershed impacts were not sufficiently studied or considered 3) Alternatives were not presented or explored sufficiently. 4) Current traffic patterns were not systematically or rigorously analyzed. 5) Cost estimates of the gondola were not rigorously analyzed. <p>I agree with UDOT that a preferred solution will represent a summary of key concerns expressed within the public comments that were received and processed: EQUITABLE PUBLIC ACCESS to dispersed recreation, OVERCROWDING, VISUAL IMPACTS, WATER QUALITY IMPACTS, AND YEAR-ROUND ACCESS for a majority of visitors. The proposed solution does not address these aspects. Below is a list of issues that we see with UDOT choosing Gondola Alternative B as its preferred alternative:</p> <p>Dispersed Use - It is well known that the White Pine trailhead is wildly popular year-round, with cars parking up and down the highway for up to a mile in either direction at all times of the year. This not only forces people to be far from their intended destination, it also creates a significant safety hazard along the state highway. The argument that UDOT uses for not stopping at White Pine is that there will be less traffic on the highway due to the gondola, thereby enabling White Pine users to drive to the lot is a red herring argument. WBA does not think that vehicle traffic will be abated enough (if at all) by the gondola to justify this conclusion. Backcountry users - like resort patrons - want to be able to use public transit in lieu of their own vehicles to access the canyon, but that is not possible under the current proposal. UDOT claims to have "Consideration of all canyon users, not just resort visitors," but by only having resort terminals and not operating year-round it's clear that this is disingenuous at best.</p> <p>Economic benefit - The EIS states: "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts.," WBA does not feel that enriching two private entities is UDOT's mission or responsibility and that applying taxpayer dollars to that is a reckless use of public funds. Meanwhile, it should be noted that the latest Snowsports Industries of America (SIA) participation numbers (2021-22) show a nearly 6% decrease in resort skiers and a 96% increase in backcountry skiers. Data from the National Ski Area Association (NSAA) likewise indicates that participation in resort skiing has remained essentially flat for the last 30 years. More broadly accessible, dispersed activities such as backcountry skiing, snowboard touring, Nordic skiing and snowshoeing on the other hand are among the fastest growing segments of the snowsports industry. And yet these increasingly popular activities, which should be made accessible to a majority of visitors to LCC, are fundamentally ignored by this proposal.</p> <p>Expense - The initial cost proposed by UDOT was \$550M. This was pre-inflationary times, so even in the last year that figure will have risen to \$600M, if not significantly higher. Even if the cost has only increased by \$50M, that means that every single person in Utah is "paying," \$200 each to have what is effectively the most expensive chairlift in history installed for the benefit of two businesses (and auxiliary businesses). Any benefit associated with the proposed gondola will likely</p> | 32.2.9E; 32.1.1A; 32.12A; 32.2.2PP; 32.2.6.5G; 32.1.4D; 32.2.7F; 32.2.4A; 32.2.9A; 32.29R; 32.2.9N; 32.2.4A; 32.2.2Y; 32.2.6.5H; 32.4B; 32.17A | A32.1.1A; A32.12A; A32.2.7F; A32.2.7C; A32.29R; A32.1.2H; A32.2.6S; A32.2.9N |

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| | | <p>never be realized by the many Utahns who don't ski and/or live in other areas of the state, despite them paying for it.</p> <p>Gondola fees - Along with the rising costs of construction and UDOT's admission that funds may not be available, the prospect of high costs of constituents riding the gondola exists. There has been little discussion from UDOT or the ski resorts regarding fees for riding the gondola. It seems logical that high or even exorbitant fees to ride the gondola will drive ridership down.</p> <p>Seasonality - As currently proposed, the gondola will only run from December through April. This is despite the fact that traffic in LCC between June and October is effectively at the same level as the winter, with Snowbird actually parking more cars for their Oktoberfest celebration than they do on winter powder days. Relegating the gondola to winter use only confirms that this is NOT a public transit option and is instead a wholly-taxpayer-paid chairlift.</p> <p>Other solutions - UDOT says "it may take years to secure federal, state and/or private funding for full implementation of Gondola B," but it also may NOT take years, so clearly the gondola is the priority. And if UDOT is trying to simultaneously raise at least \$600M for the gondola AND fund the alternative solutions, the money is in danger of not being available for ANY solution. And by making it clear that the gondola is the preferred solution, UDOT is effectively being incentivized to make the alternate solutions NOT work. Therefore, we adamantly suggest that UDOT acknowledge up front that the large tab for the gondola is unrealistic and focus its efforts on simpler, more easily attained transit solutions using existing infrastructure: aka tolling for all canyon users to disincentivize SOV's, enhanced bus lanes, enhanced bus service (already being cut for the 22-23 season), alternating uphill/downhill flex lanes, etc. This would require UDOT working more closely with UTA, which appears to not be the case.</p> <p>Phasing/Safety/Construction - The physical and operational elements of a gondola alternative render it useless unless the entire system is constructed. Recognizing UDOT typically does not develop a funding plan until the EIS is finalized - and that this project is so controversial - the EIS should be more specific on the intentions of UDOT in phasing specific elements of the selected alternative. As per Executive Summary, page S-25, Section S.11, there are no safety or operational benefits to construct part of the Gondola. This section on phasing deserves additional clarity in order to adequately and transparently inform the decision. Delays on full funding of any length of time would render this entire NEPA process unreliable, and would require restarting the process anew.</p> <p>Risk/Flexibility - UDOT's consideration of a gondola as a transportation solution is highly innovative - and risky. While they may be confident in all of the analysis that went into evaluating its chance of success in meeting the Purpose and Need, there is little discussion in the DEIS for how a gondola system would be modified physically or operationally if that becomes necessary, or who would be in charge of making those determinations, and on what basis, and for what cost, and what the direct, indirect and cumulative impacts of those changes would be. This creates an inadequate basis for a decision to select the gondola alternative.</p> <p>Controversial - By anyone's assessment, this project has been "polarizing," in this community. A recent survey showed that 80% of respondents did not favor the gondola. The DEIS uses a softer characterization of "strong interest,". It is irresponsible to suggest it is anything other than controversial; for example, the mayors and councils of two of the biggest stakeholders - SLC and SLCO - have taken strong positions against the preferred alternative. All of the largest and most engaged environmental and dispersed recreational groups have done the same.</p> <p>Tolling - Alta Ski Lifts parking fees this past winter and the effects on LCC traffic were a clear example of the effects that tolling in the canyons could have on traffic reduction. This week UDOT again introduced the concept of tolling, but the complexity of the suggested program is confusing at best. Please consider simpler and more universal tolling at lower rates to generate better results.</p> <p>Big Cottonwood Canyon - UDOT has inexplicably chosen to ignore BCC's traffic situation despite a changing business environment that has made BCC just as popular as LCC and with similar problems. Social trends indicate that user growth in the Tri-Canyon area will continue to demand solutions that are integrated across the entire area, and the pressures to connect the canyons and extend the gondola could result in a segmented expansion of those transportation systems - which is inconsistent with NEPA. A BCC/LCC connection is unacceptable to many other stakeholders who want to preserve the unique qualities of each canyon and avoid the prospect of lifts criss-crossing the ridgetops.</p> <p>Verification - UDOT has not provided examples or proof that adding a gondola will actually reduce traffic in LCC. With continued full vehicle access on the state highway it is just as likely that visitors will continue to drive their vehicles up the canyon for maximum efficiency as some will take the gondola. There is a lack of acknowledgement by UDOT that "powder fever," and the overarching enthusiasm for skiing tends to have the psychological effect of users demanding maximum transit efficiency, which the gondola does not represent.</p> <p>Avalanche Mitigation - the use of howitzers to control avalanches is projected to continue into the future. Once anti-personnel shells are launched over a gondola the gondola has to be cleared again for use. The gondola will not run while avalanche control work is happening; in fact, there may be even more downtime than simply opening the road when - as is most common - the avalanches do not reach the road. UDOT does not state how long it will take to unload cars, inspect cables and towers, and reload cars during routine avalanche control which is something we must know before accepting the findings of the EIS.</p> <p>Effects on climbing - As a climber, I am deeply concerned about the effect on the world class climbing that the construction will have. Climbing has a long history in the canyon, is a very popular activity, and it's representative group Salt Lake City Climbers Alliance has a long history of engaging with the state and the LDS church to protect and enhance the LCC climbing areas, yet the EIS effectively ignored the impact on climbing in its Preferred Solution.</p> | | |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | Viewshed - while we acknowledge that the top of LCC harbors a small town and two ski resorts and related businesses, the heart of LCC is wild terrain that includes clearly visible tracts of designated wilderness. The effect of 200-foot tall towers and 35-person gondola cars will be an eyesore that a majority of constituents, to whom such infrastructure will be visible whether they are driving, hiking, climbing, or skiing, will find offensive. Gondola infrastructure will be visible to anyone skiing, hiking, or otherwise recreating in the south or north facing terrain of LCC, as well as simply doing a leisurely drive. Thank you for your time. Sincerely, Danielle Poirier | | |
| 28421 | Poirier, Greg | -gondola =huge visual impact -gondola should have a mid unload station with shuttle service to multiple trailheads -resorts should partially fund construction -enhanced bus service should be implemented and assessed prior to construction of a gondola | 32.1.2D; 32.2.7A; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 34320 | Pokorny, Claire | Hello UDOT, I am opposed to the gondola B plan, and any plan involving building a gondola in Little Cottonwood Canyon. The gondola would only benefit people whose aim is to reach the top of the canyon, though there are numerous recreation areas and trailheads that would be negatively impacted by the gondola but see no benefit. A gondola would also only benefit people who could afford to ride. The primary purpose of the gondola is to alleviate busy ski-season traffic primarily over a 1-2 week period and a few weekends. This seems shortsighted and unfair since this project would have incredible detrimental impacts throughout the canyon and on many different recreation activities. Why do we favor a few days of the ski season (that mainly benefit tourists anyway) over hundreds of days of many different activities besides skiing? Please, do not build a gondola in LCC. | 32.2.9E; 32.1.4D | |
| 35993 | Poland, Nicole | I am not in favor of the gondola. Primarily it will interrupt the natural beauty of the canyon. How safe is it in wind and storms? Will there actually be enough people to ride it to change the private cars in the canyon? I use the canyon for many other activities than skiing. I would like to see the road widened (include bike safety lanes) and bus stops at trail heads along the way. I'm also in favor with implementing fees as needed. | 32.2.9E; 32.1.2F; 32.2.6.5K; 32.1.2D; 32.2.6.3C | A32.1.2F; A32.2.6.3C |
| 28078 | Polei, Michael | No gondola! If there was somewhere to park near the mouth of LCC, people would use the bus system a lot more than it has been used in previous years. Just create a parking lot and run buses. Maybe even electric buses, and preserve the environment! I do not want to pay for this gondola. | 32.2.9E; 32.2.9A | |
| 35811 | Polich, Barbara | The proposal seems ski resort centric, and does not adequately provide solutions for those that use the canyon for other than skiing. The gondola is an incredible subsidy to the resorts at its current proposed cost. Think adequate parking at the canyon base should be the first solution. Am opposed to the gondola as being proposed for these reasons. | 32.1.2D; 32.2.9E | |
| 31896 | Pollard, Colin | I do not support the proposed gondola as a valid solution to LCC's traffic congestion for several reasons. First, as a taxpayer, it is dubious at best to publicly subsidize a transportation system that will primarily serve two for-profit companies. Secondly, as a user of the climbing locations identified in the EIS as impacted, I do not support the required impact of this solution to these recreational areas. Finally, and most importantly, I do not recognize the urgent need for improved transportation up LCC. As a long time resident of Park City, and a long time skier at PCMR, I have experienced the effects of ski resort operators increasing the population of skiers on the mountain to an unreasonable degree. The bottom line is that the modern mountain operations model, which is one of selling the maximum number of passes, and getting the maximum number of patrons onto the mountain, is a negative one, both for skiers at their resorts, and as residents impacted by the immense traffic demands to these company's properties. The bottom line is that it is not in the public's interest to support this detrimental model by alleviating a traffic problem they by and large created. By approving and helping finance this gondola, we are sending a message to these mountain operators, and mountain operators across the country, that selling more passes is always the answer to profitability, and when this strategy creates traffic problems, the state will step in and fix it for them. | 32.2.9E; 32.2.7A; 32.1.2D; 32.1.2B | A32.1.2B |
| 35858 | Pollard, Meghan | Little Cottonwood Canyon is the reason I live in Salt Lake City. Its serenity, community, and space is unlike anything I've seen and I'm thankful to call the 17 miles between the slopes home. The Cottonwoods give Salt Lake City its spark, its the reason thousands of mountain enthusiasts visit our community, and the reason that many of us choose to plant roots here. Constructing a gondola would extinguish the spark, it'd ruin the community developed at the base of the canyon, anger travelers, and establish distrust in those who grew up calling the canyon their home. A bus system, similar to the system utilized at Zion National Park, is a wonderful solution. | 32.2.9E; 32.1.2F; 32.2.2B | A32.1.2F |
| 30322 | Pollard, Noah | The gondola is not a solution, it's just a redirection of the problem. A solution would be a reliable bus system with multiple stations north and south of LCC. A solution would be to toll during certain times of the day throughout the ski season. Please don't ruin this beautiful, historic natural recreational area with a gondola. The negative impact it would have on the climbing alone is immeasurable. Let's solve the problem, not make more. | 32.2.9A | |
| 36274 | Pollard, Tom | Thank you for allowing me to comment on this matter. During my time as Mayor of the Town of Alta, I was very involved in the beginning stages of this process. It is exciting that we are at this point. Traffic congestion and public safety of travelers in Little Cottonwood Canyon has been a challenge for many years. My hope in | 32.2.9D | |

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| | | <p>being involved was that this process would recommend a new innovative solution. I feel that the Gondola option is on track for that outcome. From the information I have seen on the initial designs, it is not the perfect solution as it is. It needs more work. It is discouraging to me that so many people and organizations have come out in full opposition to the concept without being open to exploring the concept of the gondola option.</p> <p>All of the opponents are placing the solution on concepts (except for tolling) that over the years have been tried at one time or another. As we have seen on the last few weeks placing the long-term solution on busses within a regional system is tenuous. The solution needs to be based on its own dedicated program.</p> <p>If you have traveled the canyon this summer, you have seen that this is no longer just a winter time problem. I support moving forward with the gondola concept and hope that the energy going forward can be put towards making it a viable long-term solution.</p> | | |
| 34985 | Pollington, Devan | No Gondola!!!!!! | 32.2.9E | |
| 35390 | Pollish, Mark | <p>Gondola comments</p> <p>Mark Pollish </p> <p>I first skied Alta in 1967. Snowbird was built the year I graduated from High School in 1971. Going to the U. took me 8 years to get a 4-year degree because I worked and skied at the Bird. Finally graduating in 1978, broke, no car and no place to live. I hitchhiked up beloved Little Cottonwood Canyon to go for a hike and ponder my future. The beauty of the canyon was and still is a sanctuary. That beautiful summer day the wildflowers were in full bloom in the Albion Basin. I got a job at the Alta Lodge washing dishes and eventually as a dispatcher for the Town of Alta. I learned a lot from that job about the road problems and avalanches. In 1982 I became an EMT and got a job with the Alta Ski Patrol. 40 years later I'm still here and still passionate about this canyon. That is the reason I'm writing to express my concerns about the proposed Gondola. Bad idea. Really bad idea. I know what it takes to build lifts. Blasting, heavy equipment, terrain changes and overall permanent degradation of the environment. Little Cottonwood Canyon would be changed forever. We are called to be caretakers of the environment, not destroyers. This is not the best option. I'm told the gondola would only reduce 30% of cars in the canyon. Not a good solution. The increased traffic between Big and Little Cottonwood canyons along Wasatch Blvd. would be catastrophic. Residents like myself will not accept it. I am willing to talk about alternative solutions. I have driven the canyon for 50 years. Thank you for taking the time to read this.</p> <p>Sincerely, Mark Pollish</p> | 32.2.9E | |
| 28960 | Polski, Robert | <p>Can we recognize a few important facts? 1) There are many users other than those going to the resorts. Part of the appeal of LCC is its raw beauty, whether you ski, hike, bike, climb, or drive through. Large towers will require major construction efforts and be an eyesore on the landscape. And for what benefit? It's certainly at a cost to everyone except for possibly skiers. 2) The gondolas do not serve any purpose but to fill the resorts. The one purpose of them is to pump skiers into the resorts when the road is clogged, entirely serving the resorts. To climbers, hikers, backcountry skiers, and all others, the towers are nothing but an eyesore and in some cases will destroy boulder problems (really disappointing to me since I enjoy the unique bouldering experience in LCC) and remove parking for summer activities. Why do the resorts need so many more people? The lines are already long first thing in the morning, which is the only time gondolas would make a difference in the traffic. The bottleneck just shifts from the road to the lift lines. It wouldn't enhance anyone's experience. The purpose is only to add to the pockets of the resorts. 3) The gondola isn't exactly convenient. The ride will take about 40 minutes. This doesn't include parking and getting to the gondola, which will be a pain since the parking lot will be in the middle of a fairly small neighborhood. How many people will want to waste significantly more time using the gondola vs. just driving or using buses? Those who say they would use a gondola over busing are just starstruck at the novelty of it and won over by the idealistic advertising. They aren't going to use it on a regular basis. 4) The infrastructure is already there. There was talk over either using a gondola or adding bus lanes. But we haven't even explored the most basic improvements, those that do not require major infrastructure changes. I rode on the buses many times last year, and except during absolute peak hours, there was always plenty of room. The service, even with stops, was fast, benefited from distributed parking at a number of stops (so avoiding the problem of everyone parking at one gondola stop), and the 15-minute-or-so intervals were very reasonable. I never saw huge bottlenecks that wouldn't be resolved by waiting for just one extra bus. There are easy ways to improve the bus system even more that will improve traffic, allow more people to get up to the canyon, and involve none of the downsides of the gondola. First off, this is not Southern California. There are traffic backups and accidents, but those mostly result from cars that shouldn't be on snowy/icy roads. It's not because there are way too many cars. How about tighter restrictions on cars entering the canyons? To reduce the traffic, considering the future growth of SLC, how about incentivizing buses with a small fee for entry in the winter? Or resort discounts with a bus pass? For peak hours, increase buses to one every 10 minutes. Go to electric buses. There are easy solutions. Why do we have to go for the hardest, most destructive ones from the start?</p> | 32.1.2B; 32.7C; 32.20C; 32.2.9A; 32.2.2M; 32.2.9R; 32.2.6.3F | A32.1.2B; A32.20C; A32.2.9R; A32.1.2H; A32.2.6S |
| 28816 | Polster, Don | I am 100% against using public tax dollars to build and operate a gondola that will primarily benefit two private corporations. | 32.2.9E; 32.2.7A | |

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| 37697 | Pomeroy, Nancy | No gondola. No massive steel in canyons. Widen the road. | 32.2.9E | |
| 26735 | Pompili, Katy | I ask you to consider the impact of these actions. Once you make a mark, such as scouring the canyon to build this gondola, it can never be undone. At some point, we're going to have to ask ourselves what is more important: the quick dollar or the sustainable option. Water is beyond short supply, and honestly, Utah cannot afford to change the complexity of the environment that large amounts of the water supply for SLC comes from. Better has to be done, because there is no option to go back and fix anything. It's only about how we move forward that matters, | 32.1.2B; 32.1.2F; 32.1.5C; 32.2.2Y | A32.1.2B; A32.1.2F; A32.1.5C |
| 29003 | Pond, Dewayne | put in an electric train up the canyon then tunnel through mountain to park city and to brighton | 32.2.3B; 32.1.5B | |
| 29662 | Pond, Zac | There's not much I can say that you haven't already heard, but know that I strongly oppose the Gondola. The gondola caters only to resort skiers while inflicting irreparable damage on a pristine canyon. Strongly oppose. If this issue was raised to Salt Lake voters I'm certain you would not have the support of the majority, so how can you justify proceeding? | 32.2.9E; 32.2.9N | A32.2.9N |
| 36301 | Ponder, Emily | I am a Sandy resident, as well as a frequent hiker and backcountry skier in Little Cottonwood. I strongly oppose the gondola and urge you to reject the proposed gondola plan. The disruption of Little Cottonwood's pristine beauty and the cost to tax payers is outrageous. While I frequent Little Cottonwood, I rarely ski at Alta or Snowbird. Putting a gondola in to serve two private businesses comes at far too great a price - monetarily and environmentally. I strongly believe that a gondola is not best for the Greater Salt Lake community. Pumping people up the canyon will lessen the experience at the resorts, while the existence of a gondola will scar the canyon and require a massive dollar amount. I plead with you to consider a shuttle alternative similar to Zion, a toll road, or an increased number of busses. This gondola will have a permanent mark on a cherished piece of land and ultimately is only truly needed a handful of days each year. As a member of the community, I am strongly against the proposed gondola. | 32.2.9E; 32.1.2F; 32.1.2D; 32.1.2B; 32.2.2B; 32.2.2Y; 32.2.9A | A32.1.2F; A32.1.2B |
| 30576 | Poole, Cindy | As an active hiker in this canyon a gondola does not make any sense for the few days the traffic is heavy during the winter season. | 32.1.2B | A32.1.2B |
| 29349 | Poolt, Jessica | The gondola is a terrible idea. | 32.2.9E | |
| 35480 | Pope, Jonathan | Don't put a gondola in little cottonwood canyon | 32.2.9E | |
| 31367 | Pope, Karson | I am very much opposed to the LCC Gondola. This "solution" does not fix the problem and only creates more. It does not serve locals, seemingly no local wants this eye sore. This "solution" only serves the ski resorts and poorly at that, if anyone wants to recreate in the canyon elsewhere they cannot use the Gondola. If you are short on time, you cannot use the Gondola. I understand that to solve this issue infrastructure needs to be built. Why not start with building parking garages at the park and rides. A multi-level garage can fit more with less of a footprint. I also believe that an expanded trax system would solve many of the issues of traveling throughout the valley. Our trax system is only focused on going north to south, but most of us live and recreate east and west of state street. Please do not build this forsaken Gondola and create more common sense and useful infrastructure for the future. | 32.2.9E; 32.2.6.5G; 32.1.2B | A32.1.2B |
| 33768 | Porcher, John | (Edited) Let's get the facts straight: The nightmare started in 2017 with the Trump tax cut for billionaires. It was exacerbated by the 2020 COVID-19 pandemic -- with spending down during and sellers stocking less product and then a spending surge in 2021 by consumers coming out of the pandemic causing supply-line shortages. Then Russia invaded Ukraine and the U.S. and other NATO allied countries imposed sanctions that cut Russian oil exports (something that was necessary to protect the allied front). And now, Saudi Arabia is cutting its oil production to help Russia. All of those events, but especially the Russian invasion, are to blame for today's inflation and fluctuating gas prices and a possible recession. The problem is global, affecting all countries, not just the U.S. There is very little that the U.S. can do, but the current Biden Administration is trying various remedies, from releasing oil from U.S. reserves -- which helped to lower gas prices-- raising interest rates to rein in consumer spending to alleviate inflation, and resuming the sale of oil and gas drilling leases on federal lands. The Democratically-controlled Congress recently passed the Inflation Reduction Act, which will over time improve the economy and the lives of Americans. History has shown that the Democrats are much better at managing the economy than the Republicans, starting with FDR hauling the country out of the Great Depression that resulted from the 1929 stock market crash under the Republicans. The economy suffered under the Reagan and Bush "supply-side" economics and boomed under Clinton, and Obama saved the nation and its industries from George W. Bush's nearly catastrophic economic management and set the country on historic economic growth, until Trump came along and encouraged a massive giveaway to the wealthy. I am confident that President Joe Biden and the Democrats in Congress will fix what has been broken in the perfect economic storm of the past five years. thumb_upreply share flag remove Dontmeannuthin | 32.1.2B; 32.1.2D; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9K | A32.1.2B |

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| | | <p>23 minutes ago</p> <p>(Edited)</p> <p>Let's get the facts straight: The nightmare started in 2017 with the Trump tax cut for billionaires. It was exacerbated by the 2020 COVID-19 pandemic -- with spending down during and sellers stocking less product and then a spending surge in 2021 by consumers coming out of the pandemic causing supply-line shortages. Then Russia invaded Ukraine and the U.S. and other NATO allied countries imposed sanctions that cut Russian oil exports (something that was necessary to protect the allied front). And now, Saudi Arabia is cutting its oil production to help Russia. All of those events, but especially the Russian invasion, are to blame for today's inflation and fluctuating gas prices and a possible recession. The problem is global, affecting all countries, not just the U.S. There is very little that the U.S. can do, but the current Biden Administration is trying various remedies, from releasing oil from U.S. reserves -- which helped to lower gas prices-- raising interest rates to rein in consumer spending to alleviate inflation, and resuming the sale of oil and gas drilling leases on federal lands. The Democratically-controlled Congress recently passed the Inflation Reduction Act, which will over time improve the economy and the lives of Americans. History has shown that the Democrats are much better at managing the economy than the Republicans, starting with FDR hauling the country out of the Great Depression that resulted from the 1929 stock market crash under the Republicans. The economy suffered under the Reagan and Bush "supply-side" economics and boomed under Clinton, and Obama saved the nation and its industries from George W. Bush's nearly catastrophic economic management and set the country on historic economic growth, until Trump came along and encouraged a massive giveaway to the wealthy. I am confident that President Joe Biden and the Democrats in Congress will fix what has been broken in the perfect economic storm of the past five years.</p> <p>thumb_upreply</p> <p>share</p> <p>flag</p> <p>remove</p> <p>Dontmeannuthin</p> <p>23 minutes ago</p> <p>(Edited)</p> <p>Let's get the facts straight: The nightmare started in 2017 with the Trump tax cut for billionaires. It was exacerbated by the 2020 COVID-19 pandemic -- with spending down during and sellers stocking less product and then a spending surge in 2021 by consumers coming out of the pandemic causing supply-line shortages. Then Russia invaded Ukraine and the U.S. and other NATO allied countries imposed sanctions that cut Russian oil exports (something that was necessary to protect the allied front). And now, Saudi Arabia is cutting its oil production to help Russia. All of those events, but especially the Russian invasion, are to blame for today's inflation and fluctuating gas prices and a possible recession. The problem is global, affecting all countries, not just the U.S. There is very little that the U.S. can do, but the current Biden Administration is trying various remedies, from releasing oil from U.S. reserves -- which helped to lower gas prices-- raising interest rates to rein in consumer spending to alleviate inflation, and resuming the sale of oil and gas drilling leases on federal lands. The Democratically-controlled Congress recently passed the Inflation Reduction Act, which will over time improve the economy and the lives of Americans. History has shown that the Democrats are much better at managing the economy than the Republicans, starting with FDR hauling the country out of the Great Depression that resulted from the 1929 stock market crash under the Republicans. The economy suffered under the Reagan and Bush "supply-side" economics and boomed under Clinton, and Obama saved the nation and its industries from George W. Bush's nearly catastrophic economic management and set the country on historic economic growth, until Trump came along and encouraged a massive giveaway to the wealthy. I am confident that President Joe Biden and the Democrats in Congress will fix what has been broken in the perfect economic storm of the past five years.</p> <p>thumb_upreply</p> <p>share</p> <p>flag</p> <p>remove</p> <p>Dontmeannuthin</p> <p>23 minutes ago</p> | | |

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| | | <p>[] I'm really disappointed that UDOT Decided the gondola was the best option. This benefits nobody but the already wealthy developers at the base, and the users of Alta and Snowbird. This neglects the many users of Little Cottonwood that do not ski at Alta or Snowbird. I have been a Backcountry skier for almost 50 years, and I cannot believe your shortsighted decision to destroy Little Cottonwood Canyon forever.</p> <p>[] Yes, build snow sheds. That should have been done years ago. Widen the road of course. Have dedicated buses that would also stop at the backcountry trailheads. I work at Brighton, and almost always take the bus or Van pool. I have also used the bus for Backcountry access stopping at Reynolds flat, or the Spruces. I take the bus to Alta to go back country as well as visit the resorts. I believe more frequent buses and maybe dedicated lanes are the answer as well. If people see the buses passing them when they're stuck in traffic that seems like it would be a really good incentive to take the bus. It's going to take time but it's better than the taxpayer funded boondoggle you call the gondola. The towers alone would destroy Little Cottonwood. It's a beautiful place, a gem in the state of Utah and to put that much building in the canyon would ruin it forever.</p> | | |
| 37140 | Poretsky, Rebecca | First of all, people come to little cotton wood to enjoy the beauty of the mountains. Not only would this gondola ruin the aesthetics of the landscape, it would also cause physical harm to the natural cycles that the people of Salt Lake City rely on. It's impact would cause great stress due to noise pollution and environmental degradation. Therefore, disrupting life for humans, wildlife, and all living organisms. | 32.2.9E | |
| 27040 | Porpora, Alex | <p>I am deeply concerned about the selection of the Gondola Alternative B by UDOT as the preferred solution to improve transportation in SR 210. This selection does not honor public opinion but rather favors private interests and a small population of canyon users.</p> <p>The gondola will forever alter the landscape, character and ecology of Little Cottonwood Canyon for the benefit of a very small user group and private interests. If the goal is truly to improve accessibility, safety and maintain the ecological balance in the canyon, a phased approach to busses and alternate modes of transportation seems like the most logical approach.</p> <p>The gondola is not accessible or equitable for many user groups. This selection fails to take into account that people use the canyons for recreation year-round. Over the past few years, we have seen visitation and vehicular traffic spike in the canyons, often leading to unsafe conditions and increased traffic year-round. The gondola provides no solutions to these issues, but rather serves a niche user group and private interest on days with very particular weather conditions.</p> <p>The gondola will take years to complete when we could be implementing solutions now, like enhanced bus service that would meet the needs of multiple user groups and keep tax payer costs low. I do not want to see my tax dollars go towards this wasteful project which prioritizes the few over the many residents and community members that should have access to this recreational treasure.</p> | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 27314 | Porter, Blair | Please do not move forward with the gondola. I am an avid hiker in this canyon and the gondolas will not benefit my recreation in this beautiful canyon. I am a holladay resident and live locally. The thought of this gondola going in is so upsetting to me. Please preserve Utah stop this unnecessary eye soar. Once in there is no going back. We will never again see this canyon bare and sacred and scared from this view. It will only benefit the ski resorts and put money in their pockets. Most Utahans do NOT want this. Listen to us. | 32.1.2B; 32.1.2D; 32.2.9E; 32.6A | A32.1.2B |
| 28390 | Porter, Blair | Please do not make tax payers pay for this gondola. I only use this canyon in the summer to hike and it is so absurd that a privileged few, in the greater scheme of things, use this canyon in the winter and we all have to pay for it. How is this fair or equitable?! Also ruining the gorgeous views of this canyon with an eye sore of this nature is just heart breaking. Absolutely crushing that Utah is choosing this route | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.9N | A32.2.9N |
| 31823 | Porter, Brad | The Gondola Alternative B is a great choice. The changes addressing more parking spaces at the base is a good move. Also addressing the lower green house impact with the Gondola options is a great service to the community. | 32.2.9D | |
| 30455 | Porter, Cody | <p>The gondola should not be our first response to the traffic problem in LLC.</p> <p>Less invasive options should be explored and their impact studied before allowing for such an invasive solution.</p> <p>People come from all over the world to visit this canyon because of it's beauty. I feel a structure like this would be a turn off for our essential ski tourism industry.</p> <p>This solution also doesnt come close to fixing the traffic issue especially in the case if a "pow day".</p> <p>This solution also forgets to take into account the multiple other user types that are not skiers. This changes the whole canyon. We cannot let this happen.</p> | 32.2.9E; 32.1.2D | |
| 34792 | Porter, David | As someone who has skied extensively in Little Cottonwood since 1996, I am strongly against this proposal. Firstly, it will forever change the natural beauty of the already stressed Canyon, Secondly, it will merely create another traffic issue while not mitigating the original issue. Thirdly, it's expensive and saddles tax payers with a cost for infrastructure that only benefits two resorts. Finally, this proposal stems from desires of an elite few, not from the desires of the vast majority of LCC constituents. There are far less invasive and reasonable solutions to canyon congestion than the Gondola. Please reconsider. | 32.2.9E | |
| 36219 | PORTER, DAVID | I am against this proposal. The gondola does not resolve the issue and is only a solution during ski season. There are better options that will not impact the environment. The bus system in Zion National Park is a superior solution and could be applied to both Big and Little Cottonwood canyons during the busy ski season months. | 32.2.9E; 32.2.2B | |

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| 34874 | Porter, Elizabeth | UDOT should not move forward with the construction of a gondola through little cottonwood canyon. Not only would this gondola cost an exuberant amount of money, but the gondola would cause irrevocable harm to the natural land that Utahans and visitors from all over the world cherish. Disrupting the natural landscape will impact native wild life, and impact the ways in which the public can safely and equitably access the canyon. There are better steps toward creating a more environmentally friendly approach to the canyon that does not disrupt the physical or visual landscape as it exists today. | 32.2.9E | |
| 26832 | Porter, Faye | Please do not put in a gondola. I am worried about the impact it will have on our beautiful mountains and boulder problems | 32.2.9E; 32.4B; 32.6D | |
| 36373 | Porter, Gwyneth | I strongly oppose the building of the gondola. I think that it will cost many and only serve a few. It will not help the flow of traffic and will ultimately hurt our community. I plead that UDOT looks at other options. Please do not build the gondola, it is not what the community wants. The community is begging! | 32.2.9E; 32.2.2PP | |
| 36787 | Porter, Jeff | If they build the gondola, have Snowbird and Alta pay the cost, since they are the ones benefitting from it. If the solution is increased bus service, then have Alta, Snowbird, and the customers pay the cost of the bus service. DO NOT charge a fee to enter the canyon...we already pay plenty of road taxes that go toward maintaining the canyon. | 32.2.7A; 32.2.9A | |
| 28944 | Porter, John | First, I'm glad UDOT is making changes and most seem positive except the tolling on local taxpayers. I live in Cottonwood Heights near Wasatch Blvd. (my phone number is left over from living in Arizona prior to Utah). The fact that parking at the destinations is not increasing gives your plans a chance. I participated in a transit study years ago that clearly showed that commuters will suffer almost any inconvenience to drive their personal vehicle if parking is available at the destination. And with all the gear needed for skiing, the mass transit option will not be used much if there are destination parking increases. Currently reductions are planned, but things often change. (Ridership on UTA is pathetic and always will be because most, if not every, destinations have parking available). The reservation system at Alta worked well last year. Traffic was way down on weekends. The worst traffic was no reservation powder weekdays. Snowbird should try reservations and we can see what happens to canyon traffic. ?A non taxpayer funded option trial would be valuable before committing the \$millions.? It seems the ski areas can help with parking restrictions/\$/reservations. UDOT doing a toll is creating another new tax and piling on more burden to Utah taxpayers. And it won't change how many people head up. The clientele will just be the more well off. Everyone will be angry about the additional expense though. And I suspect it will contribute to skier rage complaints that seem more frequent even before this. The road widening and canyon road safety "tunnels" are probably really helpful. Careful on the gondola. Resistance to schlepping ski gear (it's not like riding a lift to slide back down) in a gondola will be very high if parking a personal vehicle is even remotely considered possible at the ski areas. | 32.2.2K; 32.2.9R; 32.2.9K | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |
| 36609 | Porter, Jordan | I am an avid recreationist. I use both canyons almost daily. A gondola in LCC will destroy the beautiful canyon skyline as well as the fact that the environmental impact over time will be great. I am a public land user and am saddened that the gondola poorly services my group of people. I have no desire to support an apparatus that is only serving for profit companies. A gondola will destroy LCC as we know it and hope for it to be in the future. This is the wrong path. Consider this solution: a large parking lot at the bottom of the canyon and forced busing service. If certain individuals would like, they can purchase a very expensive pass (proceeds paid to UDOT or UTA) to drive their own car up. Otherwise, everyone must take the bus up. This would significantly reduce traffic issues, as well as the fact that the ultra-wealthy will feel satisfied. Thanks. | 32.2.9E; 32.1.2D; 32.2.2I; 32.2.2B | A32.2.2I |
| 31822 | Porter, Lydia | The gondola should be paid for by the ski resorts that are pushing for it. Because ski resorts are benefiting the most from the gondola being built, then they need to be responsible for the cost of construction. Any resident of salt lake county should not have their taxes increase at all to pay for this endeavor. Sandy city should also not use any city funds for the gondola. | 32.2.7A | |
| 35111 | Porter, Patricia | NO ! on gondola. Who can afford tickets for this ! Only the rich. Not everyday folks. | 32.2.9E | |
| 25962 | Porter, Westin | NO GONDOLA!!! I am from Morgan county originally but have lived in Salt Lake for the last 20 years. I'm no stranger to the problem of rapid growth and lack of infrastructure with which to manage it. But a gondola is much too costly and much to harmful to our canyon to be a reasonable solution. | 32.2.9E | |
| 29158 | Portnoy, Jason | I am in favor of the Gondola B option, and very excited about it :) | 32.2.9D | |
| 34385 | Posey, Amy | The proposed gondola would not solve any transportation issue up the canyon- it just shifts where traffic would be. As a local who's been skiing that canyon for 20 years- a gondola would ruin the natural beauty of the canyon. LOCALS DON'T WANT THE GONDOLA. And we don't want our taxes paying for it. | 32.2.9E | |
| 36879 | Posey, David | This is a stupid waste of taxpayers money. It will end up doing more harm than good. Just leave it as is. The parking lots already limit the traffic. | 32.2.9E; 32.2.7A | |
| 26812 | Post, Allan | I am emphatically against a gondola in Little Cottonwood Canyon. It will forever deface the Canyon, creating a "humanized" environment when the whole purpose people have in mind when they go up the Canyon is usually to escape the human world and get back into an uncontaminated natural environment. There is no crushing need for a gondola but there certainly is for natural spaces within an hour drive of Salt Lake Valley I am bitterly disappointed in your decision to go ahead with the gondola project. | 32.1.2B; 32.2.9E | A32.1.2B |
| 30946 | Postma, Stanley | I support the gondola alternative because of the following benefits: 1. Reduces the number of vehicles using the canyon to access Alta and Snowbird, which are proposed stops. 2. It reduces the overall number of users in the canyon to a more manageable level. Expanding the roadway will only encourage over-crowding of the canyon. | 32.2.9D | |

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| | | 3. The footprint is much smaller, reducing the impact to the canyon. 4. This encourages a private public partnership between UDOT and the ski resorts to complete it to meet resort needs. UDOT should not need to pay for all of the improvements or operation costs, since the resorts will receive the benefit. By choosing this option, and not having an immediate funding source, will encourage the resorts to provide some funding to meet their needs. | | |
| 30457 | Poth, Dani | This gondala has been trying to happen for decades. Using the inevitable, and now, very undeniable population growth of the valley as "cause" to fund a completely detrimental project like this is thinly veiled and appallingly condescending, even for the private developers, interest groups, resorts, and the lobbyists of this unique state. You can't seriously defund the public transportation industry and state you have enough to fund this gondala as the "only reasonable option", expecting us to sit by as we watch you destroy the very wilderness and tourism honey pot you claim to want to "protect". You will NOT build this gondola. We do not want it. We will fight until you come up with sustainable options that both help our infrastructure and lessen the impact on the flora and fauna and the citizens of the county and the state. █ no to the Gondala. Stop selling off chunks of our land to your get rich quick schemes. | 32.2.9E; 32.2.6I | |
| 30506 | Poth, Dani | Increased bus stop frequency, increased bus stops, and higher wages for transit employees would yield far greater efficiency all while lessening the impact our use of the canyon would have on the environment and natural wilderness. You absolutely should not build this gondola! Parking structures or shuttle services from existing parking structures to the mouth of the canyon or already established bus stops would be the best option to protect our wildlife, ourselves, and the mountains. Buses could be utilized all year long not just during peak ski season. Tax paying citizens refuse to pay for a project that only serves private interest groups, developers, and resorts. Our valley is already littered with pollutants from road, residential, and commercial construction, please do not make our air quality worse! Say NO to the gondola. We do not want this! | 32.2.9A; 32.2.6I; 32.2.9E; 32.2.6.3C | A32.2.6.3C |
| 28783 | Pottenger, Christalyn | I don't feel that the gondola is the ultimate right choice for our canyon, but I feel it is better than destroying our canyon to make a 6 lane highway only to add cars and busses which will just jam up our roads worse than they are now, any time it snows. If we have no better option, I have to say the gondola makes better sense for the environment. | 32.2.9D | |
| 36703 | Potter, Linda | I look up at the mouth of Little Cottonwood Canyon every day. While I am not pleased with the idea of looking up at 200+ foot gondola towers, I am even more concerned about what might happen if the gondola system were to break down with passengers on board, especially in high wind conditions. I have lost parts of my roof in the high winds that funnel out of the canyon during storms. While I do not doubt that the gondola system will be designed to withstand such winds as are frequent here, all mechanical systems are subject to breakdown, and my concern is how people could be rescued from a height greater than a 20-story building, especially if such a rescue would need to be enacted during a storm. While the chances of an accident involving the gondola system appear to be much less than most of the proposed alternatives, the magnitude to the challenge of rescuing passengers from a suspended vehicle at such heights concerns me. Utah is known for our disaster preparedness plans, I hope that the potential disaster scenario for the gondola project has been addressed. | 32.2.6.5K | |
| 28315 | Potter, Mitchell | This preferred alternative is deeply disappointing. It not only is wildly unpopular with the majority of the population in Salt Lake, it is also completely misrepresented as cheaper than it really is going to be. There is no way that this project will provide any real solutions other than hampering traffic at the mouth of Little Cottonwood Canyon. I cannot, in good faith, trust the judgement on the decision makers of this project when there is so much going against the idea of implementing a structure that serves nothing more than an amusement ride for tourists. Deeply dissappointed, Mitch Potter | 32.2.9E; 32.7B; 32.7C; 32.2.2PP; 32.2.9N | A32.2.9N |
| 37660 | Poulsen, Adrienne | My husband and family and four children have been skiing at Snowbird for over 15 years. And I as a child grew up skiing at Snowbird. I am asking you to reconsider the gondola. I do not feel that it is the best plan for that beautiful canyon. My kids are on the Alta bird free ride ski team and with increased bus system and good buses we could spend a lot less and do less damage to the environment! Please don't let that go in and ruin that beautiful canyon and the mouth of that canyon! | 32.2.9E; 32.2.9A | |
| 37627 | Poulsen, Adrienne | █ | 32.2.9D | |
| 37223 | Poulsen, Amy | Please Do NOT build a gondola!!!! I personally can't afford skiing and I believe a gondola would just make it even more expensive. As a nature lover, I try to hike the Wasatch Canyons year round and a gondola would destroy the beautiful views!!! | 32.2.9E; 32.1.2D | |
| 35863 | Poulsen, Jay | I hope this plan goes forward. Having a gondola would be a great option for summer and winter travel in the canyon. It would be awesome to eventually have one up big cottonwood as well. | 32.2.9D | |
| 33185 | Poulson, Brittany | You dont have to ruin our enviornment and mountains to make transportation better up LCC. Please dont change our mountains forever, not everyone skiies and snowboards! This will impact our enviornment forever! | 32.2.9E | |

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| 32594 | Poulson, Daniel | The gondola "solution" will be extremely expensive and only benefit two ski resorts, not run in the summer, cost/ride about \$100 it is set., really compromise the environment (service roads carved out of 5he canyon to build and service the gondola, be paid for by the state to service 2 ski resorts and the skiers (state and out of state skiers) who are a vast minority of the state residents paying for it thru their taxes - I am STRONGLY opposed to this "solution" being done before other, less costly and impactful ones are tried/tested. | 32.2.9E; 32.2.4A; 32.2.29R | A32.2.29R; A32.1.2H; A32.2.6S |
| 37089 | Poulson, Daniel | This is the worst and most expensive solution to the traffic problems (especially during ski season) in Little Cottonwood Canyon. It only benefits 2 private business ski resorts and uses state money from all the state to fund it. It will ruin the scenic value of the canyon, operate only in the winter, have a high cost per ride, and shift the parking problems mostly to Sandy City. DO NOT put a Gondola in this canyon. Busses will be a much better, more versatile solution by far! | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.6.5E | A32.2.6.5E |
| 34999 | Poulson, Darin | This is a gigantic waste of taxpayer money, a clear cash grab for a very small group of people, and a blatant disregard for the will of the people who are footing the bill. It is a certainty that it will overrun on costs and schedule. Those who support are those who stand to gain wealth from no-bid contracts for shoddy work that funnel money to their friend's or family business for kickbacks. We know that certain council members fall into this category. The gondola will be a blight on the canyon and ruin the pristine beauty of the entire area in favor of commercial ventures. A huge reason we enjoy the canyons is because they are NOT like the valley. Paving service roads and maintenance buildings and huge towers is NOT the way. Require ski resort people to take an electric bus so that those hiking and enjoying their public lands can do so without 4 hours of traffic. The electric buses can charge themselves on the descent and require very little infrastructure and can be upgraded more easily and economically. The community has already spoken regarding this. It should not have to be continually reinforced that you not ignore us for personal financial gain at our expense. | 32.2.9E; 32.2.2B; 32.2.6.3F | |
| 26328 | Poulson, Darin | UDOT's continued insistence on pursuing the gondola over every other common sense and cost-effective solution only furthers the sentiment that this is not intended to be efficient, but deliberately costly and laden with pork. Bussing will not require gigantic, years-long, over-budget, and environmentally hazardous construction projects. However, I suspect, as many people do, that this approach is preferred precisely for that reason. Routing high dollar construction contracts to preferred contractors to waste money, jack up costs, and extend project timelines to serve the individuals on the UDOT board and other politicians rather than the public who will be footing the bill through taxes. The gondola was and continues to be a symbol of egregiously self-serving government officials making decisions against the public interest to ensure that no one benefits from it more than themselves. It's disgusting. | 32.2.9E; 32.2.9A; 32.2.7E; 32.2.2PP; 32.2.9N; 32.2.7A | A32.2.7E; A32.2.9N |
| 31802 | Poulson, Darin | The gondola idea is a blatant cash grab by legislators and politicians. This enormous project will damage the canyon, surely go over on costs, have little to no cost oversight, burden taxpayers, and ultimately make a select few people very wealthy for all of the pork stuffed into the likely no-bid contracts. It's absurd in scale, flimsy in purpose, and is a prime example of disregard for the public will by local politicians. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 30049 | Poulson, Jared | Let's join the world's elite Alpine engineering countries who have struck a balance between beautifully enjoying nature and minimizing impact. A Little Cottonwood Gondola would not only solve serious traffic issues, but would become as iconic to the Salt Lake Valley as the LDS Temple. SLC would be a leading example in this country, allowing the world to enjoy the beauty of our natural world without having to leave needing the canyon full of cars, parking eyesores, emissions, noise, etc. I remember when many didn't want the 2002 Olympics to come to SLC for fear it would ruin our town or saddle us with debt. Some are resistant to progress, but I don't ever hear anyone complaining now that we did the wrong thing with the Olympics and we are trying again. I view the Gondola as a similar event, real progress that will be done in the proper way for maximum enjoyment, minimum impact. Thank you! | 32.2.9D | |
| 37619 | Poulson, Jon | I live in [REDACTED]. No gondola. Take the community's voice into your decisions. Big business controlling has to stop. If this is about recreational access. Include all canyon recreation into the decision, not just the deep pockets. | 32.2.9E; 32.1.2D | |
| 32649 | poulson, mckell | The gondola would just be commercializing the canyon even more so than it is now. Not to mention that it's purpose is mainly for skiers. What about every other recreational activity? In my opinion the gondola would disfigure our world class canyon. | 32.2.9E | |
| 30769 | Powell, Jess | I appreciate all the work UDOT has done with the EIS reports. I do, however, think that UDOT should commit to reevaluating the effectiveness of enhanced bussing (without road widening) that will be rolled out in the early phases of the gondola. If the enhanced bussing helps to relieve traffic in LCC, I would hope that UDOT would forgo the building of an extremely expensive and destructive gondola in favor of a much less destructive enhanced bussing system. This is the best solution for ALL canyon users ALL year round - not just the ski tourists visiting Snowbird and Alta. | 32.2.9A; 32.2.29R | A32.2.29R; A32.1.2H; A32.2.6S |
| 33220 | Powell, Jordy | I am a constant user of both cottonwood canyons and this is a TERRIBLE idea. Have you guys thought about the parking at the base where the gondola starts?! That just leave a bigger mess at the base. Do a bus system like Zions NP does. These are world class canyons, they don't need the "longest gondola". I'm the non winter months the canyon isn't even busy or crowded. Waste of money. Snowbird and Alta DO SOMETHING. | 32.2.6.5E; 32.2.2B | A32.2.6.5E |
| 29305 | Powell, Michael | I am writing to express my opposition to the proposed Gondola Solution. This plan is way too expensive to build and operate and will only benefit very few for a short period each winter. There are simpler and less expensive options and \$600M would be better spent on issues that benefit a much broader base of people in The Salt Lake Valley and across Utah. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 30554 | Powell, Mike | I object to the construction of the gondolas in Little Cottonwood Canyon. To pollute the mountains sides, both on ground and sky view is a disgrace to the natural beauty. In addition, the enormous bill from this project is not appropriate and these funds would be more positively impactful to be appropriated to another solution or even other more worthwhile causes. This is why I object to this project. | 32.2.9E | |

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| 27598 | Powell, Patrice | I don't believe we need gondolas or more highway. At the rate we are going we won't be skiing much longer in the canyons. The money saved can go to environmental solutions. Change out the existing buses for electric buses. Limit the amount of automobiles in the canyon & charge those who wish to drive a premium to park. | 32.2.9E; 32.2.2E; 32.2.2K; 32.2.6.3F | A32.2.2K |
| 37145 | Power, Renae | I'm concerned that the gondola will cost over a half billion dollars, and only help a small minority of the upper middle class population to get to their ski destination. This will is not something intended to be used year round, and will only cut the traffic down by 30%. This will be an eye sore and ruin the most beautiful canyon in our nation forever. | 32.2.9E; 32.1.2D; 32.2.6.5F | |
| 31233 | Powers, Emily | The environmental impact of the gondola is too great. It is creating too much of a carbons footprint and infringing on the canyon that we work so hard to protect. I also do not believe this will provide a solution to the problem and will only be utilized for a few months of the year. | 32.2.9E | |
| 32035 | Powers, James | Why is electric busses tested but never given a true chance as an option. The gondola is a joke that serves no one but special interest groups, two resorts, and politicians. | 32.2.9E; 32.2.6.3F | |
| 37040 | Powers, Nelson | Please don't build the gondola. Restrict traffic and use buses more. Low cost and more effective. | 32.2.9A; 32.2.2K; 32.2.9A | A32.2.2K |
| 26906 | Powers, Patrick | I believe the gondola is a very poor choice . It serves two private resorts, costing taxpayers millions, while placing a blight on a previously pristine alpine environment. Please reconsider and adapt like many other popular outdoors destinations with better bussing, shuttling, carpooling, and increased size of existing park n rides. | 32.1.2B; 32.2.2B; 32.2.2K; 32.2.2.Y, 32.2.2PP | A32.1.2B; A32.2.2K |
| 32666 | Powick, Kolin | <p>Thanks for the opportunity to provide comments. Moving people up and down LCC on a certain number of specific days in specific seasons IS a problem. Confirmed. I question if the proposed gondola is actually the optimum solution. It would appear that a staged approach to see "if you can get there from here" before going BIG would be a viable first step. For example - the bus program, when implemented in Zion National Park seemed to be a relatively easy thing to implement and appears to have been successful. Would this not be worth trying in LCC prior to signing up for a an incredibly expensive gondola alternative? The dollars alone, to solve this sporadic problem seems excessive.</p> <p>I moved to SLC almost 25 years ago - SOLELY for the access up the canyons - proximity to world class rock and ice climbing, and backcountry skiing, before and after work. The gondola would greatly negatively impact so much of the access that makes SLC so appealing to climbers, skiers, hikers and runners... and it would be a travesty to lose portions of this incredible resource that SLC has to offer...</p> <p>Having easy access to the Wasatch Front is what makes SLC so special... It doesn't seem that the proposed gondola solution considers all users of the canyon equitably...</p> <p>Thanks again for the opportunity...</p> <p>Kolin Powick VP of Product Black Diamond Equipment</p> | 32.2.2B; 32.2.9R; 32.4B | A32.2.9R; A32.1.2H; A32.2.6S |
| 36699 | Poynor, Chris | At a time with so many needs in the State of Utah, to take Half a Billion taxpayer dollars to fund a pet project that only benefits two private ski resorts and numerous politicians is an egregious act. This has been predetermined from the start. NO to a GONDOLA. NO to widening Wastach. | 32.2.9E; 32.1.2D; 32.2.9L | |
| 35625 | Pozolinski, Brett | The gondola is not a solution to LCC. Stop the gondola and the defacing of LCC. As a backcountry skier, we already have seen these resorts take away street parking and now they want transportation to their resorts. this will ruin the ski environment in LCC. | 32.2.9E; 32.1.2D | |
| 35631 | Pozolinski, Brett | No gondola. They have taken away road parking for us backcountry skiers and now they want this. This is not a solution!! | 32.2.9E; 32.1.2D | |
| 33565 | Prado, Nicole | I do not support the gondola. I know shocker right? Ya I'm not ok with more tearing up of the canyon to effectively call into fruition a good idea fairy that some engineer said hey this looks good on paper. Would it be more useful to perhaps use that money to get a better bus transit system in place? The thing is that the reason you don't see higher ridership is that the system in place is clunky and not user friendly. Further we live in a car centric society, to get people out of the cars and onto busses requires a bit of creativity but also timeliness. The gondola sounds great on paper but how many people can ride in 1 car? 4? 6? Ya you spread that across the line you could probably get 30 to 50 people on a gondola but really does that compete with a bus that could hold 40-50 per bus in one bus and spread out pick up and drop times by 10-15 mins and now by utilizing current infrastructure you have a better use of money and less tearing up of the canyon. | 32.1.2B; 32.2.2PP; 32.2.6.5C; 32.2.9A; 32.2.9E | A32.1.2B |
| 27792 | Pramick, James | Please no gondola!! It is not the solution that people want! It only helps ski resorts and will be quite the eyesore year round. Not to mention the horrible headache of the construction, and the crazy high cost to taxpayers. Nothing about the gondola makes sense! Please no gondola!! Charge a toll, start there and go from there. Don't jump to this crazy and permanent terrible solution. | 32.2.9E; 32.2.4A; 32.2.2Y | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26021 | Prasanna, Arup | I think the govt and its entities should work for the people, considering how many people responded against the gondola it behooves me that you all ended up exactly where we the people don't want you all to end up. Why would you deface a beautiful canyon that nature took millennia to sculpt? With where the world and Utah is headed in terms of weather (we are in an exceptional drought and signs of it getting any better) it makes no sense to build this monstrosity considering it will only be used for part of the year. It is your job to provide mass transit that is cheap and effective to the people and the gondola is not that. A lot of us go the mountains to disconnect from he daily grind and this gondola will do exactly the opposite, being a reminder of the folly of man. Please reconsider. | 32.2.9E; 32.2.2E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 32900 | Pratt, Chris | I understand that the Gondola will only provide stops at the ski resorts and only operate during the winter season. That does not seem like the best solution to reduce traffic to the canyons. The electric bus option could run year-round and not only stop at the ski resorts, but also the many other popular recreation stops along the way used for hiking and cross-country skiing. Please reconsider the goal and how best to meet it. | 32.1.2C; 32.2.9A; 32.2.6.3F; 32.2.6.3C | A32.2.6.3C |
| 38617 | Pratt, Dawna | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.7A; 32.2.2I; 32.29R | A32.2.2I; A32.29R; A32.1.2H; A32.2.6S |
| 36889 | Pratt, Gary | I grew up off of Wasatch Blvd between Big and Little Cottonwood Canyons. We moved into our house in 1972. I was young so I don't remember what it was like then but over the years, late 70's to today, there has always been traffic. It really hasn't changed that much and it only is bad on a handful of days a year. It doesn't make any sense to spend most likely a billion dollars for 2 resorts. I work in the civil engineering industry and we design roads. I'm also a part time employee at Snowbird and disagree with managements backing of a gondola. We should expand the road to have a bus only lane and snow sheds which and toll the road or require the 2 resorts to charge for all parking and a portion of those funds go towards expanding the road. A billion dollar gondola paid by tax payers to accommodate 2 private enterprises makes no sense. Then there is the fact the gondola will destroy the canyons natural views that I have known for most of my life, I am 54. Please do not destroy our beautiful canyon. | 32.1.2B; 32.2.9E; 32.2.4A; 32.2.9B; 32.2.7A | A32.1.2B |
| 32888 | Pratt, Rocky | A gondola will just attract more people and cause an additional problem at the base of the canyon. Likely won't solve the actual problem of too many people at the ski resort. Ridiculous to damage an entire canyon because of two businesses. Increased bus service and tolls for people going to the resorts in their own cars would greatly alleviate the issue. | 32.2.6.5E; 32.20C; 32.2.9A | A32.2.6.5E; A32.20C |
| 26185 | Pratt, William | You did a thorough study and ultimately made the right choice. Nice job | 32.29D | |
| 38652 | Pree, Michaela | Hi there, my name is Michaela Pree. Good phone number to reach me at is [REDACTED]. I'm calling today to submit a comment opposing the building of the gondola in Little Cottonwood Canyon. I oppose the building because I think that there are much better options in our community such as a bus that has better lasting impact. Salt Lake City is seeing great growth and people moving here and it would be a shame to take away some of the recreational spots that everyone is moving here for. Thank you. | 32.2.9E; 32.2.9A; 32.1.2D | |
| 32886 | Prehn, John | The Gondola is NUTS. Snow will soon be in short supply. Another beautiful natural area degraded. This is 2022, in the thick of climate chaos with far worse to come. Skiing is going to be the last of our worries. CANCEL THIS INANE PROJECT. STAND UP FOR THE PEOPLE AND FOR RATIONAL INTELLIGENCE. THANK YOU! | 32.2.9E; 32.2.2E | |
| 28226 | Prentice, Lily | You are DUMB and I DO NOT like you. | 32.29D | |
| 38643 | Presivo PLLC, Sydney | I am sending in the attached document on behalf of Dennis Turville, Sandy/Cottonwood Heights resident, who has asked me to do so for him. This PDF is his public comment- authored by himself. <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.4B; 32.2.9E; 32.17A | |
| 25759 | Presnell, Daniel | Your comment format is ridiculous and designed to make it almost impossible to send a comment Your commercials were biased, misleading and offensive. I rode ski buses for years. They were full of people, clean and flexible | 32.2.6E | |
| 27644 | Presnell, Daniel | Your comment format is ridiculous and designed to make it almost impossible to send a comment Your commercials were biased, misleading and offensive. I rode ski buses for years. They were full of people, clean and flexible | 32.29D | |
| 25986 | Pressett, Suzie | I agree with the other parts of the project, but having a gondola that only makes 2 stops that only benefit skiers and the ski resorts is not a good idea and an eyesore for the mountains. I am against it. | 32.2.9E | |
| 36476 | Pressley, Annette | Just very disappointed. I have to say I am against the gondola for what it's worth. Seems like many are opposed but decisions made with little regard for constituents wishes. | 32.2.9E | |
| 31754 | Pressprich, Samuel | Build the gondola | 32.2.9D | |

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| 37441 | Preston Lear, W. | I was raised at the base of Little Cottonwood Canyon. I currently live in California, but I come back to Utah frequently, and Little Cottonwood remains a draw for my visits. This said, I am strongly opposed to the proposal of building a gondola up the canyon for transport. There are far more cost-effective and environmentally sensitive measures that can allow the (paying) public to enjoy this resource. | 32.2.9E | |
| 37329 | Preston, Eden | I oppose the little cottonwood gondola. I think it would harm the views, and would generally damage the environment I enjoy there. | 32.2.9E | |
| 37834 | Preston, Hannah | The gondola is not the solution to the traffic problem in little cottonwood canyon. It is too expensive, and disruptive. I do not want such a big obstruction to the view of the beautiful mountains. I don't want to pay every time I visit the canyon to ride a gondola I never wanted. The gondola would cause more problems than it would fix! I favor increased bus services, as they are more accessible, less expensive, and don't diminish the beauty of the canyon. | 32.2.9E; 32.2.9A | |
| 25378 | Preston, Peter | it would ruin the view | 32.29D | |
| 36963 | Preston, Steve | <p>One of the great things about the great state of Utah is the great outdoors in our beloved state. This is something that is universally agreed upon. The cottonwood canyons are a major piece to the puzzle in the great environment we live in. Few places in the world have such great access to such breathtaking areas such as these. And with the proposed solution of a gondola in a little cottonwood canyon, we are on the brink of ruining that beautiful landscape. This is only one of several major problems and drawbacks to this gondola. A list of the horrible drawbacks to this plan are the following</p> <ul style="list-style-type: none"> The way it will destroy the beauty of little cottonwood canyon. The cost of over 550 million dollars. The inability to actually serve its purpose and solve the traffic issue that has plagued the canyons for years. The cost to ride the gondola. The detrimental hit it takes on making skiing in Utah affordable. The fact that a gondola only benefits ski areas profits, as well as the rich. The fact that it is largely paid for by Utah taxpayers, most of which won't even use it. The fact that the ski industry may be ending due to climate change. The fact that a large portion of the people you have making this decision don't even apply or have knowledge on the situation The fact that shoving more people up the canyon kills the skiing environment and experience. The fact that other solutions exist that are way simpler such as parking reservations, canyon tolling, passenger restrictions, continued bus service etc... <p>Firstly, Massive gondola towers all the way up this entire beautiful canyon will destroy the natural beauty of it. Imagine coming up the canyon and having your experience of getting away from all the tall infrastructure in the city ruined by massive gondola towers in the way of your view. Building these towers will require tearing up the land, and building possible service roads to access the gondola towers just to name a few. The community that uses this canyon will not tolerate it being destroyed so that the resorts, gondola works, and rich can pocket an incredibly large check from the people of Utah.</p> <p>Secondly, This is an incredible amount of money to spend on a solution even if this solution was incredibly effective (spoiler, it's not). As popular of a passtime the recreation in the canyon is in Utah, A large portion of Utahns don't use it, let alone ski which is the primary purpose of this gondola. Utah's will be paying for this with their own money even if they don't use it. So many larger issues exist in this state right now and this is not where the money should be going (Skiing is my life and I love it more than anything). Homelessness, Infrastructure, crime, hunger, just to name a few. Don't cheat Utah out of what it really needs by benefiting the minority that is the rich and letting them have a cash grab with a gondola.</p> <p>Thirdly, This solution doesn't come close to solving Utah's traffic issue in the canyon on busy winter days. According to gondola works this gondola is going to be able to transport just over 1,000 people per hour. On the busiest winter weekends up to 20,000 people go up the canyon on the busiest days! We know this number due to UDOT itself counting over 14,000 cars going up the canyon on a day in 2017. This is why this solution is quite frankly disgusting, and not really about solving the issue at all. We all know that the primary travel times when traffic gets really bad are in the morning and afternoon before and after resorts close. At times cars are stuck for over 3-4 hours traveling to and from the resorts. In my experience the primary times of travel in the morning are 6-9 am. During this time the gondola could only support 3,000 people! That is a mere 15 percent! That is not close to remotely denting the problem. We can't do the math by dividing the number of skiers by hours in the day. You have to do so by primary travel hours because that is where the problem lies, and that is where this solution comes terribly short. This doesn't even mention the fact that the gondola plans to have a parking station with 2,500 available parking spaces, which also is not enough for the gondola based on the amount of cars we see. In what world is it logical to spend 550 million dollars on something that will destroy a beautiful landscape and not remotely fix the problem. If basic logic is used, this solution would never have made it past the whiteboard. But this very next point is the reason we are still talking about it.</p> <p>Fourthly, This resort benefits the resorts, gondola works, And those that will own and operate the gondola. Not the people of Utah, not those who use it, not those who love this canyon. It's not hard to realize why Snowbird and Alta have been so excited about this solution. It's not due to their proclaimed belief that it saves the environment, it's because it is giving their business an incredibly large boost. Gondola Works is going to get a fat pay day when it comes to this gondola, and once operating, those in the control seat will have full control on pricing and operation of this thing. Which is the next point</p> <p>Fifthly, The pricing of this gondola kills skiing's affordability. The cost of the activity of skiing has skyrocketed in recent years. A relatively inexpensive pastime has skyrocketed into an elitist sport for the rich that is not inclusive. Utah has made efforts to make skiing more inclusive and beneficial for those with all ranges of income. This solution absolutely wipes out all the progress that has been made. Alta township has calculated that this gondola would cost 111 hundred dollars per day for an individual to use! This is an extreme! The average cost for a gondola of this caliber around the world is 27\$/mile. Even if this estimation was incredibly</p> | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.2E; 32.1.2B; 32.2.2K; 32.2.4A; 32.2.9A | A32.1.2B; A32.2.2K |

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| | | <p>inaccurate it is ridiculous to expect most skiers to be able to pay even 15-35 dollars a day for this system. Many of us travel up the canyon daily, and even if we don't ride the system everyday it is simply not plausible to expect people to pay that much and be able to afford this system. In addition, you have to pay for parking for the gondola, pay to ride the gondola, and by the way you have to wait for it too. The reason this is still a possible solution is because those that support this gondola don't care if skiing is inclusive, or if Utah is inclusive, they care about profit. That is not what our state stands for.</p> <p>Sixthly, We have to face the reality that unless change is made, skiing could be over in 30-40 years. Climate change is real and killing the sport of skiing fast. That is the primary purpose that this gondola would operate for. Spending 550 million dollars on a solution that will be irrelevant at the end of that time is not the solution. Instead spend the money on other more important issues, or on solving the issue of climate change itself. Why are we entertaining this idea when it is vastly overcomplicating a solution that can be solved with small solutions, and may be irrelevant in 30-40 years.</p> <p>Seventhly , How many members of UDOT and the government of utah actually ski? Using the canyon? Maybe, but skiing? A very small number. This is why these comment periods are so crucially important. I call on any individual that had any power in making this decision to really evaluate why they supported the gondola. Was it because it was in the interest of utah? Was it because it was in the interest of the canyon? Was it because it was in the interest of those that use the canyon? Or was it in the best interest of yourself? Now I know this question will be different for many people but there are those that need to ask themselves these questions, and make some serious reevaluations. I am invested in this topic and solution because I care about Utah and its best interests. Anyone who eliminates themselves from the equation and looks at this problem with the interest of Utah in mind, would never consider this solution. EVER.</p> <p>Eighthly, Utah has been known for skiing since the term "ski resort" made any sense. People have flocked here, and built their lives around the excitement of skiing/boarding the greatest snow on earth. This excitement and experience has slowly been ruined however by overuse. If someone wants to ski, they should ski. But each day resorts only have so much capacity, and lift lines on the weekends are already miserable. Anyone that skis could tell you that. This is yet another reason why this solution fails. At some point we have to cap the amount of people we let go up the canyon. Building a massive gondola to cram people into the resorts just ruins the soul of skiing. We can't keep finding ways to get more people up there. The slopes are only so big. This is why a gondola ain't it. Find a solution that keeps the soul of skiing in mind.</p> <p>Ninethly, I have referenced many points around skiing and the gondola, but that is not all that applies. People use canyons year round and many use them for purposes other than skiing. Many have never even touched a ski pole. How does this solution think of them?</p> <p>Tenthly, There are plenty of solutions that solve the issue without any of the above drawbacks. The gondola is extremely expensive, simple parking reservations are not. One of the few advantages of covid in the ski industry was the implementation of parking reservations at some resorts. Snowbird did it during the 2020-2021 season and Alta last season. Both times it ensured that skiers heading to those resorts knew they had a parking spot. It ensured that those that didn't have one wouldn't be going up that day thus decreasing the amount of cars in the canyon. Imagine what we could do if both resorts implemented these initiatives at the same time. Massive impacts could be had especially if resorts didn't charge for a reservation. This along with continued bus service, and prohibiting cars with less than 4 passengers would solve the solution. 20,000 people are going up in approximately 15,000 cars on the busiest days. This means that three in four cars only have 1 passenger. Prohibiting these one two and three passenger cars will eliminate the amount of cars by up to 65 percent. It may not be a comfortable ride, but it makes skiing possible, and is actually better for the environment. Combine these 3 solutions and you have fixed the issue. It can be done, and it doesn't need to be so complicated.</p> <p>Conclusion - Big problems don't always need big solutions. A variety of smaller ones can do the job. Anyone that logically thinks through the problem can realize that a gondola is not in the best interest of Utah, or its great people. In the end we all want to preserve Utah, but this is simply not the way to do it and I call on all those involved to accept that and do the job of representing Utah right. We don't want a gondola, and we have spoken.</p> | | |
| 33779 | Pretti, Robert | Don't use my tax dollars to support multi million dollar businesses (snowbird alta). That is corporate welfare at its worst. | 32.2.7A; 32.2.9E | |
| 29121 | Prey, David | <p>I support the option: ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE) IN LCC</p> <p>- The cost for this looks way over inflated to make it look the same as Gondola A and Gondola B.</p> <p>No way!, will I want to go into LCC if they build a Gondola along that creek - it will become █████ creek - haha.</p> | 32.2.9B | |
| 29932 | Price, Clair | I am convinced this is not only the best alternative but is the right one. My wife an I enjoy trips up the canyon. We don't ski but we enjoy it, beauty. With growth in the states population and the importance of tourism to the State, I think every one should be able to enjoy this amazing State treasure and not just a few. The Gondola improves the safety of those traveling in the canyon, supports every ones desire for Green Energy, improves access to the canyon and is the most cost effective to build and operate for years to come. | 32.2.9D | |
| 37100 | Price, Hayden | No gondola please. | 32.2.9E | |

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| 32365 | Price, Kaitlin | I do not support the gondola up the canyon! I would prefer another method such as paying per car to go up the canyon to promote carpooling. A bus lane would also be a better option than the gondola ruining the view of the canyon. Anything too expensive will make skiing and enjoying the beautiful outdoors harder for everyone to enjoy. Everyone has the right to go skiing up the canyon, not just the rich people. | 32.2.2Y; 32.2.9E; 32.2.9B; 32.5A | |
| 37104 | Price, Kendall | This is so dumb. Stop wasting tax dollars on unnecessary things. We do not need to cause more harm to the salt lake valley and utahs environment. | 32.2.9E | |
| 27264 | Price, Kyle | I can't believe that a gondola is a viable option. This is so sad. The canyon will be forever negatively impacted by this. I grew up near the mouth of this canyon. I can't believe that this is honestly a good option. Who is really benefiting from this? Please reconsider. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.6A | A32.1.2B |
| 35831 | Price, Lauren | We need a revamped bus system and potential tolls during peak hours!!! NO GONDOLA! | 32.2.9E; 32.2.2Y; 32.2.9A | |
| 35557 | Price, Linda | I am not in favor of the gondola on any level. Bushes and toned entry with some added lanes are a much better alternative. | 32.2.9E; 32.2.9A; 32.7A | |
| 27047 | Price, Tracey | To whom it may concern: I'm writing to oppose the building of the Gondola in LCC. This boondoggle only benefits Snowbird and Alta a few days a year, at the cost of 550 Million tax payer dollars. This is not how I want my tax dollars used. As a back country skier, hiker and climber I will continue to drive my car up canyon to access the trails in the canyon. I think most people will be inconvenienced with taking the Gondola, which takes longer than a car with increased cost to access skiing and other outdoor activities. I think you need to rethink this eyesore and add another lane with more buses making stops beyond Snowbird and Alta to decrease cars in our canyons during the busiest time of the year. The Gondola is a hideous addition to the natural beauty of our canyon. Please rethink this really expensive, bad idea. Sincerely, Tracey Price | 32.2.9B; 32.2.9E | |
| 34422 | Price-Huish, Beata | The gondola would be extremely harmful to our community and the environment. It will be a grave mistake to place a gondola up little cottonwood canyon. The people who actually live by the cottonwoods do not want the gondola. Be better, think of a less harmful solution. | 32.2.9E; 32.2.2PP | |
| 33049 | Primmer, Eli | I strongly opposed the building of a gondola in Little Cottonwood Canyon. I firmly believe that it will permanently alter the character of the canyon (in a very negative way) at the expense of the tax payer. I don't want taxpayer dollars from hard working utah residents to benefit only wealthy skiers and two huge ski resorts. I see almost no benefit to a gondola in Little Cottonwood Canyon. The skiing is already too busy as it is up at alta and snowbird. If anything, please install tolling and make it free if there are 3+ people in the car. This alone would do almost as much as building a gondola as far as reducing congestion. No Gondola! | 32.2.9E; 32.2.4A | |
| 25381 | Primmer, Eli | No Gondola! I live in Salt Lake City and have never talked to anyone who supports the Gondola. People literally just want a better bussing system. It's clear that these public comments are taken less seriously than what the owners of Alta and Snowbird have to say. Building a gondola is a total disgrace. | 32.2.9E; 32.2.9A; 32.1.2B; 32.2.9N; 32.2.2PP | A32.1.2B; A32.2.9N |
| 30209 | Primmer, Eli | I strongly oppose building a gondola in Little Cottonwood Canyon. I do not want my tax dollars used to directly benefit Alta, Snowbird, and the people that can afford to ski there (which is not middle class Utah families). | 32.2.7A; 32.2.9E | |
| 28938 | Primmer, Eli | I do not support building a gondola in LCC. Please consider tolling or increased bussing before committing to this expensive and destructive project. | 32.2.9E; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 30996 | Primmer, Eli | I oppose the Gondola and any iteration of the gondola. The gondola is not a common sense solution and is a total misuse of tax payer dollars. | 32.2.9E | |
| 27996 | Primmer, Eli | Please no gondola that is taking advantage of taxpayer dollars for the benefit of the executives of Alta and Snowbird. | 32.2.9E | |
| 29530 | Primmer, Eli | I am once again asking you to NOT build a gondola in Little Cottonwood Canyon. | 32.2.9E | |
| 32811 | Prince, Brian | I am a resident of Salt Lake County and visit both Big and Little Cottonwood canyons when I have the chance. Unlike many who have spoken out against this project, I've spent time reviewing the information in the documents that UDOT has provided explaining the various options. While many people have had an emotional response to the Gondola option which has motivated them to view that option as a boondoggle or unnecessary, it is my opinion that the Gondola option appears to be the most commonsense solution. It appears to be the most reliable option for the conditions in the canyon, the most environmentally friendly option, and the most cost-effective option in the long run. I would also like UDOT to look into expanding the gondola over the mountain to the Brighton/Solitude area. This would allow this project to benefit both canyons in the long term. | 32.2.9D | |
| 36990 | Prince, Randi | The gondola is the worst idea in the world. It's construction would destroy the beauty of little cottonwood canyon for locals and anyone who travels to come appreciate its beauty. It fixes a resort problem...nothing else yet the tax payers are expected to fund it? Absurd. I will gladly pay taxes on any other solution that won't destroy every beautiful view in the canyon. Also, just because it's there doesn't mean people would even use it...what an absolute waste that would be! NO GONDOLA. NOT NOW. NOT EVER. please do the right thing and throw the gondola idea in the trash where it belongs. Thank you. | 32.2.9E | |
| 31705 | Prince, William | I have a list of concerns: 1. After serious efforts to preserve Little Cottonwood during the 2002 Olympics, the Gondola project appears to ignore those efforts by placing 40 poles 15 feet in | 32.1.2F; 32.2.7A; 32.2.2K; 32.1.2D; | A32.1.2F; A32.2.2K; A32.1.2B |

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| | | <p>diameter and stringing large cables down the middle of the canyon. The visibility degradation alone should cause concern and a reconsideration of what Utah wants to preserve along the Wasatch front .</p> <p>2. It is unclear what the price of will be to ride the gondola. It could easily be prohibitive for locals to use the service, which will upset the cost and ridership analyses for the project and render the gondola valuable only to wealthy visitors.</p> <p>3. The cost of the project should not be borne solely by the public and should be shared by the two ski resorts benefiting from the project. It is unclear whether the alleged benefits to the public balance out against the overall cost to the public. Additionally, the overall cost of the project may be far in excess of the projected \$550M price tag, particularly in an era of rising inflation.</p> <p>4. If approved, the project should be conditioned on Alta and Snowbird making major improvements to their parking areas, without passing the majority of their costs along to the user public.</p> <p>5. The failure of the project to serve only two ski areas and to omit any service for ancillary canyon uses such as climbing and back country skiing is a major weakness. This weakness is magnified by the plan to only use a \$550M transportation system only 50 days out of the year. An accurate cost/benefit analysis would likely doom the project.</p> <p>6. The proven global warming impacts upon weather patterns suggests that there is a high possibility winter sports like skiing will be heavily impacted. The beauty of the bus alternative allows for readjustments based on long term weather changes. A gondola would not provide that option.</p> | 32.1.2B; 32.2.2E; 32.2.9E | |
| 29217 | Pringle, David | Such a long and expensive tram is a crazy idea. Just improve the bus service. | 32.2.9A | |
| 32664 | Printz, Jamie | No gondola. The resorts need to pay for more transport costs and provide their own buses in addition to tolls and more buses. | 32.2.9E; 32.2.7A | |
| 26505 | Prior, Andrew | <p>I am sad to see that UDOT has met my expectations that the final decision would favor tourism and real estate investors over residents. Sure residents will have to fund it, but why would the state pass on an opportunity to redistribute our money to benefit the wealthy.</p> <p>We should be increasing bus service. Tolls for single occupancy cars, studying what positive impact those easy changes can have before deciding to pave paradise...</p> <p>Eliminate all non-resident cars from the canyon and bus everyone like we do in Zion canyon...</p> <p>There are so many better options and no one realistically believes a massive construction project like this to come in any near budget. But again that does matter to UDOT because it isn't their money and the money is going to the people who have power, win win, while residents lose.</p> <p>If you want my buy in to your silly plan then you will need to publish the public comments so that we can analyze public opinion instead of just taking your word for it that this is what is best.</p> | 32.1.2B; 32.2.2B; 32.2.2L; 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30113 | Prior, Steve | I oppose gondola. Inefficient and taxpayers that don't ski pay. Not good. I do support smart lanes and tolls. 2 lanes up in the morning and 2 lanes down in the afternoon. It already has a fair amount of 3 lanes. Thank you for your time and consideration. Steve prior | 32.2.2D; 32.2.7A; 32.2.9E | |
| 27555 | Prior, Steve | I adamantly oppose such a unsightly cable car up the canyon. Tax payer money spent for just a few people. 3 lane road w snow sheds. Smarter lanes. 2 going up in the morning and 2 down hill evening | 32.2.9E; 32.2.2D | |
| 32771 | Pritchett, Steven | I cannot support a tax payer funded gondola to benefit 2 private ski resorts. I do support the alternatives outlined by Mayor Wilson and believe we should be implementing those as rapidly as possible. Bus service enhancements should be ramping up this season. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 35752 | Priwo, Fred | Electric buses that run frequently through peak times. Some minimal widening of the road so there are spots to park buses/cars if issues arise. No consoles \$\$\$. | 32.2.6.3F | |
| 31026 | Prokop, Heidi | <p>As a resident who enjoys Little Cottonwood Canyon year-round, but mostly during the ski season as an Alta passholder, I plead with UDOT to reject the gondola option as their preferred alternative solution to traffic issues. I agree with the SL Co. Council resolution that lower-cost, common-sense solutions need to be implemented, including parking management technologies and policies, multi-passenger vehicle incentives, traction device requirements and regionally placed mobility hubs.</p> <p>The traction requirements are a joke. A blinking sign requesting snow tires or chains does not prevent 2WD cars without snow tires going up the canyon that cause major problems. Traction must be monitored.</p> <p>The gondola creates a permanent eyesore in a beautiful, natural setting.</p> <p>Alta's effective parking reservation system demonstrates that there are creative, low-cost ways to alleviate canyon congestion.</p> <p>Please, UDOT, revise your suggested solution and eliminate the costly gondola -- benefitting wealthy developers -- from consideration.</p> | 32.2.9E; 32.2.2I; 32.2.4A; 32.2.2M; 32.2.2K | A32.2.2I; A32.2.2K |
| 33453 | Pronovost, Stephen | Do not spend a half billion dollars of taxpayer money (~\$150 for every man, woman and child in the state!) for the benefit of private ski resorts. If Alta and Snowbird want a gondola, they should pay for it. | 32.2.7A; 32.2.9E | |

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| 38344 | Prosek, Tom | <p>Little Cottonwood Canyon Draft EIS comment will include the following: Personal introduction; Concerns; Alternatives; Conclusion.</p> <p>Introduction: Have recreated in Little Cottonwood Canyon beginning in 1973 and working there since 1978. Currently a Trustee for Salt Lake County Service Area #3 and working seasonally at Alta Ski Area.</p> <p>Concerns: Widening the road or building a gondola would ultimately put more byproducts into Little Cottonwood Creek and deteriorate the quality of the watershed. The preferred alternatives focus on transporting a maximum number of people up and down Little Cottonwood Canyon. Utah State University is currently conducting research on how many people can use Little Cottonwood Canyon at one time, with results expected in about a year. This information would be a good starting point for any alternative transportation proposal. The preferred alternatives only provide transportation to the ski resorts, anyone seeking a different form of recreation would need to drive.</p> <p>Alternatives: Use existing infrastructure- better bus service; tolling; reversible lanes. Alone or in combination, these could be implemented in a timely manner with little environmental impact.</p> <p>Conclusion: Cannot support any alternative that would deteriorate the quality of the watershed or does not start with the premise that there is a limit on the number of people that can use Little Cottonwood Canyon at one time. Therefore, I cannot support either of the preferred alternatives.</p> <p>Tom Prosek</p> | 32.1.2F; 32.1.2D; 32.2.9A; 32.2.4A; 32.2.2D | A32.1.2F |
| 33044 | Prouty, Salem | No to the gondola plan. Run more buses and stop personal cars from traveling up first. | 32.2.2L; 32.2.9E; 32.2.9A | |
| 34806 | Prove, Jeff | Will UDOT cry if the gondola is not built? There will be many mourning the canyon if it is. | 32.2.9E | |
| 28927 | Prowse, Virginia | I do not agree with widening Wasatch or a gondola. I don't think Utahans should ruin my neighborhood and our mountains to overserve tourists for a small season of the year. Wasatch is not meant to be a freeway to ski resorts. If ski resorts want things, they should pay for it themselves because they are the ones benefitting. The public should not be the ones paying to cater to ski resorts. Please don't ruin our city of cottonwood. | 32.2.9E; 32.2.9L; 32.2.7A | |
| 32368 | Pruett, Jake | I am strongly opposed to the gondola for all of the reasons others have undoubtedly cited. An enhanced, electric bus system with distributed pick up points throughout the valley that can be scaled up and down as needed is a far better option than the gondola which will no longer be needed in just a few decades when there is no longer much snow in the canyons. | 32.2.9E; 32.2.9A; 32.2.2I; 32.1.2H | A32.2.2I; A32.1.2H |
| 32994 | Pruitt, Bob | The gondola is a bad idea for UDOT. It will be slow, add congestion at the mouth of Little Cottonwood, is expensive to build and operate, and will be affected by wind, just like the tram and chairs are now, leading to closures. The gondola proposal serves only Alta and Snowbird, and that won't eliminate the congestion of climbers in the lower canyon, white pine or Albion basin, which are packed all of the time. Enhance the bus service and make it free and electric. And put up snow sheds....If the investment in canyon transportation is not available to all canyon users, then the ski areas should pay for it. The proposal is corporate welfare. For the money involved, the transportation solution needs to serve all canyon users, like increased bus service in the summer with optional trailhead stops. | 32.2.9E; 32.2.9A; 32.1.2C | |
| 25738 | Pruitt, John | No gondola. It is an eye sore to the canyon and not a sustainable fix to the issues it's proponents are claiming. It's a project motivated by money and corruption. You. Should be ashamed to okay this project after such public backlash. Let the people vote. UDOT does not have the authority or right to ruin our public lands like this | 32.2.9E; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 36668 | Pruitt, Steve | <ol style="list-style-type: none"> 1. I see nothing in the EIS that addresses the resident birds of prey - red tail hawks and eagles that regularly are visible in flight and perching in trees below the 209/210 junction. How are you addressing the elimination of them with the gondola? 2. The loading of the additional bus cost only onto the La Caille alternative has the appearance of putting UDOT's fingers on the scale to produce a preferred outcome. Why would the small incremental distance between the two gondola alternatives mean one has to have a line item bus expense while the other does not if the ridership from the terminal and access thereto is the same? 3. Of the 50 days per year this project is supposed to impact, where are the figures on the portion of these days that accompany these 50 days when winds approach hurricane force and the operation of this folly? 4. You have stated that there will be a projected 45% increase in southbound Wasatch traffic at peak periods but you have not provided anything to support this claim. As the east bench is virtually built-out limiting future traffic increases, where are the new trips being generated from that support this claim. 5. Your plan makes all access to the parking solely from 210 and in doing so you have provided no study or support on the impact on Wasatch between 9400 South and the 210 signalized intersection; the impact on this signalized intersection itself; the impact on Wasatch Blvd. south of 9400 South; and 209 altogether particularly given that the alternative at the 209/210 intersection would level the traffic flow between 209 and 210 for such access. 6. I see nothing in your gondola budget for legal defense of your selection which will most certainly occur and last for years and what is your defense to the | 32.13A; 32.2.6.5H; 32.2.6.2.2A; 32.2.6.5E; 32.1.2B; 32.2.7A; 32.2.7F; 32.2.6.5F; 32.4E | A32.13A; A32.2.6.2.2A; A32.2.6.5E; A32.1.2B; A32.2.7F; A32.2.7C |

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| | | <p>destruction of the view corridor from all of the impacted property owners as such view corridors have been historically and legally defended when compromised.</p> <p>7. As the ordinary tax payer will have no benefit whatsoever from your preferred alternative but are being asked to pay for much like the student loan forgiveness plan currently at play and as sunshine is the best disinfectant, you should have to provide an assessment or explanation of the following:</p> <p>A. The projected economic value to the two ski areas that are the terminal beneficiaries of the gondola but will be shouldering none of the cost.</p> <p>B. Identification of the base beneficiaries including the names of all land owners, speculators and contract buyers such as Niederhauser, McCandless and La Caille together with any disclosures that may exist or be found through FOIA or otherwise between any of these beneficiaries and all other beneficiaries and/or their lobbyist with the State legislature and the Governor.</p> <p>C. What methods other than tax payer funding are being considered to pay for the project and what documentation do you have from potential vendors that support your cost analysis and in this era of continuing inflation, how stale are your budgets and what are the financial contingencies to the budget.</p> <p>9. For all ancillary commercial benefactors at the base, other than the carpetbaggers everyone knows, what provisions have you established to insure that all concession operations that benefit in any way from a gondola at La Callie will be subject to public bid.</p> <p>10. What if any agreements have been proposed with La Caille that would benefit La Caille such as ancillary development benefitting from your selection, identification of their business as the name of the base development and/or access from La Caille across Little Cottonwood Creek to otherwise benefit them.</p> <p>11. I see nothing in your preferred alternative that protects the privacy of any of the land owners who will become the fish bowls for each gondola cabin. If traffic mitigation is the real goal, then not having windows on the south side of each cabin will mitigate this intrusion into our privacy and as the cabins are assuredly not constructed, as those impacted want to see no southern visibility as part of the "preferred" design element to maintain our privacy.</p> | | |
| 30052 | Pruzan, Dennis | <p>A publicly funded project to benefit private companies is not the answer to our problems! This increases access to ski resorts with bloated access prices that are inaccessible to most people in the valley! This does not increase access to White Pine and all the other public access trailheads for people that cant afford to ski at resorts!! Please show that options that don't cost half a billion dollars don't work before spending such tax-payer funds! Charge people to park at the private resorts and use that money to run an affordable and frequent bus up canyon. We are trying to solve a problem that is because people have been unwilling to try something new. Force the change in more creative ways!</p> | 32.20C; 32.2.6.3C; 32.2.6.5G; 32.2.2K; 32.2.9A; 32.29R | A32.20C; A32.2.6.3C; A32.2.2K; A32.29R; A32.1.2H; A32.2.6S |
| 35923 | Pryor, Shirley | <p>Yes on Gondolas! I have waited in to many lines of idling cars as we try to go up the canyon. Let the hikers fight for those small parking spots. We want to get to the top and see the resorts and enjoy the amenities and beautiful view! Many many other canyons and countries use the Gondolas. Let's get with it and have one too! Summer and winter will be more accessable for everyone old and young.</p> | 32.2.9D | |
| 29420 | Pryor, Shirley | <p>I do favor the gondola system. We should made it available in the summer and the winter. A fee for driving as well as riding the gondola would be fare. Please build the gondola asap so I can ride it with my grand children and let them enjoy the beauty of this great canyon! Thanks</p> | 32.2.4A; 32.2.6.5F; 32.2.9D | |
| 30339 | Pucel, Benjamin | <p>I do not want the gondola. I would support any other option. First, LCC is a beautiful/unique canyon, this would take away from this for everyone who uses the canyon at all times of the year. Second, it is costly option that only helps those who go to the resorts. Also, I have personally not had that bad of experiences in LCC with traffic relative to other ski area commutes (it is much worse in BCC). Lastly, This 'solution' only helps two resorts get more people to them. What is this really about? Snowbird wanting to expand but wanting to make sure they can generate more revenue first? Getting Olympics up there? This is so bad for locals and will do permanent damage to a place we love. Please don't do this.</p> | 32.2.9E | |
| 35979 | Puckett, Rachele | <p>I do not approve of the gondola. Exploring a better bus system should be tried before the gondola.</p> | 32.2.9E; 32.2.9A | |
| 33177 | Pueblo, Jarom | <p>Please do not install a gondola system from the mouth of the canyon up to any resort. That option only serves the resorts, and that is not the only root cause of traffic congestion. Please consider other options, preferably ones that have the least impact on the surrounding lands. Preferably an option that could be scalable to the seasonal needs.</p> | 32.2.9E; 32.2.9A ; 32.2.6.3D | |
| 27179 | Pugh, Brian | <p>Moving forward with a Gondola to solve the congestion problems in Little Cottonwood Canyon before trying common sense, lost cost, low impact solutions is irresponsible. Furthermore, it seems unlikely to actually solve the congestion problem.</p> <p>I live at the mouth of Little Cottonwood Canyon and I know from firsthand experience the challenges faced when the canyon is full. There have been times when I can't get to my home due to traffic. However, I don't think that implies that nearly a billion dollars should be spent and the canyon view forever altered.</p> <p>Last year, parking reservation systems were implemented at the resorts. That move alone significantly improved the situation. Did it solve all problems? No, but as a resident who has lived with the congestion problem for years I can confidently say last year was significantly better than previous years. More common sense</p> | 32.2.9E; 32.29R; 32.2.4A | A32.29R; A32.1.2H; A32.2.6S |

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| | | <p>solutions like this should be tried before spending at least half a billion dollars and altering the canyon forever.</p> <p>Examples of incremental solutions we can try include first and foremost a toll. The toll can be waived for those carpooling to both provide a low cost option for those with less financial means and encourage more carpooling. The toll can be increased on particularly busy days (holidays and weekends). Resorts could offer preferred parking for large carpools and rolling start and end times for lift tickets. These solutions would all cost a fraction of what the Gondola or road widening project would cost. Let's start there.</p> <p>Finally, even if I put to the side the enormous price tag and permanent damage to the canyon, I don't see any reason to believe the Gondola will solve the traffic problem. Having driven 30 minutes or more to get to the mouth of the canyon, will most individuals continue in their car for 15 more minutes to get to the resort, or will they take an extra 1 hour+ to park in a lot below the canyon, get out their gear, take a bus to the gondola station, pay for a gondola pass, get in the gondola and eventually get to the resort? I think the vast majority of people the vast majority of the time will just keep driving. Yes, there are days the canyon is totally clogged and people would use the Gondola. As soon as the canyon clears a little, people will keep driving. A Gondola may succeed in getting more people up the canyon, but not succeed in reducing the congestion problem on the road.</p> <p>A Gondola has an enormous price tag and cost to the canyon while providing only a very marginal benefit.</p> | | |
| 26112 | Pugh, Joshua | <p>I think this decision is premature and we should try out some other options first before building the gondola. The costs of the gondola are too high to be the first solution we try. Trying something such as expanding the bus system will not have massive permit affects on the canyon that the gondola will. Also I think it is not smart to put \$550 million dollars in to fix this problem. I am ski bum who skis 50+ days a year, and I only have problems with traffic a couple of those days. Also, on those days there is not room for more people at the resorts. Those days have lift lines that are hours long. The resorts get to full capacity even with hour long traffic lines. Overall, I think it is a better idea try out an option with less of a cost first. If we try those other options and they don't work then maybe the gondola is the right solution, but I don't think it should be our first option.</p> | 32.29R; 32.1.2B; 32.2.2PP; 32.2.9A; 32.20C | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B; A32.20C |
| 38139 | Pugh, Judith | <p>I'm opposed to the gondola. There are better solutions to be considered.</p> | 32.2.9E | |
| 36710 | Pugh, Shayna | <p>I am writing to express my concern over the future of Little Cottonwood Canyon. Having grown up in the mouth of the canyon, I have a strong interest in protecting the area. With recent population growth and interest in skiing, traffic in the canyon is increasing dramatically during the ski season. There have been several occasions on which my family and I were unable to get back to our home without waiting over an hour for traffic to clear up. While it is true that this problem is in urgent need of a solution, I am concerned that several of the recently proposed alternatives will be destructive to the canyon's natural environment.</p> <p>As you are aware, UDOT has proposed the following solutions to reduce ski traffic problems in the canyon: The Enhanced Bus System with roadway widening, the Enhanced Bus System without roadway widening, the Gondola, and the Cog Rail. Each of these alternatives will have significant environmental impacts on Little Cottonwood Canyon. However, the alternative with the least negative impact on the canyon is the Enhanced Bus System without roadway widening. Through the course of this letter, I will present major reasons to approve the Enhanced Bus System Alternative with no roadway widening.</p> <p>One of the primary reasons that I support the Bus Alternative is its relative lack of permanence. The installation of a massive gondola or cog rail is largely irreversible. Widening the road for the bus system will also cause damage to the canyon. The only relatively permanent aspect of the Bus System would be the large parking lots that must be constructed outside the canyon (these parking lots would have to be constructed for the Gondola Alternative as well). When choosing between several potentially destructive solutions, it is best to start with the least permanent solution then adapt to improve as needed. Approving the Bus Alternative will protect the canyon from the permanent installations involved with other alternatives.</p> <p>UDOT recently constructed an Environmental Impact Statement (2020) which covers the effects of each alternative. This statement included several categories of natural environment impacts including floodplains, wetlands, streams, and critical habitat. For each of these categories, the Enhanced Bus System without roadway widening had either the lowest or equal impact. Additionally, the Enhanced Bus System alternatives were the only alternatives consistent with local and USDA Forest Service plans for the area. This study makes it clear that the Enhanced Bus System without roadway widening is the most environmentally-friendly option.</p> <p>Supporters of the other alternatives claim that the bus systems would cause excessive carbon emissions making it less beneficial to the environment. However, according to a review of UDOT's Environmental Impact Statement done by Friend's of Alta, "UTA has received a \$14 million grant to install 20 more electric buses." Using these electric buses would greatly reduce the carbon emissions associated with bus alternatives.</p> <p>Another important consideration is that Little Cottonwood Canyon is home to a watershed. Both the cog rail and the road widening alternatives will require construction that clears a wide section of the canyon. The plans for the gondola include 23 towers in the canyon. The build-up of sedimentation that often results from intensive construction could be harmful to water quality. In a time when Utah's drinking water is decreasing due to less snowmelt, it is risky to start construction</p> | 32.2.9E; 32.2.9A | |

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| | | <p>projects near the Little Cottonwood watershed. The Enhanced Bus System without roadway widening will involve the least amount of construction in the canyon.</p> <p>The best course of action to protect Little Cottonwood Canyon is to start with the Enhanced Bus System Alternative without widening the road. This alternative is the least permanent, least expensive, and most environmentally friendly option. If the Enhanced Bus System Alternative alone is not enough, other methods to improve the efficiency of the system can be implemented. For example, tolling cars with single riders may incentivize carpooling and using buses over cars.</p> <p>As someone who has enjoyed exploring the canyon's natural beauty my whole life, I hope that you will consider approving the Enhanced Bus System Alternative without roadway widening. Thank you for taking the time to read my letter and consider local interests involved with this issue.</p> | | |
| 36844 | Pugh, Shayna | <p>As a local who grew up in the mouth of Little Cottonwood Canyon, I want to express my concerns over the Gondola Solution that has been chosen by UDOT. This solution will cause irreversible damage to the canyon's natural environment, watershed, historically and nationally valued recreation areas. Additionally, it will cost significantly more money than other proposed solutions.</p> <p>Before endorsing the Gondola Solution, UDOT needs to listen to local opinions. The backlash against the gondola has been tremendous. Protests, signage, and speaking events are how the community is using its voice to prevent the destruction of a nationally-valued area. My only hope is that government officials and organizations will hear our voices and protect what we value most.</p> <p>There are many reasons for this intense backlash UDOT is receiving. Local rock climbers are aware that many classic climbs and access to them will be obliterated by gondola construction or road widening. Residents of my neighborhood are aware of the sound pollution heavy construction will bring. Salt Lake Valley residents fear that their water may be contaminated as Little Cottonwood is home to a watershed. Heavy construction can cause pollutants to be introduced into the water. In a time where water is scarce, any unnecessary project that could cause watershed damage should not be considered. The benefit of the Gondola solution only goes to ski resorts. Mountain bikers, rock climbers, backcountry skiers, hikers, and any other recreationist will not receive this benefit, and will instead receive negative impacts. A gondola may not even benefit the resort skiers themselves, as it creates more inconveniences, a longer commute, and traffic will simply be moved to a different road.</p> <p>I'd invite Utah's Legislature and UDOT to consider the following alternatives which do not involve irreversible, expensive, and destructive aspects:</p> <ul style="list-style-type: none"> -Tolling Booth at the base of the canyon -Canyon cap (only a certain amount allowed up and after that users must take the bus) -Enhanced Bus Plan Without Road Widening as proposed by UDOT (invest in electric buses, and provide incentives to ride bus) -increased usage of parking permits -database/app that allows locals, recreationists, and managers to track traffic patterns <p>There are many possibilities when solving the issues of Little Cottonwood Canyon ski traffic. The gondola and the road widening will be irreversible and destructive. Please consider local opinions when finalizing the decision on natural areas we value.</p> | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.2K; 32.2.9A | A32.2.2K |
| 27534 | Pugliese, Mark | <p>I'm having trouble finding the words to describe my disappointment in this decision. The reasoning behind jumping all the way to a \$550 million Gondola needs to happen before any other options have been tried makes zero sense. Limit driving up the canyon, restrict days all vehicles can drive up there, build a parking lot at the base and only allow bus travel up the canyon, etc. There are so many possible options that need to be explored to limit the traffic issue before jumping all the way to building a Gondola. This massive project would be addressing a traffic issue for a small amount of the population on a relatively small number of days when compared to 365 days of data. The Gondola is also just servicing 2 ski resorts, what about rest of the canyon? The rest of the trails, mountains, climbing, backcountry skiing, hiking, sledding, all the activities other than skiing at Alta or Snowbird that the canyon offers? This is so disappointing because it is clear that a massive majority of the people living in SLC and Cottonwood Heights that will actually deal with this change day to day don't want this but also don't matter as much as the big cash cow ski resorts that will be the only ones who benefit from this, big resort money talks louder than an angry and disappointed population of tax payers I guess.</p> | 32.2.9E; 32.2.2K; 32.1.2B; 32.1.2D | A32.2.2K; A32.1.2B |
| 25438 | Pugmire, Joshua | <p>There is no need for a gondola, or to widen the road. Incentivize carpooling. Most cars that are heading to the resorts contain 1 person. If all those cars had at least two people that would decrease the car traveling by 1/3 to 1/2. That solves the town of Alta's and the ski resorts parking problem and traffic would run much faster. Plus this is a problem that happens maybe 20-40 times a season. The rest of the time the road is fine. A gondola is idiotic and unnecessary. It will not only ruin the land scape but beautiful canyon that is already far too developed.</p> | 32.2.2Y; 32.2.9R; 32.1.2B; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |
| 28048 | Pugsley, Stan | <p>I am so excited about the gondola. I think of it like the Eifel Tower of Salt Lake City - there will be doubters at first, but we will grow to love it. It is clean, quiet and scenic. I think it will make the canyon a world class destination.</p> | 32.2.9D | |
| 37909 | Pulli, John | <p>Locals do not want this! A complete obstruction to the grand views of the cottonwoods! Only benefitting Snowbird as a corporation and not to the common public land user. I encourage our local legislation to find other solutions!</p> | 32.2.9E; 32.1.2D | |
| 33375 | Pulsipher, Abby | <p>I am a resident of Millcreek, Utah voter, environmental enthusiast, and I strongly oppose the LLC Gondola project. I relocated to SLC with my family 8 years ago due to its local access to beautifully pristine outdoor spaces in the Wasatch. We have been rock climbing, hiking, and skiing in LCC since our arrival. Over these past</p> | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.4A; | A32.1.2B; A32.2.9N; A32.1.3A |

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| | | years, we have experienced the increasing effects of climate change and rapid expansion and how it impacts our water sources, air quality, wildlife habitats, and open outdoor spaces. The gondola project will only worsen these challenges we face. I SUPPORT keeping recreational opportunities open and maintaining existing visual experiences, and NOT the gondola project. I also SUPPORT alternate options such as increased bus services and tolling as alternative solutions to the gondola project. | 32.2.9A; 32.2.9E; 32.2.9N; 32.4B; 32.10A; 32.13A | |
| 31898 | Purcell, Bradley | Well, I'll just say this. With clear and overwhelming opposition from the community against the Gondola, it strikes me as pointless to comment any further. UDOT clearly has decided to pursue a solution supported by the self-interests of the operators of Alta and Snowbird and all but ignored the environmental impact concerns from the broader community. I own a home at the [REDACTED]. A Gondola will do little to solve congestion, will destroy the extraordinary canyon sight lines and will cost tax payers probably closer to \$800 million when all said and done. Makes no sense. I think you owe it to the public to explain how you settled on Alternative B in the face of such massive opposition. | 32.2.9E; 32.2.7F; 23.2.7A; 32.2.9N; 32.2.4A | A32.2.7F; A32.2.7C; A32.2.9N |
| 30502 | Purdue, Jack | I work in the infrastructure industry as a civil engineer and this plan is horrible. Please don't ruin this beautiful place | 32.2.9E | |
| 26096 | Purdy, Austin | The gondola plan proposed by UDOT is a horrible "solution" that only benefits a small percentage of the user groups of LCC while ruining the environment and scenery for all the others. It seems that no serious consideration was given to the public's preferred alternatives of increased funding for public bus systems in the canyon and only the voices of the rich few who benefit from this were listened to. Please do not go through with this and make a decision that will actually benefit everyday Utahns | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9N | A32.1.2B; A32.2.9N |
| 30321 | Purdy, Christian | The gondola plan does not serve the needs of Utahns. Rather, it serves the needs of the ski resorts and tourists. Why not come up with a solution that benefits the local population as well as the resorts? | 32.2.9E; 32.2.2PP | |
| 35286 | Pustea, Florin | To whom it may concern: While there is a campaign against building a gondola, I would like to share my support of it. For us, the main reasons are limited parking availability at resorts, traffic, low bus frequency - which also add to traffic themselves, and the opportunity for picturesque views along the way. Many overseas resorts use them effectively and are a year-round point of interest themselves. With best regards, Florin | 32.2.9D | |
| 26825 | Puthy, Edith | [REDACTED] the gondola | 32.2.9E | |
| 34250 | PUTMAN, ANNIE | Although I am happy to see the initial focus on improved bussing, and the plan for adding snow sheds to the road, I am disappointed to see that udot is still planning to implement the gondola as it's ultimate transit solution. As was evidenced by the prior EIS, the gondola is wildly unpopular with the majority of canyon users. People see this project as udot being in the pockets of the resorts and not acting in the best interest of the canyon or it's users. The gondola will be extremely expensive, an eyesore, destructive, and only offset a small proportion of canyon traffic. Enhanced bussing, snow sheds, and incentives to carpool are all much better options, and will negate the need for this ill advised, unpopular gondola project. Say no to the gondola!! | 32.1.2B; 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9K; 32.2.9N; 32.7C | A32.1.2B; A32.2.9N |
| 35136 | Putnam, Jeremy | I think it's clear that the overwhelming opinion is to not have a gondola in little cottonwood. Why should the DOT be responsible for two commercial resorts? Hold Alta and Snowbird accountable and provide electric busses as public transport and close the canyons to cars on snow days. Adding a gondola to the canyon would not only disrupt the nature there, but would set a precedent to trample on protected land. Just this once please do not let greed get in the way. We are so lucky to have a beautiful area like little cottonwood and we should keep it this way. If you want to spend money, put it into the salt lake and prevent a natural disaster. | 32.2.9E | |
| 35138 | Putnam, Jeremy | I think it's clear that the overwhelming opinion is to not have a gondola in little cottonwood. Why should the DOT be responsible for two commercial resorts? Hold Alta and Snowbird accountable and provide electric busses as public transport and close the canyons to cars on snow days. Adding a gondola to the canyon would not only disrupt the nature there, but would set a precedent to trample on protected land. Just this once please do not let greed get in the way. We are so lucky to have a beautiful area like little cottonwood and we should keep it this way. If you want to spend money, put it into the salt lake and prevent a natural disaster. | 32.2.7A; 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 25475 | Pyle, Jodi | 80% of Utahans expressed that they DON'T want the gondola. Better bus services would be a much better alternative and actually works! | 32.2.9A; 32.2.9E | |
| 29799 | Pyle, Matthew | The best possible solution would be to put a trax line that runs from university of utah stadium that runs up foothill drive and down the belt way all the way to the canyons. Then have busses or a gondola that goes up the canyon that people can access at the base of canyons. | 32.2.2I | A32.2.2I |
| 31065 | Pyne, Erin | No gondola! | 32.2.9E | |
| 30095 | Qian, Hansen | I greatly support the preferred Gondola option, as it alleviates traffic in the valley with minimal environmental footprint while presenting an option that visitors will actually use. Please don't listen to the other NIMBY commenters who don't want to see any change--promoting growth is good if Utah's ski and outdoors industry is to remain world class. | 32.2.9D | |
| 26702 | Qin, Xiaodong | I have read the proposed Gondola B. I cannot believe such an expensive and disastrous proposal got selected. Note that to protect our environment, the solution is not to build 2500 parking spaces and transport tons of people into the canyon throughout the year. The traffic into the canyon must be and can be controlled by much less expensive ways such as tolling, parking fees, canyon passes, etc. Bringing more people into the ski businesses is completely against the intention of protecting our fragile environment. It is so wrong to use public funding to boost private businesses. Gondola B is beyond ridiculous. Please abort it by all means. | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |

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| 37051 | Quarles, Benjamin | It's ridiculous that Utah taxpayers would foot the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses? | 32.2.7A; 32.1.2D | |
| 38589 | Query, Q | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 36940 | Quesnell, Madisen | <p>It was truly terrible to hear that despite the overwhelming concern of the public, Udot still intends to move forward with the gondola. I am relieved the plan is a for a phased approach which includes enhanced bussing, which seems like the most practical, effective, and environmentally protective option.</p> <ul style="list-style-type: none"> - Instead of committing to the gondola at this time, I encourage udot to proceed with the enhanced bussing plan as an end point. If a reasonable time after implementation this solution hasn't reduced traffic for those 11 key winter days, then perhaps additional considerations could be made. At a minimum, I request udot to thoroughly review the efficacy of the bussing solution during gondola rollout, and cancel gondola plans if the bus is found to be effective. - This plan is fiscally irresponsible. The idea of spending such an absurd amount of money to benefit 2 private business is unacceptable. - Dispersed recreation is an incredibly lucrative market for SLC and Utah broadly. I, personally, moved here for the access to peace and solitude in the nearby mountains, and frankly, the gondola would ruin that. Those of us who visit, work, and play in little cottonwood canyon will be negatively impacted by the gondola. While the money brought to the canyon is challenging to quantify compared to resort revenue, it is essential to our local economy. - Access to many classic bouldering areas will be limited for a prolonged period of time during construction, and some may be ruined all together. - The building of the gondola will come with the destruction and/or removal of irreplaceable and historic word-class climbing and views. Suggesting a boulder could be "relocated" is showing a fundamental lack of understand for this sport. - Climbing is becoming an increasingly important sport to the SLC area. The US training center is here. Two of Olympic climbers are based here. Many of the best climbing gyms in the US (maybe the world!) are here. Many climbing brands, including Black Diamond, are here. Climbing is growing like no other sport, and virtually no cities have access to climbing like Salt Lake does. SLC should embrace the climbing access it has, which has a much lower barrier to entry then resort skiing and is not reliant on weather conditions that are becoming more and more rare. - The gondola is not an equitable solution and will perpetuate environmental marginalization and injustice in the Wasatch Front | 32.2.9E; 32.29R; 32.1.2D | A32.29R; A32.1.2H; A32.2.6S |
| 36929 | Quevedo, Francis | This is gonna hurt our beautiful canyon. Wildlife is gonna be impacted and it seems like the ones pushing for this gondola just care about the money they intent to profit. What's gonna be next? More hotels or luxury apartments at the resorts? Little cottonwood canyon is beautiful in landscape and history. Please no Gondola. Do not destroy our canyon | 32.2.9E | |
| 25450 | Quick, Alec | I am opposed to this decision. I do not want my tax money to fund this decision. I believe that this decision goes against the wants of the public. I believe that this has been chosen due to lobbying. Horrendous! | 32.2.9E; 32.2.7A; 32.2.9N; 32.2.2PP | A32.2.9N |
| 26397 | Quick, Bryton | I think a better cheaper solution to the traffic problem is to add more busses during ski season. On powder days you typically get stuck standing in the bus, completely packed in, trying to balance and hold your gear at the same time. If we add more busses then that would allow people to actually sit down to ride the bus and people will feel less pressured to cram into a bus because they know the next bus is only a min or two away. Also these tax dollars could be going to fund public education and helping students get free meals if their parents cannot affors a meal plan. Lastly I don't want to look at gondola towers while in LCC | 32.2.9A; 32.2.9E | |
| 33726 | Quick, Miles | <p>First off I would like to say thank you for continuing to hear the public's opinion on this topic and keeping the comment period open. I would like to think that UDOT will decide what's best based on what the people of Utah want for their canyons and not necessarily individual investors or the businesses that this decision affects.</p> <p>With that said, I think it's pretty clear what the majority of Utah citizens think and that is to implement another solution besides a gondola up our canyon. Personally there's a few reasons why I think it's a bad idea and why there are better solutions. Firstly, I think there's a big conflict of interest here between the decision being made and the businesses being affected. Just the fact that Snowbird bought land where the gondola's base would be is a clear indicator... On top of this, it's a huge project that is boosting their business while citizens take the hit to fund it. Now with that said, other options would in fact still be funded publicly but other solutions like a more advanced bus system would benefit the greater public as it's not just a two destination ride (what about trail heads? what about getting to the gondola base?), the solution feels very close minded that diverts from the actual problem we face. On top of this, there seems to be a lot of information being thrown around about how this gondola would be unaffected by weather conditions that SR-210 is. Who is doing this analysis? Has anyone making this claim ever been at Snowbird or other resorts during snow storms? The tram and gondolas at other resorts are barely open because of wind hold or ice being built up on the cables when a winter storm rolls through. I can already picture the nightmare of the gondola being closed and then hungry powder hounds during the winter trying to travel up the canyon themselves because of it. Additionally, how is it not affected by avalanche slide paths? I really hope people are not going to be riding on a gondola up a canyon in one of the most avalanche prone canyons in the world when danger is high (which is quite frequent in LCC). I don't think the gondola solution really tackles that issue like people claim it does. With all of that being said, the gondola seems like it would be useless in the summer as well. With a bus system you could at least increase traffic during the busy season and decrease it to save money (and the environment) during the slower season. Not to say that it is not busy during the summer, but who just rides to the resort during the summer months? The summer recreation in that canyon takes place everywhere BUT the resorts (climbing, hiking, etc.). It doesn't make sense from a logistical standpoint.</p> <p>I believe a more robust bus system would be ideal for our current infrastructure (obviously some advancements would need to be put into place), but I also am not a firm believer that a more robust bus system would be the ultimate solution either. I think that the bus solution could be a more viable option if it wasn't so frowned upon by gondola supporters. My biggest opinion on the matter is that these solutions seemed to be not planned out very well to throw bias towards a gondola option</p> | 32.1.2B; 32.2.6.3F; 32.2.6.5F; 32.2.6.5K; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.29R | A32.1.2B; A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |

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| | | as a solution when in fact it seems to be filler for what we want the solution to our problems be. All I'm asking is that you do not continue with these plans without at least getting a public vote and not the opinions of the businesses and organizations affected by it. | | |
| 38048 | Quigley, Catie | The gondola is a terrible solution to the traffic that plagues LCC. Little Cottonwood serves so many purposes besides Alta and Snowbird, the two stops that the gondola would make. Climbers, backcountry skiers, mountain bikers, hikers, and tourists use this canyon throughout the year, far outside of the few days a year that ski season clogs up the canyon. The gondola will serve none of them and will prevent many of these activities from taking place during construction (which could end up taking years). This would significantly harm the recreational value of LCC, along with spending a massive amount of taxpayer money on a solution that isn't supported by 80% of the voters. It will be an eyesore and will mainly profit resorts and Gondola Works. This is not a solution, so let's focus on some real ones... better bus systems (if the road gets closed, we can always go build a jump somewhere), tolls (just for Alta and Snowbird, as suggested on your website), or a plethora of other possible solutions that benefit the environment as well as the users of the canyons. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A | |
| 33269 | Quigley, Ian | This thing stinks, it's expensive, it's subsidizing the resort owners and it destroys historic bouldering areas and makes it harder for backcountry users to get to their destinations. I'd much rather have a) a parking structure at the BCC quarry and then b) police at the canyon entrances denying cars without 4WD and *also* cars with fewer than 3 passengers on storm days/weekends. Also c) why are there fewer buses this year? Cmon. | 32.2.9A; 32.2.2M | |
| 32951 | Quilter, Kelcie | Let's find a cheaper, more efficient, and less environmentally impactful solution to the traffic up little cottonwood canyon. The gondola is not the best solution. Thank you | 32.2.9E | |
| 30108 | Quilter, Maddie | I am 100% against the gondola. It will create a trafficked mess in the people of Sandy's backyard. The parking lot on wasatch Blvd will create a horrible mess for anyone who lives in the area, including myself. Expand what's already working. Don't ruin the beauty of our canyon by adding an expensive gondola. Private companies are trying to make a buck instead of protecting community members and our canyons. | 32.1.2B; 32.2.9E; 32.7C | A32.1.2B |
| 36275 | Quilter, Tiffany | The Gondola is the best idea. Buses won't do anything. An immediate toll needs to be enacted as well. The canyon(s) is(are) being lived to death and I no longer enjoy visiting them. The gondola will be a year round novel attraction to view the canyon without being stuck in traffic, nor subject to avalanche/road clearing holds. | 32.2.9D; 32.2.2Y | |
| 29801 | Quinlan, Gretchen | As SLC resident and a climber and snowboarder I'm in LCC frequently. I've also traveled to France, Switzerland, and Italy and taken some of their most iconic gondolas. They do not build them over traffic in their canyons, that is how they use gondolas. They build them where it would be difficult or impossible to build a road. Before destroying irreplaceable and historic world-class climbing resources please get more creative with this. Why not just discontinue the road and build a train that will move 3x the amount of people? Or a funicular railway? Thanks for listening! - Gretchen | 32.1.2B; 32.2.2I; 32.2.2PP; 32.2.9E; 32.4B | A32.1.2B; A32.2.2I |
| 32055 | Quinlivan, Christopher | I support. | 32.2.9D | |
| 29927 | Quinn, Alexa | In favor of option B. NO GONDOLA | 32.2.9E | |
| 31335 | Quinn, Amanda | INSTEAD of the gondola, which doesn't solve the problem - the problem being "there are not enough parking spots at the park and ride in order to take the bus" - build more parking areas so people actually take the bus. Second idea - ban all non canyon resident traffic for staggered chunks of time. | 32.2.9E; 32.2.9A; 32.2.2K | A32.2.2K |
| 27824 | Quinn, Amanda | It's not your sky to ruin. It won't solve the problem. It's literally a bus in the sky. Please create more park and ride parking, additionally bus routes that not only serve the resorts, but the trails and climbing areas. NO ONE HERE WANTS THE GONDOLA. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 26521 | Quinn, Colin | This is an absolutely disappointing decision. This gondola is not wanted by many locals and does not fulfill the goals of the project. The gondola only benefits the two resorts at the top of the canyon. I can't believe that anyone could think this is a good idea. | 32.1.2B; 32.2.9E | A32.1.2B |
| 35641 | Quinney, David | Bring on the gondola! All of the other options presented are a band-aid for our problems at best and will not be any cheaper in the long run. We have world class natural resources in our backyard, and the interstate/international traffic to this canyon is only going to keep growing. We should invest now in proven methods to handle the crowds and do it right on the first try. | 32.2.9D | |
| 33028 | Quinney, Shari | I am not thrilled about the gondola idea but it has worked in Europe for years. There has also been talk of linking Little Cottonwood Canyon with areas in Park City for years. It would be easy for patrons to get on the gondola, take a lift over to the other side of the mountain, ski, and ride back up to the gondola and get to their cars. The biggest problem I see is PARKING! | 32.2.9D; 32.1.5B | |
| 32463 | quintero, sara | I'd prefer to not even have the Gondola as an option right now. I'd like to try the tolls, restrictions, enhanced bus routes first, for at least a few years, before re-considering the Gondola. The Gondola is too extreme without fully vetting the other alternatives first. This completely changes the landscape of our home. I realize we have to embrace the change that is inevitable for our state; we need to be willing to find ways to do so. But the Gondola only serves winter users, benefits the resorts first, and too greatly harms our landscape and views. There should be higher usage rates for tourists, btw. | 32.2.9A; 32.2.9R; 32.2.2K; 32.2.4A | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K |
| 36925 | Quire, Kevin | Please do NOT allow the gondola. There are other options that should be explored and implemented first such as reservation systems for both resorts that will control the amount of traffic. Tolls etc. Widening the road and the gondola are not the only two options and can never be undone. Do not let our generation be the one who permanently scared this beautiful canyon. | 32.2.9E; 32.2.2K; 32.2.4A | A32.2.2K |
| 37469 | Quist, Adam | I like the gondola. It adds to our community and gets people up the canyon even when roads are closed due to avalanches. | 32.2.9D | |
| 36539 | Quist, Alisa | BUILD THE GONDOLA!! It is a progressive, low impact project that would benefit the canyon and all visitors, all year. Road construction is unsustainable. | 32.2.9D | |
| 37497 | Quist, Scott | It only stops at two places. Much slower than driving therefore I would never use it. I am an avid skier. It would destroy the natural beauty of our canyon. | 32.2.6.5G; 32.2.9E | |

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| 28185 | R George, Christopher | I applaud your well considered determination on resolving high traffic loads in Little Cottonwood Canyon. I fully support the Gondola option. Thank you. | 32.2.9D | |
| 32583 | R Lomx, Thomas | I feel that a gondola is very efficient to move skiers from the bottom of a run to the mountain. However, as a non-skier, I want to drive up my canyon and enjoy the ability to stop and enjoy the canyon at anyone of the numerous legal pullouts not just at predesigned places. I am not in favorofthe gondola. Thank you. | 32.2.9E | |
| 33949 | R, Josi | I wish that UDOT would listen to public comment and consider environments impact over listening to money of big resorts. There are many others options that a gondola that impacts the environment, the views, the animals living in the canyon and so much more! | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 33151 | R, Sam | The gondola is a terrible idea, that literally only caters so a small percentage of people. This is will ruin the views of the canyon and NOT fix the traffic issue. There are so many options to explore that are considerably cheaper that won't completely destroy the lands Utah locals love to recreate in. This plan does not take climbers, hikers and mountain bikers into consideration which is baffling. I say NO to the gondola, and will never recreate this if you make the poor choice to build this ugly thing. This screams "money maker" and not a care in the world for the locals who live and recreate here. DO BETTER AND DO NOT BUILD THIS GARBAGE IDEA. | 32.2.9E; 32.1.2D | |
| 29739 | R. Johnson, Marilyn | <p>Once again it seems that money talks and the voice of the people doesn't matter. I thought that when the majority of people pooled on an issue were against the gondola concept since it would have a major impact on the aesthetics of the canyon let alone the wildlife living there. Utah is an outdoor sports state for hiking,biking, water sports, skiing, boarding, fishing, climbing, etc. A pristine canyon setting is what we currently enjoy for all of SLC's canyons. The majesty of our granite peaked mountains and easy access to the canyons is inviting to everyone, whether residents or visitors. The beauty would be obliterated, cluttered with aerial lines, support poles jutting out of the mountainsides or on the roadsides, obscuring the canyon's natural beauty.</p> <p>Mountain climbing is of growing importance in LCC. Don't those of us who like to hike, mountain bike, drive into the canyon have a say? Are we expected to stand by as our mountains are [REDACTED] because of greedy ski resort owners and the UTA? What happens when there are mechanical problems with gondola operations in high winds? What about stabilizing support poles and lines that would mar the landscape? What about routine operational costs to maintain and repair the lines/gondola cars? Road blockages would occur for repairs to take place impacting those of us who use the mountains throughout the year. The financial impact to the residents of SL County would result in increased taxes to support UTA, all for the sake of profits for the ski resorts.</p> <p>This gondola plan would ruin the canyon forever. Collusion among greedy ski resort owners and the UTA will probably win. WHY ARE THEY DOING THIS? For greed, plain and simple. Let's not ruin what we have for the sake of a few bucks.</p> | 32.2.9N; 32.2.9E; 32.2.6.5K; 32.2.7E; 32.1.2B | A32.2.9N; A32.2.7E; A32.1.2B |
| 30838 | R. Jones, Kenneth | I believe the gondola is the best path forward as expanding the roads or adding more buses would only be a short term fix. | 32.2.9D | |
| 33971 | R. Penelope L. Smith, David | <p>Regarding UDOT's Final EIS for Little Cottonwood Canyon and the selection of the Gondola B as the preferred alternative, we have the following comments. First, UDOT is to be commended for:</p> <p>"Recognizing that safety, mobility and reliability are issues on S.R. 210 today, and that it may take years to secure federal, state and/or private funding for full implementation of Gondola B, UDOT is proposing a phased implementation plan starting with components of the Enhanced Bus Service."</p> <p>While this realization and the phased implementation are clearly steps in the right direction, UDOT has still not taken any action with respect to what should have been the starting point for any planning effort for an improved transportation system for Little Cottonwood Canyon (and as UDOT now admits, a transportation system for Big Cottonwood) as changes to Little Cottonwood will inevitably impact Big Cottonwood Canyon. UDOT needs to start with a comprehensive visitor capacity and management plan. Any responsible plan needs to define what the environmentally sustainable carrying capacity of the canyon(s) is and how any proposed actions will impact this capacity. This should be the baseline starting point for the planning process. That we are now over four years into the EIS and UDOT still has no meaningful idea of what the carrying capacity is makes any of their proposals suspect!</p> <p>UDOT phase-in plan states:</p> <p>"The proposed phasing would include increased and improved bus service as described in the Enhanced Bus Service Alternative (with no canyon roadway widening), tolling or restrictions on single occupancy vehicles, and the construction of mobility hubs. UDOT would also proceed with widening and other improvements to Wasatch Boulevard, constructing snow sheds, and implementing trailhead and roadside parking improvements, as funding allows."</p> <p>UDOT fails to include two additional things which can be done immediately and at minimal cost. These are active enforcement of the traction law to insure that private vehicles have adequate snow tires and the reduced private vehicle traffic that is already occurring due to Alta's requirement for weekend parking reservations and Snowbird's charging for parking.</p> <p>UDOT's recent adoption of this phased approach is not only realistic, but also gives UDOT the option of modifying the \$550 million gondola (it is worth keeping in mind that the new prison which had an initial budget of \$1.8 million had an actual cost of over \$4 million), if they find that the above identified incremental changes result in significant traffic reductions. Perhaps UDOT's traffic reduction goals could be accomplished without the monumental expense and major view-shed impacts of some 20 towers each 200 ft. tall!</p> <p>It is worth noting that UDOT has no meaningful data regarding the fare for the gondola. In Chapter 32.2.4 of the final EIS, they state that "the cost of transit [gondola] will be determined after an alternative is selected and more detailed information is available, and adjustments might be made based on experience and otherwise as appropriate." How UDOT can make realistic forecasts on the potential ridership of the gondola without any idea of how much it would cost to ride is baffling at the very least.</p> <p>UDOT does provide a clue to their pricing philosophy however: "the cost of transit fare [gondola] would be substantially below the cost of the toll to encourage the shift from personal vehicles to transit."</p> <p>Apparently this statement was not revised after UDOT decided to adopt the phased-in approach. We now are informed that "tolling" will be part of phase one, yet</p> | 32.1.2B; 32.1.1A; 32.2.2K; 32.2.4A; 32.2.2M; 32.2.6.5G; 32.2.6.5N; 332.6A; 2.20B; 32.29R | A32.1.2B; A32.1.1A; A32.2.2K; A32.29R; A32.1.2H; A32.2.6S |

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| | | UDOT will only be able to set the toll once they know the fare for the gondola? This is at best a circular argument and indicates that the gondola fare will only be attractive if they set it "substantially below the toll for private vehicles". So rather than set the vehicle toll based on the cost of maintaining the road and parking lots, UDOT will set the toll to make the gondola fare attractive. So much for the claim that the gondola will be a scenic attraction in its own right! When one realizes that riding the gondola will take 55 min. as compared to 38 min. in a private vehicle (44.7% longer), it will clearly have to be less expensive than the toll for driving to get skiers to use it. The gondola (as proposed by UDOT): 1. Will only run during the ski season 2. Will only stop at Snowbird and Alta (and only have one stop at each ski area) 3. Will benefit only two private businesses and their customers 4. Will cost at least \$550 million 5. Will adversely impact the view-shed for all canyon users 6. Is opposed by 80% of Utahans (according to a Deseret News poll) | | |
| 35249 | Raber, Sam | I do not support the construction of the gondola with or without tax payer funds. Instead, I would prefer resort specific bus routes to make park and riding more feasible while decreasing individual passenger vehicles in the canyon. Thank you. | 32.2.9A | |
| 34473 | Rabiger, David | I am a near lifetime 50+ years skier, both resort and back country skier. The fresh deep powder days were delightful but were mostly good fortune. A half billion+ dollars is a high price for taxpayers to pay for a small percent of the general population that only serves access to Alta and Snowbird. The trams would also be a permanent visual blemish to the canyon view. Traffic congestion could be controlled simply by controlling parking space at Alta and Snowbird. | 32.1.2B; 32.2.2QQ; 32.2.2K | A32.1.2B; A32.2.2K |
| 32263 | RABIGER, Rebecca | We don't want a gondola! This is not the right solution! | 32.2.9E | |
| 26061 | Rabiger, Stacey | I adamantly oppose the decision to go forward with the Gondola. This will negatively impact the watershed and restrict access to public lands for non-ski resort patrons. Not to mention a total eye sore to our gorgeous canyon. We have better options and this is not an economical efficient way I'd like to see our tax dollars go to. | 32.2.2PP; 32.2.9E; 32.4B | |
| 32531 | Rabiger, Stacey | No to the gondola!! | 32.2.9E | |
| 26327 | Race, Mykin | No gondola!!! Listen to the public! We do NOT want it!!! | 32.2.9E | |
| 28426 | Rackers, Stephen | Hi and thank you for this comment opportunity. I am in favor of a gondola as opposed to adding a bus lane to an already narrow road. But why are these the only options. I would love someone yo explain to me why the following option isn't the most sensible and cheapest. Do not let day trippers drive their own vehicle up the mountain on a ski day, period. Have them park at the bottom of the canyon and be required to ride buses that run back and forth from the parking lots to the resorts. People who are staying overnight at a resort, live along the canyon road, operate a commercial enterprise are the only ones who get to drive there own vehicle. This is similar to the way it works at Zion National Park. I'm not sure any personal vehicles are allowed up the canyon road. This would greatly reduce the traffic on the canyon road and could be easily be inforced with car stickers and hang tags. Please tell me why this is not a better solution. Sure it may need some tweaks, but it's got to be a lot cheaper than the two options that were being considered. Thanks again for the opportunity to comment. | 32.2.9D; 32.2.4A; 32.2.2B; 32.2.2K; 32.2.2PP | A32.2.2K |
| 34763 | Radford, April | I'd like to inquire as to how exactly this infrastructure will help folks access other valuable and popular areas in the canyon (i.e. climbing, hiking, etc. sites that are not at ski resorts). I am also curious as to how this infrastructure could be implemented equitably when it will charge a hefty fee from anyone who chooses to utilize it. | 32.1.2B; 32.2.4A | A32.1.2B |
| 37715 | Radigan-Hoffman, Jacqueline | The gondola solution is not a solution for all canyon users. It benefits two major ski resorts who have lobbied strongly for it as it will increase their own capacity and profits. This solution does not serve other canyon users who climb, hike and backcountry ski in LCC. It does not help address similar problems in BCC. Public funds should not be used to create a direct line to Snowbird and Alta to the exclusion of all other recreation in the canyons. Investing in a fleet of electric busses that arrive on a regular schedule in conjunction with tolling personal vehicles that go up the canyons would be a better solution. A world class bus service that is dependable and frequent is an infinitely more inclusive and financially responsible solution (and would also be a boon for tourism and the ski resorts!). With all the challenges ahead of us - climate crisis, the drying up of the Great Salt Lake - we must invest in conservation rather than tourism and corporate profits. If we don't preserve the environment there will be no lake effect snow, clean air, or recreation for locals or tourists alike. I stand with the majority of Utahns in urging you to reconsider plans for a gondola in LCC and to instead consider the obvious solution of increased and improved bus service. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 37636 | Radigan-Hoffman, Nancy | The gondola is a bad deal for Utah. Its excessive cost and the impact on canyon users besides resort skiers are reasons to look for alternative solutions to canyon traffic. Increased bus service combined with tolls on private vehicles are such an obvious solution that it strains credulity that UDOT prefers a project that will cost the better part of a billion dollars and that will only serve resort skiers in a canyon that is full of climbers, hikers, and backcountry skiers/snowboarders. Bus routes could be easily modified to serve popular trailheads during warm months -- and warm months are starting to outnumber cold months due to climate change. More buses and more drivers could also allow UDOT to address the traffic in Big Cottonwood Canyon. Buses would not even be appreciably slower than the gondola, especially since the gondola solution itself envisions an unnecessarily complicated series of shuttles. The fact that UDOT announced that it will be cutting ski bus service by half for the upcoming ski season speaks to UDOT's bad faith in this entire process: if reducing canyon traffic was truly the priority, then all efforts would be made to make driving for UTA an attractive job with good pay and benefits. Instead, it is clear that UDOT's priority is to maximize developer profits, not to mention the profits of Snowbird and Alta, both of which are for-profit businesses operating on public | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A; 32.2.2E | |

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| | | <p>land.</p> <p>I am for a public solution that works as well as possible for as many canyon users as possible. That solution is increased bus service, with no more additional construction than strictly necessary. I believe we must be responsible and careful stewards of the land, and it is folly to destroy so much of what makes Little Cottonwood Canyon a special place. Gondola piers or a widened road will destroy the world-class bouldering in the canyon. Popular trails and areas may be restricted underneath the gondola's path. The earth does not exist for the cleverest and best-connected among us to profit from. There are values that are more important than profits, and I believe that it is entirely feasible to improve public access to the beauty of Little Cottonwood Canyon without the invasive boondoggle of the gondola. Buses might not be glamorous, but what's the need for such an expensive, visually impactful, and destructive "solution" when we have an easy answer at our fingertips?</p> <p>I, like 80 percent of Utahns, strongly oppose the gondola. We have serious environmental problems staring us in the face: the Great Salt Lake is drying up, and if we allow that to happen, our state's economy is sunk. Tourists aren't going to flock to a toxic dustbowl for the dusty, crusty "greatest snow on Earth." Why would UDOT obtain hundreds of millions of dollars in public funding to enrich a private few when we so obviously need to allocate that money toward conservation?</p> | | |
| 30403 | Radin, Greg | I am opposed to the plan to build the gondola in LCC. It will cause irreparable harm to the natural character of the canyon. It will not solve traffic problems in the canyon. Please explore less destructive options. | 32.2.9E; 32.2.2PP | |
| 34244 | Radl, Aaron | <p>Just in case my lastvcomments aren't reflected on this session, I am imputing the same thing. Why must we give any preference to Alta and the town of Alta when they boycott snowboarding tax payers ? I am against the Gondola . It's for the elite 1% who only want a ski resort for themselves (skiers) totally lame. No one is using the canyons in the summer like they do in the winter, simply more buses, add a toll or season pass for driving in the canyon, all the rich skiers can afford it. The rich complainers wont even use the Gondola, seriously a waste of our tax payers money , my taxes should be for , inclusivity, for all to benefit not just "some" I'm against the Gondola and Alta for not allowing snowboarding yet forcing snowboarders to foot that bill?</p> <p>I own a business along UDOT and UTA routes and roadways and when it snows it's awful for my customers, can I have a gondola installed? Seriously where does the needless spending stop? 500b and that's if it's on time and on. Budget and these things never are . Just look at the state prison, over time and over budget, typical of corruption.</p> <p>I'm not a Robot.</p> | 32.2.2Y; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N | A32.2.9N |
| 33395 | Radl, Jennifer | I'm a Sandy City resident. I vote No on the gondola. I'm a snowboarder who can't even enjoy riding at Alta. Why should we foot the bill for this when not everyone can ride? | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 36654 | Radzinski, Kevin | Why I like the Gondola - most traffic issues seem to happen when it is snowing and rental cars that are not equipped for canyon driving a sliding down the road. Gondola takes the steering wheel out of peoples hands - fewer mistakes and accidents instead of increasing the changes with more lanes for more cars. | 32.2.9D | |
| 31091 | Rae Garrett, Anna | i am totally against the gondola proposal. I have lived is Sandy since 1979 and we don't need it. It will ruin the open space we now have have. It will also create a cost that will be passed on to the next generation. My grand kids will never know the Sandy that their parents had the opportunity to grow up in. | 32.2.9E | |
| 38381 | Rae Stephens, Sydney | <p>Dear UDOT,</p> <p>My name is Sydney Stephens, I was raised in Cottonwood Heights in Sandy, as were all of my ancestors dating back to the initial European-descended establishment of the Salt Lake valley by pioneers in the 1800s. My family is deeply connected to Utah and the Wasatch mountains as such. Little Cottonwood is where I learned to ski and rock climb, its where I went on some of my first dates with my husband, where I first began observing wildlife as a child which would lead to my career as a biologist, and where I shared many more personal and profound moments. I have hiked virtually every trail, climbed virtually every established climb, been involved in wildlife surveys throughout the canyon, and used both Alta and Snowbird on multiple occasions. I can say confidently that I have had a well-rounded experience of the canyon both physically through different seasons, sports and location, mentally through different socioeconomic statuses, and intellectually through a wider objective and historical view as a biologist.</p> <p>In regards to the detriment caused by a gondola, as a wildlife biologist I am concerned with the EIS's ecosystem section and believe it inadequately assesses the risk to wildlife- which has subsequent impacts on the wellbeing and relationships of humans to their environment. For example, as you saw from the Metropolitan Water District and Public Utility Comments, the affect on water quality is not likely negligible. Small changes in pH and sediment deposit have drastic and deadly affects on wildlife, aquatic and terrestrial. Cleansing this water for public (human) use will have added costs: how has UDOT anticipated/budgeted for these costs?</p> <p>Habitat fragmentation by presence of anthropogenic structures (i.e. large towers), noise disturbance from construction and high-decibel machinery (i.e. gears on a gondola which will easily disturb airborne creatures - UDOT's analysis of the peak-to-peak gondola's dB heard from the ground is inadequate in assessing wildlife hearing ranges and proximity to source) are shown in many studies to affect health, reproduction, and survival of many species. These effects can be seen miles from the source and have spill over throughout many canyons. Furthermore, this causes dispersal into bordering urban areas where we see an increase in human-wildlife conflict following disturbance events and habitat fragmentation. Increase in domestic pet predation, garbage/food scavenging, denning/destruction of property, and even attacks on human will ensue. This is strongly correlated with habitat/resource disturbance in multitudes of peer-reviewed studies. When rises in human-conflict increase as a result of habitat alteration, in the U.S. we most often punish the wildlife (removal/euthanasia from management agencies to keep</p> | 32.12A; 32.12K; 32.13A; 32.13C; 32.13G; 32.1.4I; 32.2.4A; 32.2.2M; 32.2.2K; 32.2.7J; 32.5A; 32.2.9N; 32.25B | A32.12A; A32.12K; A32.13A; A32.2.2K; A32.2.9N; A32.25B |

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| | | <p>people comfortable) instead of changing human behaviors/attacking the root of the problem. Subsequently, wildlife populations further decrease. What, if any, plans does UDOT have to rectify changes in wildlife population, particularly those that are sensitive species, locally endangered, threatened, or migratory, throughout the entire Wasatch as a result? What collaborations with NGO expertise and state wildlife agencies are in place for proper management? What monitoring and surveys are in place to ensure awareness in wildlife presence/populations are up-to-date and responses are appropriate and flexible? If adequate management under a gondola is deemed impossible, what actions is UDOT willing to take to change construction plans- and is it even able to do so after a Record of Decision is made?</p> <p>The operations of construction machinery, and manufacturing costs of these structures have significant carbon emissions. The removal of vegetation, and disturbance of soil, releases additional carbon into the atmosphere. Each plant sequesters CO2 from the atmosphere and converts it to oxygen- removing the natural systems that aid in fixing our air quality is a poor choice. Furthermore, the gondola is not carbon-neutral; aside from the steep carbon costs of construction, its operations also add to the environment. Since it does not currently plan to remove cars from the canyon, but to be an added transportation system, this is also added emissions. As a city with some of the worst air quality in the country- this not an insignificant factor. What, if any, climate mitigation/carbon offset strategies has UDOT considered?</p> <p>As stated above, the aim of having people be added to the canyon (aka the resorts) via gondola, in lieu of reducing vehicles their footprint- shows clear prioritization of ski industry profits over environmental stewardship, public desires, fiscal responsibility, and income equality. Should the gondola truly remove vehicles (which many believe are unlikely once people realize the amount of effort and time it takes to ride the gondola instead of driving a personal vehicle), it services only the ski resorts. From 2012-2021 (9 years), ski visitation in Utah grew by 1.5 million while the population grew only 0.12 million. In 2022 alone, ski visitation grew 0.5 million (1/3 of the growth seen over the previous decade) while the population grew by only 0.01 million. The representation that accommodating ski resort access is for the people of the Salt Lake valley and its population growth is a blatant misrepresentation of need. Ski resorts aim to grow their visitation, and thus their profits, and are now restricted by transportation rather than global interest. Using this opportunity to desecrate the canyon for corporate gain is greedy and corrupt; the allowance/cooperation of it by government organizations such as UDOT would be, at minimum, negligent. What are UDOT's methods for projecting SLC population growth over the next 50 years and what that means for canyon use? How has UDOT reconciled ski resort usage with declining snow pack over that time period and what data have they incorporated into that model when assessing need?</p> <p>60% of canyon users do not use the resorts. Lack of desire to ski/snowboard is one reason that should not be forgotten. Income disparity is another prominent reason. Therefor, the majority of canyon users would be either physically (forced gondola) or financially (income restrictions to steep tolling alternatives meant to disincentivize non-gondola use) cut off from the lower 90% of the canyon and various recreational activities therefor: rock climbing, hiking, ice climbing, mountain biking, picnicking, backpacking/camping, etc. The median household (not individual) income in 2021 was \$67k. A single-person season pass to Snowbird for an adult is \$1,550 - this means that at least 2% of a household's entire year profit (before tax, with actual net income giving an even higher %) would have to go to a single member of that household's ski pass for the gondola to have any significance to them. This is assuming they have invested years of money in equipment and lessons already, and budgeted for gondola tickets or fees. Recall that the median is only the middle marker for income, meaning that over half of Utah's would consider their % of their household to be much greater for a single ski pass. This is simply not viable for low-income individuals, families, etc. Consequently, the gondola and the restriction of the canyon subsequently creates socioeconomic discrimination. Public lands (for which the majority of LCC is, or is leased under) are "are owned collectively by U.S. citizens." What, if any, are UDOT's plans to subsidize and make affordable the access to the canyon so as to avoid socioeconomic discrimination? Considering the 'gate keeping' of a gondola & associated tolling at LCC's entrance: what, if any, are UDOT's plans to make the canyon accessible for non-resort users after the essential privatization of public lands?</p> <p>Furthermore, the #1 reason for canyon value/usage in LCC (as found by the extensive survey of LCC conducted at USU) was "to observe scenic beauty." This beauty is irreparably marred by such an intensive and destructive project as a gondola. Recreationists come to see the canyon. It has a rich history in the development of rock climbing world-renown and respected- and is in the works of a historic designation for such. Most climbers climb, especially in the multipitch-rich granite sea of Little Cottonwood, to get to the top and be able to look out at the world around them. Most hikers, canyon-drivers, picnicians, and other outdoor sport participants do so for the same reasons. Little Cottonwood Road is a scenic highway that cannot currently allow even large telephone poles; this designation would obviously be stripped if skyscraper size industrial towers are constructed. There will never again be the Little Cottonwood that exists today, the canyon that gained the love and attention that got us here in the first place.</p> <p>UDOT has failed to prioritize lower-impact solutions. You have stated that a 30% traffic reduction would solve the congestion issues in the canyon. Your EIS states that 36% of vehicles are single-occupancy. Simply banning single-occupancy during peak-use days would more than solve this problem. Considering traction laws, appropriate tolling (that is not used as an exploitive tool to force people to ride a gondola that only services the elite ski industry), or parking reservation systems at the resort are all viable options. Not implementing these simple, non-destructive solutions (NOT as a phased approach that serves as a coercion for a gondola) is negligent.</p> <p>Should UDOT pass a record of decision for a gondola, regardless of private or public (tax) funding, lawsuits will likely ensue from various parties directed at both individual people and organizations involved in seeing the gondola through. Regardless of outcome, litigation is time and cost-intensive to defend. This will have substantial fiscal and temporal costs. How, if at all, has this factor been budgeted for/anticipated in construction timelines and expenditure?</p> <p>Many projects like this that are not as popular as expected end up abandoned, instead of deconstructed due to the costs. The Moab gondola is one of multiple examples just within Utah. How, if at all, has UDOT budgeted/planned to remove structures if the operations of the gondola fail after construction? If failed, does</p> | | |

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| | | <p>UDOT plan to abandon the gondola materials, with their aforementioned detriments despite lack of use, in the wilderness in lieu of paying for its decommissioning?</p> <p>Finally, given that the original senate bill (S.B. 277) charged UDOT with solving transportation issues across the state, with no one issue listed or prioritized, what other issues will UDOT address under this assigned duty? How can we expect budgeting to be distributed across statewide projects versus Little Cottonwood alone?</p> <p>I, along with 80% of Utahns, urge you to remove the gondola from consideration. This is based on sound economic, social, and environmental data and reasoning. It is also based on a personal connection to the canyon for which many of us have. I urge you not to prioritize the agenda of elite developers over the responsibility of stewardship to the land and its local people.</p> <p>Best, Sydney R. Stephens Director of Conservation Ecology IORAA</p> | | |
| 25956 | Rae, Aaron | Please please please do not build the gondola! There are cheaper, less intrusive solutions that use existing infrastructure. The gondola is not the answer!!! | 32.2.9E; 32.2.2PP | |
| 32575 | Rae, Sydney | My name is Sydney. I'm from Cottonwood Heights & my family has been in SLC for several generations (the first European settlers of the area). Little Cottonwood is a sacred space to everyone in Utah. We love to ski, climb, & hike in LCC. From a personal level, I'm disheartened by the view shed. I feel that prioritize the ski industry over the 60% canyon users that don't use the resort is corrupt. As a wildlife biologist I have ample data showing the destruction this kind of construction does to the ecology. Please consider low destruction options before jumping the gun to such severe measures. | 32.2.9E; 32.13A | A32.13A |
| 38590 | Raeisel, Paige | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 32760 | Rafferty, Nathan | Ski Utah is grateful to see UDOT's selection of Gondola B for this decades-long issue. While there's certainly no "silver bullet" to easily rectify LCC traffic issues, Gondola B provides the best solution for reliable, efficient, safe and clean transportation for both visitors and residents. We look forward to working with all interested partners in moving UDOT's preferred alternative forward. Thanks again for all your hard work on this issue. | 32.2.9D | |
| 25323 | Ragins, Robyn | I just like so many other people moved to slc because of the close proximity to nature. Within 20 minutes I can be in LCC hiking, climbing, running, and painting the beautiful nature I'm surrounded by. Building any type of infrastructure including a gondola will take away from that beauty. And that beauty is one of the things that draws people here. It's an ugly solution to a problem that can have alternative fixes. | 32.2.9G | |
| 29087 | Ragoonath-mckenzie, Alain | <p>The gondola proposal would literally - not figuratively - take over 500 million dollars from taxpayers and give it to a cause that would only benefit 2 privately owned ski resorts. The argument that gondolas would ultimately benefit our community is ridiculous: 1. It would only benefit the population that skis and can afford to ski - there are far more Utahns who don't ski regularly than do, and the gondola proposal would provide zero benefit to them while using their tax dollars. 2. The idea that gondolas would increase tourism dollars in our community is also false, as any appreciable spending would likely only flow to the 2 resorts, and national chain hotels. 3. If those tourists were to indeed flock to the resorts, the effect would only be to crowd the resorts even more than they already are on a daily basis. 4. If "environmental impact" is truly a concern, Little Cottonwood canyon is already at capacity, evidenced by the long lines to go up during winter. The canyon itself is telling us that's enough. Why do we need to cram as many humans as we possibly can up the canyon? If the canyon size dictates its capacity, we have hit that benchmark, why not let it be? 5. There are hundreds of families at the base of LCC that would be negatively impacted, and the state would effectively steamroll over these families' real estate investments and lifestyles, all for the benefit of the resort owners and the land owners of the proposed gondola site. 6. The elephant in the room is that some local politicians actually own part of the land on the proposed gondola site, and they and their business associates are the only ones who truly stand to gain from the gondola proposal, and to the detriment of everyone else in the community.</p> <p>The gondola proposal is, quite simply, a land grab by private entities that would use taxpayer money for private gain at the expense of every surrounding community.</p> | 32.2.9E; 32.20B | |
| 31067 | Rainey, Candice | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <p>1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the</p> | 32.2.9E; 32.29F; 32.2.6.5E; 32.20B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

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| | | <p>beauty and wonder of LCC?</p> <p>2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/).</p> <p>3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots.</p> <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | | |
| 37209 | Rainey, Tienna | I do not think that this will help relieve traffic, I believe it will increase it. This is greedy to demand more of our precious canyon. These resorts just want more customers so they can make more money. I believe this will leave customers unsatisfied due to longer lines and more traffic at the resort. Do not build this gondola. It is a horrible idea and will be detrimental to the environment. | 32.2.9E; 32.20C | A32.20C |
| 37549 | Rainville, Ben | No gondola | 32.2.9E | |
| 36245 | Rajaram, Meera | I am resident of Sandy and love the Little Cottonwood Canyon. Introducing Gondolas to the beautiful natural environment that we have here would be a travesty of the highest order. It will become a permanent graffiti on nature's creation. And, it does not make it any convenient for the nature-loving public at large. It will be a drain on additional energy consumption to keep the infrastructure running plus the added costs towards ensuring safety. Residents should not have to bear this added burden to satisfy some narrow-minded business interests. I am totally against the Gondola project and I hope my comments will be considered positively to reject the proposal. Thanks. | 32.2.9E | |
| 33076 | Ralls, Sydney | No gondola in little cottonwood canyon. | 32.2.9E | |
| 30050 | Ralphs, Joann | I fully support the gondola b decision. I would happily use the gondola to access the ski resorts in the winter and would likely ski there more often as I am currently afraid of road conditions in the canyon and the danger of avalanche and rock slides | 32.2.9D | |
| 37292 | Ralston, Debra | I'm against construction of a gondola for several reasons. Disruption to the canyon landscape, inevitably of excluding those who can't afford the associated costs to enjoy the canyon. The cost/benefit does not balance in my mind - drought conditions do not guarantee conditions for skiing far into the future. | 32.2.9E; 32.2.2E; 32.1.2D | |
| 31094 | Rambo, Rebecca | do not put a gondola in the canyon | 32.2.9E | |
| 28335 | Ramcke, Hermann | I am in favor of the gondola. | 32.2.9D | |
| 27341 | Raming, Logan | The planned gondola in little cottonwood canyon is a permanent structure that will be subject to a rapidly changing canyon. The anticipated impacts of climate change on little cottonwood canyon remain a great unknown. It would be conservative to find other solutions to addressing traffic, rather than putting a permanent and costly structure through a canyon prone to debris flows, avalanches, and potentially fires, not to mention the possibility of earth quakes. Please don not build the gondola. | 32.2.9E; 32.2.2E | |
| 33931 | Ramirez, Angelico | Please dont do anything. I havent been to little cottonwood yet but it is on my bucket list on places to climb | 32.1.2B; 32.2.9G | A32.1.2B |
| 26204 | Ramirez, Steven | Try and improve the bus system first | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 27669 | Ramos, Ben | This gondola will be so hurtful to our canyons biodiversity and will hurt our environment. we will be removing wildlife, trees, and plants. It will also take away from our beautiful canyon it just won't look the same with 20+ massive towers up our canyon. | 32.2.9E | |
| 27671 | Ramos, Ben | This gondola will be so hurtful to our canyons biodiversity and will hurt our environment. we will be removing wildlife, trees, and plants. It will also take away from our beautiful canyon it just won't look the same with 20+ massive towers up our canyon. | 32.2.9E | |

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| 29761 | Ramos, Jose | Save Little Cottonwood CANYON!! | 32.29D | |
| 35415 | Ramos, Rudy | I am opposed to a gondola at this time. I support a phased approach. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37217 | Ramsay, James | I oppose the proposed gondola. Service roads will destroy recreationally valuable terrain. The cables and towers will present an objective hazard to air ambulances and search and rescue workers. The proposed cost/ride is exorbitant and will actually drive more people in to personal cars. Finally, I work in the ski industry, lifts break and have to be evacuated. How are you going to evacuate these cars WHEN this huge lift breaks? In Europe they use helicopters to hoist two people at a time off of the roofs of gondola and tram cars. If the weather is bad people have been left hanging for days. Additionally, as far as I know there are only two organization in the region (Life Flight and The Dept. of Public Safety) with hoist approved ships. Both organizations only have a couple of ships each, at best. So how are you going to get the customers down? Utah is littered with abandoned trams, we do not need another one. Build a train, build snow sheds. Please do not waste our tax payer money of this boondoggle. | 32.2.9E; 32.2.6.5K | |
| 37399 | Ramsay, Joemy | <p>The gondola poses a potential safety hazard as there is no good way to evacuate it in case of failure, mechanical or otherwise. In addition, the presence of towers and cables would limit helicopter access to the canyon for search and rescue or other activities.</p> <p>The gondola is detrimental to LLC as it requires at least 40 poles, each 15 feet in diameter, serviced by new roads big enough for huge trucks, will cut through the wilderness of Little Cottonwood Canyon, impacting the watershed and access to outdoor recreation.</p> <p>Although the exact price has not been released, it will be expensive, likely \$50- \$110 per trip which is massively more expensive than existing public transport options and further limits access to winter recreation activities to affluent individuals.</p> <p>The gondola excludes the rest of the canyon, preventing it from reliving traffic impact for access to non-resort activities. Additionally, it won't run in the summer or fall which also experience high congestion.</p> <p>It's paid for by taxpayers with funds taken from transportation money meant for the entire state of Utah. However, the gondola will only benefit private corporations/individuals due to the limited locations served.</p> <p>New evidence from Hawkwatch International suggests that the gondola would kill and injure birds during night migrations through the canyon</p> | 32.2.6.5K; 32.1.2F; 32.1.2D; 32.2.6.5F; 32.2.7A; 32.13A | A32.1.2F; A32.13A |
| 25798 | Ramsey, Cody | Please consider ALL user groups in Little Cottonwood Canyon and not just resort visitors. As a rock climber I am likely to never visit the resort, however, I would definitely go to climb in LCC. Destroying one resource in order to make another more accessible, especially destroying a resource that is sustainable and environmentally friendly in favor of one that is decidedly and demonstrably not, it the height of hubris and inanity. | 32.4A; 32.4B; 32.1.2D; 32.1.2B | A32.1.2B |
| 36153 | Ramseyer, Kerri | I'd like to see Little Cottonwood stay the same, as I feel like doing anything different would disturb the wildlife that exists in the canyon. No Gandola! | 32.2.9G | |
| 36769 | Randle, Mickey | My name is Mickey Randle and I am a constituent of Salt Lake County. I urge UDOT to abandon Gondola B. I do not support it because it will damage hiking trails and cost tax payers too much money. Thank you for your time and effort to accurately represent your community. Best, Mickey. | 32.2.9E | |
| 27029 | Randles, Roy | If someone were to go camping. What could you bring or not bring on the tram, as in. Tent, sleeping bag, pots and pans, firewood, fuel? | 32.2.6.5D | |
| 34129 | Raney, Scott | Please don't put a gondola in Little Cottonwood canyon. It would be a sad day that we tarnish such a beautiful place. | 32.2.9E | |
| 31240 | Ransohoff, Schuyler | Please build the gondola! we need this | 32.2.9D | |
| 31235 | Ransohoff, Sky | I am VERY pro gondola. no other decision makes sense. there is no other plan other than to keep having 4 hour lines to get up the canyon in the morning | 32.2.9D | |
| 27773 | Ransom, Dennis | Completely against this move of forcing on the public this business decision without consulting the majority opinion of this project. With the majority of the public against this gondola it should be put to a vote in the up coming election cycle. UDOT is a "company" only looking out for it's interests, capitalism, and not the well being of the enviroment. The fact that the only stops are at the ski resorts is saying enough of the driving force behind this idea. What is wrong with having the resorts build at their expense a multi level parking garage on the land currently used for the parking at this time? Truly silenced and speechless by the bureaucracy. | 32.2.9E; 32.2.9N | A32.2.9N |
| 30895 | Ransom, Dennis | It is truly a mess when the public cannot have this on the November ballet. Since it is tax payers money and the environment at stake. The powers that be do not represent the public body that sees this as it is. A steal for the snow making resorts at the end of the terminal. | 32.2.9N | A32.2.9N |
| 36419 | Rapp, Andrew | NO to the gondola. A gondola is not the most effective way to curb canyon traffic. I and many other believes the gondola mainly serves proponents/ organizers as a way to serve their own needs. Not that of the peoples. | 32.2.9E; 32.1.2D | |
| 35909 | Rappl, Andrew | I am all for the gondola if it has a bar in each gondola cabin. | 32.2.9D | |
| 29803 | Rasch, Kate | This seems unnecessary and like it will cause harm. No thanks :) | 32.29D | |
| 34629 | Rasina, Brooke | The proposed gondola will not only create noise and visual pollution, but cause non-reversible damage to the canyon itself. It will destroy classic boulders, take away parking from other canyon users, and do nothing to solve traffic issues. The gondola will only service the ski resorts, making it not useful to a large majority of the canyon users. This also means that is will really only be used around 20 days out of the year. This is a very costly option that does nothing but lines the pockets | 32.2.9E; 32.2.2PP; 32.2.9A | |

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| | | of the ski resorts. It negatively impacts all other users of the canyon and does nothing to improve their experience, decrease traffic, or decrease pollution. Please consider less impactful options that will actually benefit all users of the canyon - i.e. increased bus services, etc. | | |
| 27794 | Rasmuson, Anna | I strongly encourage UDOT to consider options besides the gondola. A shuttle service similar to what is done at Zion Ntl Park would be far more cost effective and less environmentally impactful than the gondola. The gondola only serves ski resort customers and is not the best option for the public. Most importantly, the gondola would permanently impact our drinking water resources that are already strained by our rapidly growing city. We should not risk contaminating this valuable resource just to accommodate the ski industry. | 32.2.9E; 32.2.2B | |
| 28144 | Rasmuson, David | I like that you are phasing in improved buses, tolling, enhanced parking and snow sheds. But why not stop there. I think that with these implemented tools we can enhance the safety and usability of little cottonwood canyon without the gondola. I'm born and raised in SLC and I don't want the gondola. It's expensive, an eyesore, and it only serves people who are from out of town going to the ski resorts. Please no gondola! Thank you, David | 32.2.9E; 32.2.29R | A32.2.29R; A32.1.2H; A32.2.6S |
| 33680 | Rasmussen, Alex | Half a billion dollars seems like a lot of money for a project that would mainly benefit the ski resorts. \$99M also seems like a lot for a transit hub. Also, maybe I missed it in the report, but was there any study done to see the economic benefit of the snow sheds (in terms of safety improvements, reduced delays, and maintenance savings) to see if that even makes sense to spend \$86M on? The gondola option seems like an expensive, drastic, and permanent solution to a seasonal problem. I would prefer to see tolling plus enhanced bus service (with no widening) for Big and Little Cottonwood Canyons, with some value engineering done to reduce the cost of the transit hub. I would also prefer to eliminate the snow sheds unless the cradle-to-grave costs are less than the delays/safety/maintenance savings over the design life. It's not the sexy option but it makes a lot more sense to me. | 32.1.1A; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9K | A32.1.1A |
| 33493 | Rasmussen, Barbara | NO GONDOLA! It serves the needs of two group only; ski resorts and developers that will build hyper-expensive town homes / condos in the La Caille area. The easy solution is add an lane up the canyon. Use it for Buses only. Alternate its use: up canyon in the morning, and Down canyon in the afternoon. have electric buses only. | 32.1.2B; 32.2.1P; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.2B |
| 35575 | Rasmussen, Brian | Having worked in the transit industry for several years as a marketing & communications professional, there always seems to be opposition to viable transit solutions. But as soon as the transit project is completed, everyone says. "Why did we not build this sooner?" Such will be the case with the Gondola in Little Cottonwood. It is the best transit solution. Let's get beyond the "Not-in-my-backyard" thinking. Please embrace it and let's get building it... Now! | 32.2.9D | |
| 36385 | Rasmussen, Cristine | The gondola is ridiculous and expensive. Need more electric busses and more stops to hop-on and hop-off. Gondola will only go one place and that's NOT how people use the canyon! | 32.2.9E; 32.2.6.3F | |
| 35007 | Rasmussen, D | No to the Gondola!!! There is more use in the canyon than just Alta & Snowbird. The ski traffic is from December to the end of March. What a waste of money for a few months. You are still going to have traffic going to the rest of the canyon below the resorts. The gondola is not going to help with traffic. It is a big waste of money. It will disrupt the natural beauty and look of the canyon. If you can't get more people riding buses what makes you think they are going to ride a gondola. People won't be able to afford the cost of the gondola and will still be driving up the canyon. Why don't you try a toll charge to encourage carpooling. Please don't ruin our beautiful canyon with a gondola. Again, say No to the gondola!! | 32.2.9E; 32.2.4A | |
| 31142 | Rasmussen, Jerry | If Alta & Snowbird want a gondola let them pay for it. It should not be the burden of every state tax payer, most of whom do not ski, to support two private businesses. Given climate change, in 30 years there won't be any snow in Little Cottonwood. Skiing is a sport of the affluent. They are going to continue driving their Suburbans up to the canyon & will never ride a gondola. | 32.2.7A; 32.2.2E | |
| 33307 | rasmussen, logan | I just recently got into climbing at the start of this year and it is truly amazing going to the crags and truly seeing what there is in the canyon. Every piece of wildlife and nature is precious to us and we should protect that. | 32.2.9D | |
| 25898 | Rasmussen, Malyne | Please DO NOT ruin this beautiful canyon. Keep it the way it is, there are only so many beautiful spots left untouched in Utah | 32.2.9G | |
| 36204 | Rasmussen, Paul | The cost of the Gondola proposal is way too high and too invasive. Improve the bus service. Maybe restrict access to the canyon on an every other day based on license plate ending...which would promote more car pooling. Having a Toll maybe on weekends or during the ski season is OK, but not 365 days a year. | 32.2.9E; 32.2.2Y; 32.2.2K; 32.2.9A | A32.2.2K |
| 32841 | Rasmussen, Rodney | No on gondola. It only helps a few developers that will build and sell super premium Condos. Put in one extra lane (miring [morning] up, afternoon down) and limit its use to electric buses. | 32.2.9E; 32.2.2D | |
| 37991 | rasmussen, stephanie | I don't think enough specific information has been provided to the public about how it will be installed and how a family can access it. I know busses are not first choice for families as they can't take all their stuff with them or have a place to chill while skiing with youngsters. I don't think a gondola really solves the traffic problem it is more of a tourist accommodation. I think UDOT has already made up it's mind to spend a lot of money for a small population of people and I think the building of it will hurt the environment more than the cars do. I was once involved in a UDOT acquisition for Trax and public comment didn't matter as UDOT already had it's mind made up. This is the same as UDOT already bought land and made an investment and some people will make lots of money and the benefit will not | 32.2.9E; 32.2.9A; 32.2.6.5C; 32.2.6.5O; 32.2.4A | |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | justify the means. Better to try forced bussing or reservations or some other measure before building a forever gondola that requires maintenance and probably a fee to use. No one has talked about that or how one gets from huge parking lot to the gondola. A long line like the ski lifts and the energy to run it will cost a lot too. Much more needs to be spelled out to the public before such a radical change is made. What about big cottonwood, will it be next? | | |
| 27950 | Rasmussen, Steven | The resorts make HUGE profits from tearing up PUBLIC LANDS they Pay NOTHING FOR. THEY should provide ELECTRIC BUSES that their skiers must pay to ride or be included in their pass. WHY should taxpayers cough it up for ENTITLED SKIERS and RESORT owners to have a Gondola that goes slower than their cars--so they won't take it. Hikers and Rock climbers won't be able to take the Gondola either. SOMEONE is trying to Make a FORTUNE off the Taxpayers AGAIN. | 32.2.4A; 32.2.9A; 32.2.6.5D | |
| 32979 | RASPOLLINI, CRISTINA | I was extremely disappointed that the preferred alternative identified by UDOT is the Gondola alternative B. The phased approach is not changing the facts: the Gondola is a very expensive alternative that won't solve LCC traffic problems - only two stops at the private ski resorts of Snowbird and Alta during the winter season - and will forever damage the beauty and public lands of LCC. UDOT should be implementing common sense solutions instead - enhanced electric buses, parking management, tolling, etc. | 32.2.9E; 32.2.2K; 32.2.2Y; 32.2.6.3F; 32.2.9A | A32.2.2K |
| 34645 | Rathke, Thomas | All the reasons still hold true that we mentioned in my first comment that the Gondola is necessary. We really like the Gondola B alternative because anything that involves more vehicles is off the table for us. We can no longer tolerate the traffic in Little Cottonwood Canyon so we avoid it and the businesses in the Alta/Snowbird areas. Increasing bus service goes against our feeling that vehicular traffic must be reduced at all costs. If it works great for the Alps, it's great for here. | 32.2.9D | |
| 36412 | RATHUNDE, KENDALL | UDOT's gondola proposal feels like an attention grab meant to vie for public transportation awards. There are more sensible alternatives (buses and tolling) that can be implemented before changing the landscape of the canyon for the sake of resort users. There is no reason to pass off this expense to tax payers before seriously exploring other options. | 32.2.9A; 32.2.4A; 32.2.7A; 32.1.2D | |
| 26226 | Ratliff, Anna | No gondola. The community has spoken. This is an outrage that would not solve public transportation up the canyons year round to the crowded parking lots at trailheads. This gondola is solely chosen to financially benefit two ski resorts and a private company benefiting certain Utah politicians. Not only would no one pay to take the gondola, but we don't want to pay for it, and it would be a massive waste of resources in a few decades when utah receives minimal if any snow. Start small! Start with less permanent solutions including additional bussing and canyon tolls. We know the traffic up little cottonwood for the 2021-22 ski season was greatly reduced with pay to park at ski resorts, reducing the need for any action. Big cottonwood canyon is being completely ignored, despite the worsening traffic secondary to the Ikon pass. The solution is simple: additional busses without any road expansion in both big and little, but NOT a gondola. The permanent and devastating affects of the gondola would immediately ruin the beauty of little cottonwood canyon while financially benefiting a few individuals. | 32.2.9E; 32.2.9N; 32.2.9R; 32.2.4A; 32.1.1A; 32.2.9A; 32.2.2E; 32.2.2Y | A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S; A32.1.1A |
| 29582 | Ratliff, Anna | The gondola is a bad idea that does not consider big cottonwood canyon traffic or public opinion. We need to explore other options like reserved parking (a few more years of trials), pay to access the canyon, increased buses that are available on weekends year round to reduce road congestion and parking difficulties in BOTH canyons without permanent impact. We cannot just give the ski resorts what they want while finding it with taxpayer money. This is criminal. | 32.1.1A; 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.1A; A32.1.2B; A32.2.2K; A32.2.9N |
| 35677 | Ratliff, Lily | No gondola!! Let's improve public transit and set a toll at peak driving times on weekend mornings. | 32.2.9E; 32.2.2Y | |
| 29915 | Raty, Helen | The gondola system is completely unnecessary. There is no reason to completely ruin our mountains for "convenience". Unacceptable. | 32.1.2B; 32.2.9E | A32.1.2B |
| 37087 | Raty, Thomas | I'm against the public paying for the gondolas. Let the resorts pay. The gondolas only benefit them. | 32.2.7A | |
| 38591 | Rauock, Paige | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.2K; 32.2.9A | A32.2.2K |
| 29600 | Rausch, Don | I'm in favor of the Gondola | 32.2.9D | |
| 26543 | Rausch, Paige | No to the gondola. It fails in many ways. It will alleviate traffic but there will be more that fill the roads. This is an unsustainable solution that will do irreversible harm to the Wasatch. And the president of Snowbird also works with Gondola Works. Does UDOT see that as a conflict in interest? Finally the gondola only services skiers. It appears to be a big money grab by the resorts. Please try buses and tolling before you create a gondola. The number of users does not add up. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 31268 | Rauscher, Felix | I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist: 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. I urge you to take action and use your voice to speak out against this development. Thank you! | 32.2.9E; 32.2.6.3F; 32.2.2Y; 32.2.2K; 32.2.2I; 32.2.9A; 32.2.6.3C | A32.2.2K; A32.2.2I; A32.2.6.3C |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | The problem only exists on a few select days of the year. It is just fine for most of the rest of the year. It seems way excessive to build a gondola or a third lane. And when it does happen it is no worse than I-15 during rush hour. | | |
| 30924 | Rauscher, Neve | As a Cottonwood Heights resident, I strongly am against the gondola. Salt Lake needs to be focused on initiatives that protect our wilderness, not destroy it. The gondola would destroy granite and pines that have been around for centuries-affectively destroying the integrity of the natural world and ecosystems, not to mention views in the canyon. Additionally, the gondola is fiscally irresponsible, with around half a billion in costs, that could be used for other alternatives for improving our community and transit organization. I really think other options would be less intrusive and require less natural resources, and destroy less of the integrity of the LCC area! Thank you so much! Best, Neve | 32.2.9E; 32.1.2B | A32.1.2B |
| 31262 | Rauscher, Sari | I am a weekend skier and season passholder of Alta and Snowbird, and I am opposed to the Gondola. I am also an avid user of Lower and Mid- Little Cottonwood Canyon Trails, and I go there--15 minutes from home and work--to be in nature and to escape manmade noise and structures. This proximity to relative wilderness is what makes where we live amazing. Please don't ruin this natural resource that keeps us all sane by building gondola towers in the middle of it and introducing a constant low humming noise of operation of a gondola. A gondola won't help traffic on Wasatch Blvd. or 9400 South, because cars will still have to travel there to park at the bottom gondola station. Better solutions to Gondola: 1. I thought the 2021 Snowbird reservation system and the 2021-22 Alta Parking reservation system made a huge and effective difference in traffic congestion, and is the solution we need. 2. A direct bus to Alta a couple of times a day. I would ride the bus every day As it is, I travel on weekends to LCC ski areas, and I'm willing to wait in traffic more before having a gondola! 3. We should spend some, but less, money on checking for 210-appropriate winter tires, reservation systems, and electric buses, with additional service direct to Alta. Thank you, Sari Rauscher School Counselor Resident, Cottonwood Heights, UT | 32.2.9E; 32.2.2M; 32.2.6.5E; 32.2.6.3F; 32.2.9A; 32.2.2K | A32.2.6.5E; A32.2.2K |
| 37658 | Rawlings, Matt | First things first, building a gondola is not the only option nor is it the best one! There are claims that the gondola will serve more than just ski resort users but that is not the case. With the only stops being the base of the canyon and the ski resorts, it makes no sense for any other people to use the gondola. This heavily ignores other year-round recreators. The erection of such machinery will destroy so much! This includes views and historic world-class climbing resources. The gondola is fiscally irresponsible. The gorgeous views of pristine granite and pines will forever be interrupted by towers and cables. The rush of the river will be replaced with the consistent hum of machinery and construction. Why go for an option that costs over half a billion dollars when other, better options haven't been exhausted? Why not tolling up the canyon during the busy season? (which is usually only about less than a month out of the entire year) Reducing cars up the canyon, increasing the number of buses would be a simple solution to increase travel safety during busy times. The ski resort lifts wouldn't even be able to handle the number of people that the gondola should shove up the canyon! This would just cause people to wait at the top of the canyon now. There are better options for Little Cottonwood Canyon and for the people who care about it. | 32.2.6.5G; 32.1.2D; 32.2.9E; 32.1.2B; 32.2.4A; 32.2.0C | A32.1.2B; A32.2.0C |
| 29095 | Rawson, Jacquelyn | I live in SLC and nobody I know is in favor of this. The fact that it was approved despite overwhelming and consistent rejection by the people sounds a lot like corruption. | 32.2.9E | |
| 27575 | Ray Eggertsen, Bradley | To press for more vehicle traffic (car or train) ...up and down the canyon makes no sense at all. Scaring the land further with a bigger road is in conscionable to any consideration...more air pollution....snow melt sand or salt....noise from a bus or train...the earth rumbles from train or bus....not to mention the risk to the water. I understand the worst congestion is from vehicle slide offs or crash....I always dreaded driving down little cottonwood after the ski day ended and had snowed all day...O I can drive in Snow as well as I Ski in it...it's those other people we should have concern over...I ve been in congestion coming down to find someone had slid off...I was in a bus that slid off we waited for another bus to arrive where we disembarked to board another while traffic snarled around us....I have stopped with other traffic as a slow moving slide was moving down the south slope near the White Pine parking...one time it came onto the road while we watched and grateful we be were not in it's in path.... At other areas the Gondola and towers are very much obscured from site either from a ridge or even just the vegetation.... I'm going to be happy to be off the road. | 32.2.9D; 32.2.9C; 32.2.9M | |
| 28399 | Ray, Andrew | I'm very excited about the option selected. Best overall balance that solves the traffic issues over the long term. I reject the issues raised over the visual impact. Surely less of an eyesore than a traffic jam giving off tons of pollution! I believe it's only raised as an issue because we are so used to "the car eyesore". In any case | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>it's no worse than the mobile telephone masts at the top of Big Mountain. Precedent is set in that respect. If it's really needed why not plant trees near the masts to help reduce what little visual impact there is?</p> <p>My parting comment is how we can do this sooner? It's sorely needed</p> | | |
| 33064 | Ray, Jared | <p>Overall the Gondola proposal for Little Cottonwood Canyon is an abysmal solution to the congestion that the canyon experiences. This is an inappropriate use of money to solve this solution. The cost would be ridiculously high compared to similar solutions that will conserve nature better and save money. This also will create a huge complication of the fact that the canyon only has limited amounts of space. The ski resorts will become even more at capacity than they already are, which will overall ruin the experience of being outdoors during winter. I believe that this gondola solution will only bring overcrowding and other complications with that. Alternative solutions to this problem should be chosen.</p> | 32.2.9E; 32.20C | A32.20C |
| 33766 | Raymer, Mari | <p>I don't want the canyon ripped up to put in a gondola. A gondola is a terrible idea, I would rather see increased clean fuel public transportation. Also, the idea of a toll makes it a canyon for rich people. This is not a fair use of public land.</p> | 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 35600 | Raymond, Chase | <p>I would love to see a fleet of electric busses that run at a more reasonable schedule. This would be a lower cost and impact than the gondola.</p> <p>If the busses run and a more regular schedule, people will ride them more.</p> <p>If drivers are the issue, you could pay them \$100K a year and pay 50 drivers for 50 years and still pay less than the gondola.</p> | 32.2.6.3F | |
| 26546 | Read, Deborah | <p>Let us be transparent. UDOT is in charge of roads. The forest is USFS. Part of the canyon is church owned. Part is privately owned. The impact is all of the state of UTAH. Not just alpine skiers but all of UTAH who love the outdoors. The immediate impact will be on Cottonwood Heights and Sandy citizens and communities. To control the traffic a TIMED-entry ticket should be created for those who travel by car at \$5.00. The ticket will pass through a controlled screening at the mouth of the canyon. Buses will have priority and will pass through a different gate. The TIMED-entry tickets will go into effect from December 20th to March 5th. This with the USFS passes and TIMED-entry will decrease traffic and bring some sanity to all. Special interest groups like Alta and Snowbird are only for their resorts. The USFS is a federal area for all to enjoy just like our National Park Service.</p> | 32.1.2B; 32.1.2B; 32.2.2K; 32.2.2PP | A32.1.2B; A32.1.2B; A32.2.2K |
| 29934 | Reader, Cliff | <p>First, I'm stunned to learn after this whole, lengthy process, that there is not a funding plan in place and no schedule. To me, as a lifelong engineer, this is an unbelievable, unacceptable failure of project management.</p> <p>Second, the plan you announce now is tantamount to accepting the not-preferred alternative for bus service. This will lead to hiring staff to run the bus service, who will be covered by union contracts. That means A. They will be contracted for employment for all shifts in a day, all days in a week, and all weeks/months in a year - regardless of whether or not it's ski season and regardless of whether anyone is actually riding the buses; B. You will not be able to dispense with these staff if the gondola actually gets built; C. when funding does become available for the preferred alternative with the gondola, there will be an argument to keep the buses, keep the staff, and just fully implement the enhanced bus alternative.</p> <p>Third. I strongly suggest setting forth a phased implementation of the preferred alternative now. The funding should be broken down into components that facilitate funding according to logical/practical sources of the funding. A. All road improvements should be funded by the state and federal financial infrastructure already in place. Notably, the recent, COVID-related federal government funding should be solicited. Consideration should be given to include the new base parking facilities as a component of this funding, although it could be considered a separate component B., funded by the actual users of the canyon. C. The gondola itself should be funded by the actual users, meaning the funds should come from lift tickets, restaurants, lodging (of every type), etc. This funding might be made available quickly through use of bonds to be repaid from use-related taxes, enabling the gondola to be built in the shortest timeframe. The schedule for the gondola - like the funding for the gondola - should be decoupled from all the other infrastructure. It is the critical component and must take priority and be installed and operational without delay. D. I note the substantial new gondola linking Alpine Meadows and the former Squaw Valley ski areas cost \$65M. While the Cottonwood Canyon gondola is significantly longer, with higher-capacity cars, the cost you project for this seems unreasonably high. I suggest you solicit bids - worldwide - for construction of the gondola component itself, including proposals by the bidders that they facilitate the funding together with you. They have the greatest incentive to do so!</p> <p>In summary, I see the current project plan as an omnibus that comprises disparate components in an unmanageable jumbo package. Please break it down, and focus on getting the gondola itself operational in the shortest time at the lowest cost.</p> <p>Sincerely, Cliff Reader, Ph.D. (Age 73)</p> | 32.2.7A; 32.2.7G; 32.2.6I; 32.2.9D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 35251 | Reading, Karla | <p>Please do NOT approve the gondola. It may be "sexy" but it's the most expensive, least effective way to accommodate the public.</p> | 32.2.9E | |
| 38636 | Ream, David | <p>Please see my comments below. Thank you for this opportunity. Dave Ream</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.2.9E; 32.17A; 32.20B; 32.2.9K; 32.2.9A; 32.2.9N | A32.2.9N |
| 28988 | Reardon, Kathy | <p>I am against the proposed Gondola in Little Cottonwood Canyon for numerous reasons including:</p> <ul style="list-style-type: none"> -it will destroy the recreational experiences for non-skiers who use and love the canyon for other activities (rock climbing, hiking, backcountry skiing, etc) -only benefits a relatively small number of taxpayers for a limited number of ski days but requires tax paper dollars from all Utahns | 32.2.9E; 32.2.2K; 32.2.9R | A32.2.2K; A32.2.9R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | -other options being considered and phased in would be more equitable with less environmental impact -Snowbird and Alta could and should help solve the problem by limiting the number of skiers per day. -Utah taxes should be used for the benefit of all, especially those in need, rather than the few with the means to ski Thank you for considering my thoughts. | | |
| 25373 | Rebecca, Roberts | As a local in Cottonwood Heights I find the news about the gondola in LCC heartbreaking. This is not the solution to better air quality in the canyon. I would rather have nobody be able to get up to the ski resorts or into the mountains on snow days, than to have our beautiful canyon bombarded year round with a gondola no matter how little impact this has on the canyon. There is no going back on this decision, except in cities where locals are against this- like in Whistler, BC, for example, the gondola has been cut down by angry locals multiple times. I can see this being a local war against operations and a similar thing happening here. Please listen to the locals, and the ones who have to live in this canyon. Who will benefit from this? Snowbird and Alta pass holders? Wrong, the experience will be a congested nightmare with endless lift lines and no easy way out of the canyon. Please do not go forward with the gondola, I am begging you. | 32.2.9E; 32.10A; 32.6A; 32.20C; 32.1.2B; 32.2.9N; 32.2.2PP | A32.20C; A32.1.2B; A32.2.9N |
| 25732 | Recker, Caitlin | THE PEOPLE DO NOT WANT A GONDOLA. This is devastating for the land and the locals in Utah. Absolutely disgusting that anybody thought this was an okay thing to do, to ruin LCC like this. For what? For money and greed? Sickening. | 32.2.9E; 32.2.9N; 32.2.2PP; 32.1.2B | A32.2.9N; A32.1.2B |
| 31362 | Redd Bradshaw, M | No no no no no on the gondola! Your just going to keep asking and then do what pads the pockets of a few lawmakers anyways. You guys suck. We want a bus lane and parking, and that bus lane can double as a bike lane in the summer. I don't know why I write this though because I am confident you send all these right into the trash. Ugh I am so mad at you pieces of trash. | 32.2.9E; 32.2.9B | |
| 27197 | Redd, Aaron | A gondola in Little Cottonwood Canyon would be harmful to many of the places we love and visit within the canyon. As a climber, this project would ruin a lot of crags. | 32.4B | |
| 36778 | Redding, Becky | I am very much against the gondola!! only for a very few months, and for skiers only will it even be utilized - but we all have to pay the enormous price for there pleasure!! Not only is it not fair, we already pay for public transportation (busses) just add more during the winter months | 32.2.9E; 32.2.6.5F; 32.1.2D; 32.2.9A | |
| 34793 | Reddy, Raj | The gondola is a disgrace to Utah and the Salt Lake Valley. DO NOT INSTALL IT | 32.2.9E | |
| 31717 | Redington, Patrick | The gondola is the wrong choice, it is too expensive, only supports Alta and Snowbird, does not support other users of LCC. As described in the July 31, 2022 Salt Lake Tribune article by Peter Dahlberg a tunnel is a much better option. It is much less expensive and can support all users of the canyon. During the winter electric shuttles could be used to move skiers. We taxpayers should not have to pay for a gondola that only benefits two private businesses. | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.6.3F | |
| 34334 | Reece, Benjamin | I own two properties less than a mile from the canyon entrance in Cottonwood Heights. I support the Gondola given the alternatives. We should also toll the canyon. I say this as an avid vintage vehicle driver and skier. | 32.2.9D | |
| 28361 | Reece, Benjamin | I am an owner of two properties in Cottonwood Height. I am a supporter of the Gondola and think that will become a 100 year investment in our mountains in a financial and environmentally positive way. | 32.2.9D | |
| 28781 | Reed, Beckett | Building a gondola is financially irresponsible and will trample the beauty of LCC. It is unnecessary and a waste of money, time and natural beauty | 32.2.9E | |
| 32264 | Reed, Lucy | Little Cottonwood is a beautiful place where so many people (besides skiers) go to recreate. Directing a gondola through the canyon would take away many opportunities for people that have enjoyed the special area for so long. There are other easier and less destructive ways to solve traffic issues. I wish that the city would think a little more creatively about those and involve the opinions of other people who love the canyon besides just the rich skiers who don't realize how their wishes are affecting others. | 32.2.9E; 32.1.2D; 32.2.2PP | |
| 35428 | Reed, Matt | The issue for the Canyon is so easily resolved with a parking structure and 200 busses. We don't need to destroy the beauty of the canyon with an ugly unnecessary gondola that won't solve any long term traffic issues but will line the pockets of the insiders who have lobbied our local officials effectively. Common sense says build parking structures and bus hubs and we won't have any traffic issues going forward. 5-10 minute intervals for busses solves everything. | 32.2.9E; 32.1.2F; 32.2.2I; 32.2.9A | A32.1.2F; A32.2.2I |
| 31391 | Reed, Vernon | I believe the gondolas would be an excellent way to alleviate traffic congestion caused by hikers, rock climbers and skiers. My only objection is that there should be a few more stops lower in the canyon rather than going only to the top of the canyon. | 32.2.9D; 32.2.6.5G | |
| 31296 | Reeder, Colin | A transportation option should be provided that benefits ALL recreation up the canyon. That would be more buses. A gondola will certainly reduce traffic from skiers/snowboarders, but more busses will reduce traffic for all recreation. Better for the environments Better for the budget. Better for all parties. We love our canyon how it is. Please no gondola. | 32.1.2D; 32.2.9A | |
| 25535 | Reeder, Colin | Very concerned with how this will impact the bouldering and climbing areas. LCC is a place you can go to get away from civilization and clear your mind. This might ruin that. | 32.4A; 32.4B; 32.6D | |
| 30381 | Reedy, Kevin | I'm strongly against the proposal of a gondola. To have large sums of taxpayer money go to build and maintain an expensive, intrusive and permanent transportation system simply as a way to bring more ski customers to two businesses, Alta and Snowbird, does not serve in the best interest of the community . | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32872 | Reedy, Kevin | I'm 100% with Jenny Wilson and oppose the gondola and instead propose to go for the common-sense and less expensive solutions. | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 32445 | Rees, Ari | <p>On Monday, I was hiking on Red Pine Lake Trail to take pictures of the leaves. I don't know if you've seen that view, but the canyon wall sweeps towards the road like a wave and in the fall, it bursts with red and gold. It's one of the most beautiful views I've ever seen, and one that I find myself preemptively mourning this week.</p> <p>That largely unobstructed view of the canyon from Red Pine lake trail will be one casualty of the proposed gondola up Little Cottonwood Canyon. It matters to me, but it isn't the most important. The gondola's construction would negatively impact beautiful wilderness areas, including some of the best places for climbing, bouldering, and hiking in Salt Lake County. These areas are beautiful and they're accessible for people who cannot afford to visit the resorts out of pocket, of which there are many. I am one of them.</p> <p>The idea of building such high impact infrastructure through this canyon that harms other recreational spaces and only services people wealthy enough to afford to ski feels so at odds with the idea of a welcoming, accessible Utah. There is also the pressing issue of snowpack that will be lost with the critical loss of the Great Salt Lake. The idea of constructing something that will cause irreversible changes in this canyon and only service a narrow demographic of recreationalists during an increasingly narrow on-season feels myopic and unsustainable. There's also no guarantee it will address the traffic issues in the canyon effectively.</p> <p>I am urging UDOT to reconsider their preference for the gondola and instead consider alternatives. This canyon's character and its accessible non-ski areas matter a lot to people who can't afford to experience the canyon like skiers do.</p> | 32.17A; 32.2.9E; 32.4B | |
| 27814 | Rees, Brian | <p>who wins with a gondola? or better phrased, where does the money go and who does it benefit? the reality is this is a gimmick bait and switch by ski utah, Alta, Snowbird, and those who swindled their way into owning the base property through unethical means. Sure, a few tourists might be lured by the gimmick of a gondola up the canyon. And, I am sure there are a select few that are set up to enrich themselves through taxpayer dollars that will fund this ridiculously expensive, unnecessary eyesore. How does this make sense? Why isn't this being put to a vote by the taxpayers in salt lake county? I have not spoken to a single person who is in favor, and I have spoken to a lot of people. I was a season pass holder at Alta and Snowbird for many seasons. Been skiing in Little Cottonwood my whole life, over 40 years. All local skiers I talk to plan to discontinue skiing in Little Cottonwood Canyon if the gondola happens. Is that what is wanted? Do we want to eliminate the ability for locals to enjoy their own treasures? These ski areas sit largely on public lands - so why don't they operate in the public best interest? No one wants this except those set to make money from it. This will destroy the beautiful Little Cottonwood Canyon and ruin the experience of all who enjoy the canyon except those counting the coins they are making off the taxpayer funded project. Taxpayers do NOT want this. Why do taxpayers need to fund this unnecessary project? Most are not skiers. Most taxpayers receive nothing in return. Neither do those that enjoy the canyon for all of its recreational opportunities that are not skiing. And they are many. Hikers, bikers, campers, climbers, backcountry skiers, photographers, etc will all be negatively impacted. There are many other solutions rather than going to the extreme measure and irreversible damage of a gondola. Why immediately go there? UDOT needs to be open about who benefits financially from this? Why the haste to jump right into such an extreme measure? Why not implement tolling, ride share incentives, more busing, canyon capacity metering, etc. prior to such consideration? This measure needs to be put to public vote so all voices are heard. But, I am sure that the rich and powerful who are pushing the project and padding UDOT wallets to incentivize this measure will never allow that to happen, because it their enrichment plans would quickly go up in smoke. The brakes need to be applied on this quickly - there is no rush to spend this kind of public money when there is serious public disdain for gondola. None of these questions have been answered by UDOT or anyone. Every statement issued in its favor is lipstick on a pig and avoids the real issues. Again, this needs to be put to the taxpayers to vote. If it goes to vote and somehow passes, then at least UDOT can then justify spending our tax dollars because the public majority was in favor.</p> | 32.6A; 32.2.9E; 32.2.9R; 32.2.9N | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N |
| 30793 | Rees, Duane | We don't need a gondola that is paid for by the tax payer to support the wealthy and there is only so much room at the resorts. How and why do we need to try and fit more people into that amount of room? | 32.2.9E; 32.2.0C | A32.2.0C |
| 28260 | Rees, Duane | If we don't get any snow or less snow, we won't this expensive and wasteful gondola. | 32.2.2E; 32.2.9E | |
| 31128 | Rees, Nan | I think it would be wrong to spend the proposed millions of dollars on an aerial tram in Little Cottonwood Canyon. Seems to me that those dollars could be better spent increasing security for our schools or coming up with real solutions for the homeless population rather than increase profits for 2 privately owned ski resorts. Besides, It would be a shame to ruin one of the most beautiful canyons and a protected watershed with 22 or so lift towers. Improve the bus system, car pool, etc. When the resorts are full they are full. The more people the resorts try to pack in the less enjoyment for their loyal customers and perhaps the more likely they may be to go elsewhere. | 32.2.9E; 32.1.2B | A32.1.2B |
| 33567 | Rees, Robert | <p>Dear UDOT</p> <p>I am a passionate about the environment, including Utah's incredible natural beauty. Seven years ago I participated in what was called the Great Conference at Claremont, which attracted 2,000 people from around the world who were interested in saving the world from the devastation of global warming and humankind's indifference to the future of the planet. Upon leaving the conference I traveled to Utah's Pando Forest at Fish Lake. That forest of aspens happens to be the largest, oldest living organism on the planet and for the first time, it is showing the effects of global warming. Cottonwood Canyon is like the Pando Forest in the sense that it is an incredible natural wonder that everyone can enjoy. The wonder will be scarred by the proposed gondola. We need to consider that we are the ancestors of the generations who will come after us. If UDOT approves the gondola and uses scarce public funds to build it, I'm afraid our grandchildren and great-grandchildren will wonder what in the world we were thinking to ruin the precious landscape of this beautiful canyon. Thoreau said, "in wilderness is the preservation of the world." Please do you part to be a good ancestor to future generations by not building the gondola.</p> | 32.1.2B; 32.2.9E | A32.1.2B |

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| 27630 | Rees, Tessa | You will ruin our canyon. The majority of the people who actually use it (not the people who make money from the canyon) don't want it. I live at the base of Little Cottonwood and it's heartbreaking that you are going against 80% of our community that DO NOT WANT IT. Such a ridiculously dramatic "solution." Don't do it. Don't ruin our canyon | 32.2.9E | |
| 25644 | Rees, Tessa | Please don't go against what the community wants. This is our home. Done ruin it. | 32.29D | |
| 28512 | Reese, Alan | Fully support the gondola and look forward to using it. | 32.2.9D | |
| 28552 | Reese, Dan | We don't want the gondola!! Please listen to the community. There are over 1000 comments on your Instagram post NOT IN FAVOR of the gondola. Listen to the community. We do not want it and we do not want to pay for it with tax \$\$\$\$. Please implement more busses (preferably electric) with a bus-only lane up the road. | 32.2.9B; 32.2.9N; 32.2.7A; 32.2.6.3F | A32.2.9N |
| 30522 | Reese, Jasmyn | I am very strongly against this plan. As a non skiing member of the community who greatly enjoys LCC I see no benefit to myself or the many others like me. It does not benefit anyone but the resorts at great costs to us. This precious and unique canyon view should be preserved. We should have more busses that will cater to all types of recreation including hiking, biking, snowshoeing AND skiing. Close the canyon road during winters and use busses as sole travel in order to minimize traffic. | 32.2.9A; 32.2.6.3C; 32.2.2L | A32.2.6.3C |
| 37188 | Reese, Joseph | First, Institute odd/even day license plate access up the canyon, second establish several hov waiting lanes (4,3,2,1 occupants per car) at the bottom of little cottonwood canyon and let the higher occupancy cars go up Canyon more often. Build a dedicated bottom of canyon hov lane to exit the Canyon. Change to a round-a-bout intersection at the bottom of Big Cottonwood canyon so no one has to stop. Finally build the parking structure for 1500+ vehicles in little cottonwood canyon (as currently planned) to park cars so skiers can meet and combine riders to one car before entering a hov waiting lane, or take busses up. Do all these before re-considering a gondola or widening the whole road, after seeing the effect of the above actions on traffic congestion. | 32.2.2K; 32.29R | A32.2.2K; A32.29R; A32.1.2H; A32.2.6S |
| 37193 | Reese, Joseph | If a gondola is built, is UDOT going to supplement (or pay for) the future gondola ride fare forever. | 32.2.7A | |
| 33349 | Reese, Teresa | Please please PLEASE do not put the gondola in Little Cottonwood Canyon. I live very near to the canyon and walk in the area several times a week. Please preserve this precious and beautiful part of the world as it is. I have lived here for p years and every time I am outside, no matter the season, the beauty of the canyon takes my breath away. Rather than continually commercializing every beautiful place again please please PLEASE protect and preserve its present beauty not only for us now but also for future generations. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 31462 | Reeve, Brandon | As a resident of Sandy, and active user of LCC, I vote NO to the Gondola. Look at the ski busses. Hardly anyone uses them in lcc, but many people use them in BCC because the resorts require payment for parking. The resorts could actually make money while combating the parking situation with requiring payment. Don't make us pay to funnel tourists to the resorts. I wouldn't be making any money from the gondola, they would. | 32.2.9E; 32.2.7A; 32.2.2K | A32.2.2K |
| 26137 | Regalado, Cristina | A gondola is not the answer. This is devastating. Irreversibly ruining our ancient canyons for pure greed. A gondola would only be used a few months of the year. I will not use a gondola. More busses, restrict the amount of people in the canyon at any given time, incentivize carpooling during peak season... anything but the gondola!! NO GONDOLA. | 32.2.9A; 32.1.2B; 32.2.4A; 32.2.9E; 32.2.2K; 32.2.2Y; 32.2.2PP | A32.1.2B; A32.2.2K |
| 37331 | Regan, Devin | Although I do agree that the traffic up the canyons has gotten worse. I struggle with the fact that only the resorts would benefit from the eye sore 4 months out of the year. This seems like the lazy solution that is being lobbied by the resorts. I think our tax dollars would be better served taking care of the community. | 32.1.2D | |
| 36519 | Regan, Kerry | I do not want the gondola. It has a huge environmental impact to solve a problem that doesn't need solving. It will not hurt the canyon if less people are able to ski each day. More buses and tolls would be fine. I also do not understand why the ski resorts want to waste tax dollars on this but they are silent about problems associated with climate change that could put them out of business. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 32334 | Regehr, Coby | Scrap the Gondola idea, too many people with their hands out that are getting greased by the Gondola Company, better known as kick-backs. Shut the canyon down to Electric Buses only during ski season. Oh and by the way, 5 years from now there might not be a ski season. | 32.2.9E | |
| 29225 | Rehkugler, Colin | PLEASE stop this nonsense. The gondola is a huge waste of taxpayer money. It will only be used in a limited manner and only 4 months a year. Our money will be better spent on upgrading the current infrastructure which allows easier travel and transit times of only 15 minutes on a normal day. The gondola will take over 1 hour and will be just a novelty. STOP wasting time and money on the gondola! | 32.1.2B; 32.2.9E | A32.1.2B |
| 28807 | Rehkugler, Colin | I am absolutely NOT in support of a gondola up LCC. This is a complete waste of the public's money. The use time is only really a few days of the year. In addition, I see no reason for anyone to take over 1 hour to go up the canyon when it normally is a 1 hour drive. PLEASE stop this nonsense and work on improving the infrastructure already in place to address the traffic issues. | 32.2.9E; 32.7C; 32.1.2B | A32.1.2B |
| 25286 | Rehm, Jake | There are many less impactful to try before making a gondola. The government shouldn't be spending resources to fuel 1 private business at the cost of destroying a huge chunk of Salt Lake Cities fresh water and year round tourism attractions. You have an international crowd drawn to SLC because of climbing, don't destroy that for cheap profits and bribes. | 32.29R; 32.2.9E; 32.2.9N; 32.4B | A32.29R; A32.1.2H; A32.2.6S; A32.2.9N |
| 37801 | Reich, Amy | NO ON THE GONDOLA!!! I am a resident of the [REDACTED] minutes away from the canyon. I feel the Gondola is not a good idea for multiple reasons! Please listen to those of us who live in close proximity and do not allow the gondola!! Thank you | 32.2.9E | |

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| 37886 | Reich, Cory | I do not support the Gondola option. The visual and actual impact upon the canyon and upon the Granite area would be horribly negative. I believe there are more viable and less impactful solutions to mitigate the traffic and number of vehicles that go into the canyon. I believe buses and other auto occupancy rules are better solutions. | 32.2.9E | |
| 34277 | Reich, Joshua | As someone that grew up in cottonwood heights and Sandy, who frequents little cottonwood canyon I am aware that there is a traffic problem at times in the canyon but am deeply saddened by the idea of putting an invasive gondola that would leave a scar on the canyon that would take away from the beauty and sacredness of the canyon. I think it is ridiculous to believe this is the best and only solution to the few bad traffic days up the canyon, especially when nothing else has been tried. I have a hard time believing that those who want this gondola cannot see how the traffic will still be an issue, it only serves skiers (and only resort skiers at that), and will be a huge tax burden on the state. I am 1000% against the gondola. I know that majority of Utahns are also against the gondola and if the gondola is put into place it will be a monster betrayal of public services to the people they are supposed to represent and serve and will also go down in history as an awful decision motivated by greed and private business. Please pursue other plans, like tolling, increased bussing, make routes for an alta bus and a snowbird bus. I know you've come out and said that the Zion method won't work in LCC and you might be right but a similar version of the Zion method would. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2Y; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30421 | Reich, Kenneth | The point of the canyons is not to pack them with people. There is a limited amount of space and packing every trail and every ski run with a person is not the goal. Utah has much more to offer than one canyon and two resorts. There are mountains nearly everywhere and all within a short drive. Spending hundreds of millions of dollars on a gondola is not money well spent. The traffic congestion can be simply alleviated with buses, limiting the number of cars in the canyon, and implementing a toll road. This option is much more cost-effective, environmentally friendly, and solves all of the issues. | 32.1.2B; 32.20C; 32.2.9A; 32.2.2K | A32.1.2B; A32.20C; A32.2.2K |
| 33152 | Reich, Samantha | I OPPOSE THE GONDOLA! I am a voter, avid user of both Little Cottonwood Canyon and Big Cottonwood Canyon. I own a cabin in Big Cottonwood Canyon and my parents own another cabin in Big Cottonwood. I ski, my husband skis and snowboards, and every one of my four children ski or snowboard. We also backcountry ski, rock climb, hike, fish, and use Utah's great outdoor resources often. A gondola does not serve our community or the majority of the users of Little Cottonwood Canyon. It costs more than we need to spend. Please just toll the canyon and add more buses. Tolling alone will cut down on all the unwanted traffic. Buses will serve the resorts just fine. Thank you! | 32.2.9E; 32.1.1A; 32.2.9A | A32.1.1A |
| 29371 | Reichard, Lori | No gondola! Don't use tax payer money for two ski resorts. The gondola is ugly and the problems are only occasional. The bus is better. | 32.2.9A; 32.2.9E | |
| 33783 | Reid, Brandon | I do NOT support this development. Keep Cottonwood untouched! | 32.2.9E | |
| 33752 | Reid, Collier | I've been skiing in LCC since 1961. My father was a Forman for the state highway department, (now UDOT) and maintained the roads in big and little cottonwood. I have a lifetime of stories in the canyons. Introducing a toll to drive up the canyon will kill the goose that laid the golden egg. Stop considering it. Nothing could be more wrong. | 32.2.2Y | |
| 28601 | Reid, Collier | I am in favor of this proposal with the exception of the plan to toll single car users. As a senior skier I don't have anyone to ski with regularly. I enjoy the solitude on the mountain. I fear you'll make the experience unaffordable for people like me on a fixed income. | 32.2.9D; 32.2.4A; 32.5A | |
| 28613 | Reid, Craig | I have an issue with the gondola being used mostly 5 months of the year benefiting the ski resorts at a cost that will continue to accelerate and no funding in place | 32.2.9E; 32.2.4A; 32.2.7A | |
| 30272 | Reid, Debie | If a gondola is placed in Little Cottonwood Canyon I think it would be appropriate that all proceeds collected from riders be used to reimburse the state for tax payer funds used to build it. Most Utah citizens will not be using the gondola and resent paying for something that is designed to benefit wealthy ski resorts and those who patronize them. Most Utah citizens who use the canyons are hikers, families picnicking, and other recreational activities such as biking. We don't want to pay for something we would not need or use. | 32.2.4A | |
| 26025 | Reid, Debie | I am opposed to taxpayers funding a gondola in the canyons to take skiers to ski areas. Let the ski resorts provide funds for their customers. This is not something taxpayers should be ask to to and we will fight it with everything we have! | 32.2.7A; 32.2.9E; 32.2.9N | A32.2.9N |
| 37059 | Reid, Doris | I think it's an awesome idea!!! | 32.2.9D | |
| 27027 | Reid, Jody | I am opposed to the building of a gondola in Little Cottonwood canyon. I support common sense strategies to address the congestion issues in the canyon, such as those proposed by Jenny Wilson:" Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound." The price tag and environmental impacts of a gondola make it a poor approach to addressing the issues in the canyon. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.2QQ; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 35225 | Reid, Josh | I am a regular user of Little Cottonwood in all four seasons of the year. I have traveled and lived in mountains throughout the world. LCC is a remarkably special place. I strongly oppose the building of a gondola in LCC. This would ruin a natural wonder of Utah and America; one that is minutes away from the valley and accessible to a wide range of mountain lovers. It would permanently destroy the beauty of the canyon for current and future generations. The financial benefit of a few construction corporations is insufficient | 32.2.9E; 32.2.9A | |

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| | | <p>reason to make this irreparable marring of the landscape.</p> <p>Expanded bus service and traffic management is a far better solution on efficacious, economic and environmental grounds.</p> <p>80% of valley residents oppose the gondola. UDOT needs to be responsive to we the people, and not the narrow number of individuals who will financially benefit from this proposed government spending.</p> <p>Thank you for your consideration.</p> <p>Josh Reid</p> | | |
| 38592 | Reid, Josh | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2B; 32.2.9E; 32.2.9A; 32.17A; 32.12A; 32.2.9W | A32.1.2B; A32.12A |
| 25908 | Reid, Mackay | 100% support the gondola. It is the best option, the most environmentally friendly and safest. Please Please Please don't let the loud minority sway you on this. Let's keep and nerve and do what's best for the state and our children! | 32.2.9D | |
| 37744 | Reid, Ted | I really struggle to comprehend how we've reached this point. If there were not huge, profit generating resorts benefiting from this, it would have never gotten this far. I would much rather see UDOT close the canyon to resort traffic in the winter, instead requiring the resorts to provide their own transportation to their facilities from the valley. This is true insanity to sully the entire canyon for the benefit of the resorts. | 32.2.9E; 32.1.2D | |
| 35918 | Reidford, Keith | I am NOT in favor of the installation of the gondola in LCC. The use of tax dollars to benefit so few while only minimally decreasing canyon traffic is absurd. The clear solution is to limit canyon access, not try to increase it. Imposing ticket/pass sales limits on resorts is the only way to make visible change in canyon traffic. | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |
| 30500 | Reifsnyder, Christopher | The gondola is an expensive and ugly "solution" to the transportation issues in LCC. The bus has always been a better option but now that you're eliminating the 953 bus route and cutting service in half on the 994 we have no option but to drive up the canyon. Please reconsider because the majority of people do not want the gondola! And tourists will never use it! | 32.2.9E; 32.2.9A; 32.2.6I | |
| 28019 | Reilly, Carrie | Please don't do this. There are better solutions that will care for the environment and recreation. | 32.2.9E | |
| 28020 | Reilly, Chris | This gondola is a terrible idea. Overpriced, and less useful every year as climate change shortens the ski season. Please rethink this horrible idea immediately. | 32.2.9E; 32.2.2E | |
| 30517 | Reimann, Kari | Please do not proceed with building a gondola in LCC, it will not alleviate traffic and is fiscally and environmentally irresponsible. | 32.2.9E | |
| 37487 | Reimann, Veronica | Too expensive & for elite who want to ski. dangerous with the winds out of the canyon. I would rather if we must, have an electric railroad built up the canyon on the south side of the canyon that all Utah citizens can use & enjoy but as a citizen of Cottonwood heights since 1965 I vote no on the gondola | 32.2.6.5K; 32.2.9E | |
| 29421 | Reinfurt, Rob | <p>Thanks for taking the time to listen to our input.</p> <p>As a 21 year resident, homeowner, business owner in Cottonwood Heights and pass holder in LCC who has traveled up the canyons thousands of times, I have a good idea of the traffic 'problem' that we experience on a select 25-35 days a year mostly during the winter.</p> <p>While I think a solution for LCC would be nice, I think we need to take a macro approach to solving this 'problem'. The proposed solution is designed to alleviate traffic in LCC only.</p> <p>The future requires a solution for BCC, LCC, and Parleys. There is an opportunity to get this right the first time which will save the taxpayers millions and create billions in revenue.</p> <p>As the community is clear in not supporting the gondola, I don't think re-stating all of these cons is necessary. So, I want to propose a more encompassing solution instead of hating on the gondola.</p> <p>Americans and Utahns are time conscious and enjoy the luxury and ease of using their vehicles to get to and from the resort. We have been trained to do so and that consumption habit is not easily going to be changed. 90% of the time, driving up to Snowbird from the proposed gondola base station takes 18 minutes. Do you think anyone wants to trade that for a 55 minute commute? No. Do you think a family of four skiers want to figure out how to lug all their gear up LCC (having no place to store it except for small paid lockers) instead of having the luxury of using their car as their homebase where they can keep lunch, dry shoes, and extra gear for their kids? No. The gondola is a solution for the 25-35 days a year when the canyon is experiencing significant delays, but the gondola can not run when avalanche mitigation is in progress, rendering it even more useless. Bob Bonars public statements as a 'ski patroller' were baseless and we all know he has not been a patroller in decades. He was speaking as the President of Snowbird.</p> <p>A solution simply needs to save people time and give people safe access to the canyons during bad weather/avalanche mitigation. That is the problem we are</p> | 32.1.1A; 32.1.2B; 32.1.5B; 32.2.2M; 32.2.2Q; 32.2.2Y; 32.2.3A; 32.2.5.5C; 32.2.6H; 32.2.6.5H; 32.2.9E; 32.7A | A32.1.1A; A32.1.2B |

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| | | <p>talking about.</p> <p>That solution is a train that interconnects BCC, LCC and PC through existing mine tunnels which connect all of these areas underground making stops between these resorts and towns only a few minutes apart. A longer train could run a BCC/LCC service creating a solution for both major canyons and a shorter train could make stops between Solitude, Brighton, Deer Valley, Alta and Snowbird creating a truly interconnected resort experience like many are in France, Switzerland and Italy. This would be the only destination of it's kind in the U.S., giving Utah and the greater Salt Lake Area a huge competitive advantage in the nation for increased tourism, and symbiotic tourism between these existing resorts.</p> <p>Phase 1 could be tolls in both canyons to create revenue for the project and support decreased traffic, increased carpooling and ensuring all vehicles traveling the canyons in winter have 4wd and snowtires. An 'easy pass' similar to New York State would allow locals with a pass to drive through without interruption and that pass could be tied to a vehicle inspection that ensures the vehicle is 'winter ready and approved'.</p> <p>The train would solve a larger traffic problem while getting people to, from and in between resorts faster so people will WANT to use it. I believe that the gondola is not fast, efficient and convenient enough for people to change their habits. As we grow, we need a multi canyon solution. The gondola is a short term, single canyon solution that would prevent a train solution in the future.</p> <p>The train, though more expensive would generate more revenue and opportunity for the entire state and all the ski resorts, not just Snowbird and Alta.</p> | | |
| 28121 | Reis, Taylor | <p>I am disheartened by the decision making process and the influence that outside political and financial forces have had on the outcome. I present a few brief points to consider:</p> <ol style="list-style-type: none"> 1. We don't need the perfect solution years from now, we need a good enough solution this winter. Why have common sense approaches not been considered and tested yet? Utah is a state full of pragmatic people. What about starting with a toll and using that to fund further decision-making efforts - won't this drive people to reconsider the existing public transit options? What about mitigating avalanche closures by building sheds over the existing roadway in avalanche paths? Surely starting with low-hanging fruit will deliver the impact we are looking for sooner rather than later. 2. The Wasatch front extends beyond just Little Cottonwood Canyon; why has Big Cottonwood Canyon, a busy road that struggles with the same congestion, not been considered in this process? These roads start from nearly the same neighborhoods, and come very close at their winter terminals. Why has the bigger picture surrounding longterm cottonwood canyons winter access not been considered? There are amazing ideas floating around that could solve our longterm traffic and conservation problems in both of these canyons. 3. Storms are what drive people into the canyons, not away from it; how will this solution deal with adverse wind conditions? What guarantees will canyon travelers have to its availability during inclement weather? 4. How will this solution scale beyond the demand that the state currently forecasts? Once put in place, this solution will provide a static, fixed cap, for the number of travelers per hour in the canyon. Will we not find the same bottlenecks again? | 32.29R; 32.2.9K; 32.1.1A; 32.2.6.5K; 32.2.6.5N | A32.29R; A32.1.2H; A32.2.6S; A32.1.1A |
| 29251 | Reische, Eric | I support the Gondola B alternative | 32.2.9D | |
| 35375 | Reisner, Pauline | I request that the gondola alternative B be eliminated. In my opinion, a gondola in LCC is ill-favored because it would destroy the natural beauty of the canyon. Plus the economic value of the gondola would benefit only a few individuals, and the two ski resorts. The major cost of construction and maintenance would be carried by tax payers. Eighty percent have indicated that they are not in favor of a gondola. Please do not ignore the wishes of so many citizens. I recommend ALTERNATIVE thinking for the problem of congested traffic in LCC as well as Wasatch Boulevard. Please reduce the speed limit on Wasatch. I've live here for 6 years and have see it patrolled 3-4 times. It is unsafe for everyone. We need to make that road safer for residents of the area. Thank you for being responsible citizens. | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 34186 | Reithmayr, Gabriela | As a climber and activist for environment I appreciate you trying to make a compromise. However, your compromise still greatly affects the canyon boulders and climbing area in a way that will destroy many loved routes that Utah is known for. I will be going up for a trip to little cottonwood next week, and if this gondola is put in, you will have lost mine and many other outdoor activists money for your economy in staying in Salt Lake City. Please put that into consideration when you are thinking of building a gondola when there are many other ways like the bus system that other resorts like JHMR use in order to keep these highways clear. | 32.2.2PP; 32.2.9A; 32.4B; 32.6D | |
| 37290 | Reitz-Larsen, Nicole | I oppose the Gondola. There are other resources. The cutbacks on busses going up the canyons is a wrong move. | 32.2.9E | |
| 27857 | Rej, Alex | No gondola | 32.2.9E | |
| 34238 | Rekuc, Steven | Just try the toll first before spending money. That will likely help consolidate people into fewer vehicles and encourage bus use. | 32.2.2Y; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37679 | Remein, Jonathan | To whom it may concern, Regarding the preferred alternative and Final Environmental Impact Statement... | 32.26B; 32.26E; 32.2.2E; 32.2.2PP | A32.26B |

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| | | <p>The impact to the area between and including the Alpenbock Loop Trail and the Grit Mill Trailhead alone far exceeds de minimis impact that would be sustained to the boulders within that resource, which should be considered a major contributor to the section 4(f) resource designation. A minimum of 4 boulders being completely removed, with many more impacted due to the road widening or gondola easement, is already more than enough to create an "adverse effect" on the protected activities, features, or attributes of this resource. Other impacts are wholly left out of the Revised Chapter 26 including noise attributed to the gondola and impacts to the viewshed from within the boulder field and from the cliffs above, which would further contribute to a lasting effect of the activities and features of the area.</p> <p>It is also stated that if the use of a Section 4(f) resource is indeed deemed to be of de minimus impact, there also must be "no prudent and feasible avoidance alternative." Initial cost estimates for the preferred alternatives are over \$500 million, and other (more prudent and feasible) alternatives such as increased bus usage without road widening, tolling, incentive programs, etc. have yet to be tried.</p> <p>One of the largest problems with the preferred alternative is that the massive amount of temporary and permanent impacts to the canyon will be benefiting only a certain user group for a very small portion of the year that is only getting shorter with the onset of climate change. Considering this highlights how remarkably imprudent the massive investment is to construct a gondola up Little Cottonwood Canyon. Everyone knows other, less intensive options exist to mitigate the problems facing the canyon. Jumping full on into this massive investment that will take years to come to fruition would be irresponsible and a poor use of taxpayer money considering other areas which could use these resources.</p> <p>I hope that my comments help you in your decisions regarding our beloved Little Cottonwood Canyon. I really believe a better alternative can be reached for satisfying all parties.</p> | | |
| 27903 | Remes, Joseph | I simply don't see how this is going to fix the traffic problem. I applaud the effort but it will just bottle neck further down the hill and still take forever to get to the resorts. Seems like an awful lot of money, negative impact to the environment for not a lot of upside, if any... | 32.2.6.5E | A32.2.6.5E |
| 29288 | Remington, Bruce | <p>I don't think a gondola is the answer right now. I support the phased solutions in the next few years. Increased bus service which includes express buses to Alta, widening parts of the road, snow sheds, an extra lane up in the morning and then the same land down in the afternoon. *Still the biggest problem for Alta skiers is we wait while Snowbird lots empty out. THIS IS WRONG!*</p> | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 28536 | Remington, Lois | The gondola is not multiple use. I am a climber and a back country skier and this gondola only helps the ski resorts. While Pine is a very congested lot both summer and winter. There should be a multi use option with 3 or 4 stops in the canyon to accommodate the Salt Lake population | 32.2.6.5G; 32.1.2D; 32.1.2B | A32.1.2B |
| 28636 | Remke, Cindy | I am opposed to the gondola. It will ruin the wildness of our beautiful canyon. It will increase the profit of Alta and snowbird at the cost of taxpayers. That is so wrong. If they want a gondola, have the ski resorts fund it not the tax payers. Or the skiers. Charge more for parking. Limit the number of ski passes sold like powder mountain. Do more to protect our forests. | 32.2.9E; 32.2.2K; 32.2.7A | A32.2.2K |
| 27390 | Rene, Brittny | This is an irresponsible choice, and a heavily opposed one. Our beautiful mountains are why so many people come to live in Utah and by making this choice, irreversible damage will be done. Don't do it. There are so many other options. | 32.2.9E | |
| 33594 | Renfro, Christy | I am against the tram because it is destructive to the environment. I feel it does not serve a long term solution. A better solution could be to be increase energy efficient buses and possibly tolling for the road. Thanks for supporting your locals views. | 32.2.4A; 32.2.6.3F; 32.2.6.4, 32.2.9A; 32.2.9E | |
| 31212 | Rengstorf, Jean | No to gondola. Poor use of public funds, benefitting a small portion of UT population. | 32.2.9E | |
| 37135 | Renken, Dustin | <p>I am a home owner and a taxpayer in Millcreek. I also recreate with my family in BCC and LCC. I do not support the Gondola as is it designed with the proposed funding. The Gondola's true, current purpose is to serve the LCC resort owners. This is evident by the lack of gondola stations between the base and the resorts. There is no opportunity to take the Gondola if you wish the backcountry ski or hike any of the trail heads in between. Also, as a taxpayer, I do not approve of paying to support the Gondola and also paying tolls and fees to access the canyon. If the resorts will benefit from the access at taxpayer expense then let them pay with revenue from resort patrons. That's how you keep everything fair and allow Utahans and visitors contribute fairly based on use. Let Alta and Snowbird pay for the Gondola or don't build it all together. It is a gimmick that will cause irreversible damage to our canyon. We haven't solved any of the problems with sustainable solutions, only supported corporate greed. LCC and the people of Utah deserve better solutions.</p> | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.2.7A | |
| 25795 | Renner, Andrew | How is this a publicly funded endeavor? This directly and only provides financially benefits the resorts up the canyon. There is no other use in winter outside of these activities. To have tax dollars essentially be given to a private resort so they can increase capacity and thus make more profit is absurd. | 32.1.2B; 32.2.7A | A32.1.2B |
| 38209 | Renstrom, Rodger | UDOT's selection of a gondola as the preferred alternative to transportation management in Little Cottonwood Canyon puts the numerous impacts of that option and the EIS process on the back burner in favor of unrestricted canyon development and degradation. The UDOT process has selected an alternative that fails in multiple ways to, as its mission dictates, "deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." Emphasis mine. | 32.20b, 32.20c, 32.1.2D; 32.1.2B; 32.2.2K; 32.7A; 32.2.6.5K | A32.20C; A32.1.2B; A32.2.2K |

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| | | <p>UDOT has made little effort to focus on what should be the initial step in determining transportation concerns for LCC: what is the carrying capacity of the canyon and the two privately operated ski corporations that will benefit from unlimited access to LCC? UDOT gives lip service to carrying capacity by stating "UDOT received numerous comments that a visitor capacity analysis should be conducted to determine how many recreation users can be supported by the natural resources in Little Cottonwood Canyon before the environment and the recreation experience are degraded." However UDOT's response seems to simply be that "the Forest Service keeps track of that, we don't really care. We just want to move as many people as possible to benefit developers and private corporations with connections."</p> <p>It would seem elementary that a billion dollar construction project designed to encourage unlimited access that forever alters one of America's great Urban canyons and the designated wildernesses it harbors demands a serious assessment of what the carrying capacity of that canyon is and what transportation options best meet those needs with minimal impact.</p> <p>UDOT admits that "the Forest Service acknowledges that, in the future, management might be needed to limit resource impacts from user visitation in Little Cottonwood Canyon." However, the gondola alternative selected by UDOT is designed to produce unlimited conveyance to the two private corporations operating in the canyon (and ONLY those two entities). In other words, UDOT is proposing a transportation solution that may need to be restricted in the future to control canyon access.</p> <p>The project fails to "deliver transportation options that meet the "needs of the community" in part because the majority of the community does use the ski resorts in the winter nor travel on Wasatch Blvd., and it is unlikely that those members of the community who do ski and snowboard will opt to use the gondola, leaving it primarily as a transportation option for tourists, not the community.</p> <p>UDOT seeks to address the following concerns, however its analysis is woefully simplistic in its conception and ultimately presents a solution inconsistent with canyon needs.</p> <p>1) Decreased mobility in winter during the morning (AM) and afternoon (PM) peak travel periods related to visits to ski areas, with the greatest traffic volumes on weekends and holidays and during and after snowstorms.</p> <p>In an average snow year the canyon road is severely congested perhaps 20 times during the season. UDOT proposes spending over \$500m to solve a problem that exists for less than 10 percent of the calendar year. With the anticipated effects of climate change, it is likely that the powder days that drive serious road congestion will decrease further. During the 2021-22 ski season, there were only approximately three days where the road was seriously congested. The gondola would have been empty for most of the winter recreation season.</p> <p>2) Decreased mobility on Wasatch Boulevard resulting from weekday commuter traffic.</p> <p>The congestion on Wasatch Boulevard on weekdays is no worse than that on I-15 during rush hour or UT 224 to Park City. The idea that Wasatch Blvd. must be widened to accommodate increased traffic flow when similar, and more crucial, conditions exist elsewhere in the area smacks of a solution trying to find a problem.</p> <p>3) Safety concerns associated with avalanche hazard and traffic delays caused by the current avalanche-mitigation program in Little Cottonwood Canyon. Periodic road closures for avalanche mitigation can cause 2-to-4-hour travel delays or longer, which can cause traffic to back up in the neighborhoods at the entrance of the canyon.</p> <p>The ski resorts that would be the primary beneficiaries of unlimited traffic to their businesses have operated for over 50 years with worse avalanche conditions than what we generally experience today. Ski resort operators knew the business they were getting into long ago and have managed snow conditions and the canyon road exceptionally well. More people are likely to die driving to work in the Salt Lake valley than by an avalanche in LCC. The inconvenience of avalanche control work - even if it occasionally results in road delays or even resort closure for a day or two - does not justify the impacts to LCC caused by a massive gondola structure, its accompanying construction impacts, or the unlimited visitors to the canyon that it is intended to create.</p> <p>4) Limited parking at trailheads and ski areas that leads to roadside parking.</p> <p>Then don't allow people to park on the roads, duh. Reserved parking, car pooling, better public transportation, controlling visitor numbers - a number of options are available and should be implemented before an ill-conceived project such as the gondola is allowed to proceed, in any fashion, exploratory or otherwise.</p> <p>UDOT's prime concern is simply moving people. It doesn't really care, or give meaningful attention to, the unnecessary impacts that accompany its myopic people-moving focus.</p> <p>The UDOT report and selection of the gondola as a preferred option is an egregious dereliction of its duty to balance transportation issues with the actual level of Canyon needs and the environmental impacts that such an intrusive project will forever impart on " the values of the Wasatch Mountains." And all to benefit</p> | | |

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| | | <p>developers with political contacts and two private corporations primarily interested in maximizing profits at the expense of everything else LCC has to offer all of the people of Utah and the nation.</p> <p>If the gondola project is allowed to proceed in the face of unprecedented public opposition and the opposition of Salt Lake County, Salt Lake City and Sandy City, it will be a perfect example of how government ignores the interests of people and the environment in favor of back-door political deals and corporate profit. This alternative should not be allowed to proceed.</p> | | |
| 30755 | Renzetti, David | How about just using more busses. Sounds like the parking cost will motivate some people to use the busses. The gondola will ruin the scenic beauty of hiking and biking up the canyon in the summer and warmer months.. | 32.2.9A | |
| 30756 | Renzetti, David | How about just using more busses. Sounds like the parking cost will motivate some people to use the busses. The gondola will ruin the scenic beauty of hiking and biking up the canyon in the summer and warmer months.. | 32.2.9A; 32.17A | |
| 37225 | Repman, Joshua | <p>The decision to move forward with the gondola has been made without listening to the voice of the citizens of this valley.</p> <p>There are a number of alternatives that need to be completely exhausted before considering the gondola.</p> <p>If UDOT cares about the voice of the people, they will not consider this option.</p> | 32.2.9E | |
| 26560 | Reroma, Edu | The Gondola is not the best solution for the traffic in LCC. Traffic is only bad on powder weekends which probably 10 days a year. Incentivizing carpooling and riding the bus is a better and cheaper solution | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |
| 28727 | Resto, Carlos | I don't think that tolling the entrance will help the traffic problem. I'm pro Gondola | 32.2.9D; 32.2.4A | |
| 28626 | Reu, Gene | As a resident of the city of Sandy, I fully support this alternative as the best possible option | 32.2.9D | |
| 26247 | Reud, Jill | So you are going to totally disregard the input of those of us who live in or near the canyon or those who work there. I find it incredible that Money... money for profit is how you made your decision. This will benefit NO ONE who lives here. People in z Utah are NOT going to pay the big bucks to take their family on the gondola just like they don't use buses because of the cost. Please reconsider. This is list a waste of OUR money. | 32.2.9E; 32.2.4A; 32.2.9N; 32.1.2B; 32.2.2PP; 32.2.7A | A32.2.9N; A32.1.2B |
| 27738 | Reuling, Bart | I know this has been a long and difficult road, but one that has come up with the reasonable solution in the end. Barring one little item. You are forgetting that the people of Salt Lake do not want to pay for all of this solution. Where are the negotiations for the Ski Resorts paying for a greater portion of the Gondola and maintenance and operation, with the state, county cities helping to fund the parking and valley mass transportation end of the project. Hope you haven't spent all the 60 million bickering between yourselves, going to court, meetings and lunches, lobbieist [lobbyist] etc. | 32.2.9E; 32.2.7A | |
| 33773 | Revas, Scott | Why spend so much money for a problem that happens maybe 30 days in a year. Seems like we could spend that money on much needed repair's elsewhere | 32.1.2B | A32.1.2B |
| 31397 | Revie, Mike | <p>Dear UDOT,</p> <p>Thank you for compiling the detailed EIS report that clearly lists out the main options and an overall review of how the analysis and impact study was conducted.</p> <p>The main concern with the final EIS proposal is the very narrow focused scope of the project being the evaluation of options being considered to improving the mobility and reliability of transportation on S.R. 210 overall for winter ski traffic.</p> <p>The problem regarding mobility and reliability is now becoming a matter year-round and impacts S.R. 190. Seeking scope expansion to cover recreation users for the 2.1m users as listed in section 1.1.2.1 for S.R. 210 and the additional users for S.R. 190</p> <p>My first suggestion is to expand the Scope of purpose statement to include improving the mobility and reliability of transportation in S.R. 210 during year round peak periods.</p> <p>When considering the current scope of the Final EIS statement - My recommendation is enhanced bus service without road expansion in S.R. 210 is the best solution moving forward as it is a scalable solution that minimizes permanent environmental impact in S.R. 210. Per page 2-142 of the Final EIS the cost of phase implementation is \$110 Million with a \$7 million operating budget. This solution can be implemented with out permanently changing the landscape. This solution has a 54 minute proposed transit concept which is one minute shorter than the Gondola B alternative as recommend by UDOT.</p> <p>Per page 2-89 Final EIS statement</p> <p>The gondola would not operate if artillery is being used for avalanche mitigation since the artillery shells would pass over the gondola towers and cable (up to six times per year with snow sheds in place). As soon as the avalanche mitigation using artillery is completed, the gondola would begin to operate even if S.R. 210 is closed to remove snow from the avalanche mitigation. Some of the gondola towers and parts of the alignment would be within an area where there might be artillery shell fragments. The gondola cabins would not be on the cable within the fragmentation zone when artillery is being used</p> | 32.1.2C; 32.2.9A; 32.2.6.5H; 32.2.7F; 32.2.7E | A32.2.7F; A32.2.7C; A32.2.7E |

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| | | <p>(gondola cabins can be stored at the nearest station). After avalanche mitigation using artillery is completed, the cables would be inspected by cameras and magnetic imaging devices, and the towers would be inspected by video, to ensure that no damage has occurred. To reduce the need for avalanche mitigation using artillery, snow sheds have been included with Gondola Alternative A (see Section 2.6.4.4, Avalanche Mitigation Alternatives). (This applies for Gondola B) Snow sheds could reduce the need for avalanche mitigation using artillery by 80%</p> <p>This demonstrates that the Gondola B alternative does not solve the problem of moving people during avalanche mitigation and if the cables were determined that they needed repair this could potentially shut down the gondola for the season.</p> <p>It is fiscally irresponsible for UDOT to recommend moving forward with a \$550 Million dollar construction project that will still require the \$110 Million cost of the enhanced bussing to bridge the time gap. That brings the total of the Gondola system to a baseline of \$650 Million not adjusting for price changes between 2020 and 2025 or later when the construction would begin.</p> <p>The enhanced bus system can be rolled out in smaller phases and tested/proven method while it is initiated. Per UDOT statements they acknowledge that the current SKI bus system frequently reaches</p> <p>Unrestricted max capacity and there is an issue with lack of parking based on current infrastructure. During Free Fare February 2022. Page 7 of the UTA_ Free Fare February 2022 final release statement shows an increase of 14% for weekly riders. People will take the bus when you make it convenient and affordable.</p> <p>The costs analysis provided in the FEIS statement has many ambiguous statements that demonstrate that the cost for the Gondola is a rough estimate and that if any design and construction changes are required that UDOT might need to re-evaluate the Environmental analysis - 2.6.4.1.6</p> <p>This would include several large construction projects that have highly variable costs and have seen a 30% minimum increase since the EIS baseline cost set in 2020.</p> <p>Once permanent modifications to Little Cottonwood Canyon begin, they can never be undone. The stunning canyon that has shaped the lives of generations will no longer be the same.</p> <p>The large diesel tanks at both angle stations present potential for large scale environmental impact into our watershed if there were any damage to the containment system and a Oil/water separator system is not installed.</p> <p>Multi year civil construction through out the canyon will require intense SWPP mitigation programs. UDOT has proven in Millcreek that your projects have contaminated our watershed to the point that it was not safe for human interaction.</p> <p>The acreages the is impacted by the Gondola is primarily in Little Cottonwood Canyon by the Angle stations, switching stations, and 22 Pole foundations.</p> <p>We seek sensible solutions that look at a holistic view of the canyons and not a fiscally irresponsible band-aid that is funded by the tax payers. The canyons need to be preserved for generations to come and as a community we will work together to alter our habits for a sustainable future.</p> <p>Thank you for your time, Mike Revie</p> | | |
| 25625 | Rewey, Mikayla | <p>The Gondola option is only liked and approved by the people that profit, excuse me, the corporations that profit. It's not going to be used by the masses. One, it's too expensive. And two, it doesn't carry enough people. Instead of just putting money into people's pockets I urge you to think about what's actually best for the communities surrounding the mountains.</p> | 32.2.9E; 32.2.4A; 32.2.6.5N; 32.2.2PP; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 25387 | Reyes, Geoffrey | <p>The gondola is not a solution, rather a money grab for the resorts. Little Cottonwood resorts are already overcrowded at times which makes for unpleasant skiing experiences. The gondola is only going to bring more and more people to Alta and Snowbird which in turn will negatively impact the skiing experience for Utah locals. This gondola is simply a political power play by the liberal politicians of Salt Lake City.</p> | 32.2.9E; 32.20C; 32.1.2B; 32.2.9N | A32.20C; A32.1.2B; A32.2.9N |
| 25489 | Reynolds, Brock | <p>Disappointing to put that big eyesore up little cottonwood canyon. It's such a pretty canyon and I'd rather not pay for something that's going to ruin the atmosphere and environment of that canyon. Please rethink this.</p> | 32.29D | |
| 31987 | Reynolds, Dave | <p>This morning I rode my bike up Little Cottonwood Canyon as I do several mornings a week before work. There is no better way to start the day than enjoying a sunrise over the Wasatch Mountains. I am very fortunate to have this beauty and wilderness so close in proximity to Salt Lake. And the reason Utah has become so popular. Very few places in this country can you escape the busy city life within a few minutes' drive. While riding the canyon this morning I couldn't help but envision an unsightly gondola running up the south side of the canyon and the permanent footprint this gondola would leave on one of Salt Lake's greatest treasures. And for something that would only be used perhaps 6 months out of the year. It makes me sick to my stomach. But then again Utah doesn't have a good track record of being considerate to the natural beauty of this state. Money and big corporation usually prevail. In fact, I wonder if the recent closures of the UTA ski area routes are a part of the plot by big corporation? Yes, a far stretch but feasible. Aside from Snowbird (for monetary reasons), who is in favor of this potential billion-dollar</p> | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |

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| | | boondoggle? It appears the overwhelming public is opposed. I believe all other options must be explored and tried before permanently and detrimentally altering one of Salt Lake's greatest resources. Little Cottonwood canyon and the world calls recreation it provides is the reason I moved to this beautiful state over 30 years ago. Please give this resource the respect it deserves. | | |
| 31413 | Reynolds, Erin | <p>I do not agree with the Gondola option, and think it is the WRONG decision for many reasons.</p> <p>First, it's a misuse of public money in a time of environmental crisis. This money could be used to improve current public transportation across the Salt Lake valley.</p> <p>Second, it is a massive physical project that has the potential to NOT have the intended effect on canyon efficiency; it is a project that could take a negative toll on our canyon and cannot be undone.</p> <p>Third, it's not a versatile option, and cannot be used in any way other than skiing at Snowbird or Alta.</p> <p>This is a project that appears to cater to two ski resorts, and does not have any clear benefit to other recreationalists in the canyon. The public of Salt Lake wants to protect our beautiful and unique landscape, and this project would not be of benefit to that endeavor.</p> <p>We, the people, are in favor of exploring other viable options for improving traffic and parking in the canyon. The Gondola is NOT that option.</p> | 32.2.9E; 32.1.2B; 32.1.2D | A32.1.2B |
| 27986 | Reynolds, Florence | I object to the gondola decision. Construction and operation of a gondola will impact the canyon. No purpose other than ski resort access is accomplished. General use of the canyon for alternative recreation is not given full consideration. Yes, the ski resorts bring in the money, but the canyon provides more opportunities that will not be addressed with a gondola. I would sooner see a toll gate and a reservation system for access to reduce traffic. | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 32800 | Reynolds, Heather | Please no gondola. We need our canyons to remain pristine. It only serves two major ski resorts and will forever scar the landscape. There MUST be a better option. Please please please no gondola. :(| 32.2.9E | |
| 26317 | Reynolds, Joshua | I appreciate the opportunity for comment. It seems the majority of people don't want a gondola. Why as someone who has never skiied before, should my tax dollars go to this project? Make the ski resorts foot this bill or limit the amount of people allowed in the canyon each day. This will be a colossal waste of money as people will still opt to drive 9 times out of 10. | 32.2.7A; 32.2.4A | |
| 35324 | Reynolds, Kimberly | <p>I do not support the gondola in LCC, there is no reason to invest \$550 million in a permanent project with so many unanswered questions. I think other options would be more environmentally sound and cost-effective such as enhanced busses, tolling, reservations and enforcement of traction laws.</p> <p>We have seen parking reservations work throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon.</p> <p>Please support the local comments and stop the gondola project, is expensive and destructive.</p> | 32.2.9A; 32.2.2K; 32.2.2M | A32.2.2K |
| 37971 | Reynolds, Raymond | Don't build it!!! It's going to be a disaster. There are much better alternatives, like a robust bud system!!! | 32.2.9E; 32.2.9A | |
| 30774 | Reynolds, Robert | I don't want a gondola or a 2500 parking spot. It's going to take away so much beauty that the mountains and canyon provide. Please just widen the road or build a hyper loop to the top. Call Elon and the boring company. Way less visually destructive | 32.2.9E | |
| 28968 | Reynolds, Shelley | The gondola is NOT the solution to the traffic problem in LCC. As a canyon user and a constituent, I do not support this proposal. If the ski resorts are pro Gondola, they should be footing the bill since it directly and positively impacts (\$\$\$) their businesses. It is not going to help at the trailheads as a one stop trip to the resorts. | 32.2.9E; 32.2.7A | |
| 26970 | Reynolds, Spencer | Please don't spend our tax dollars on a giant gondola. This only benefits wealthy residents that ski at the resorts. Enhanced bus service is a much better long-term plan, especially for summer users. Traffic is only bad a handful of busy weekends each year. | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 26946 | Reznik, Nathan | This is a terrible idea. This ruins the natural beauty of the canyon and will only lead to even more large infrastructure projects that ruin the environment and natural beauty. Generations of skiers will not benefit from this. Additionally, the lines at the ski resorts are already long enough. Imagine even more people going into the canyon on a daily basis. It ruins it for everyone. Please do not build a gondola. How about mandatory carpooling and bus usage? | 32.1.2B; 32.2.2Y; 32.2.9A; 32.2.9E | A32.1.2B |
| 30544 | Rhees, Allyson | Please DO NOT build the gondola, and instead look into a bus system for LCC!! The gondola will only benefit the ski resorts, not the actual residents of Utah! | 32.2.9A | |
| 38593 | Rhoades, Reid | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 25374 | Rhoads, Jasmine | I do not think this gondola should be built. As a family tradition, we hike up LCC and go on the hiking trails and climb. This would be destroying the natural landform and opportunities for other climbers, hikers, mountain bikers, and the people who live up there. It also would effect runoff. | 32.2.9E; 32.4B | |
| 28777 | Rhodes, Joe | Taxpayers should not be funding a project that only helps 2 ski resorts. Plenty of other options that don't cost taxpayers as much. If the ski resorts want to keep operating at overloaded levels, let them fund a solution. Residents near the canyon don't want a years long project tearing up the mouth of the canyon. | 32.2.9E; 32.2.7A | |

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| 31857 | Rhodes, Korielle | I think the gondola is a selfish way for ski resorts to make more money, not a way to get more people outside. I think the harm this will do to the mountain and the Utah culture is way greater than the "good" it would do. I absolutely think Utah should do the right thing and refuse to install the gondola. | 32.1.2D; 32.2.9E | |
| 33502 | Rhodes, Madeline | Hi, I was born and raised in Sugarhouse in Salt Lake City, Utah. My parents didn't have much money, but they always made an effort to take us on hikes, walks, and more to enjoy Little Cottonwood canyon. I understand the gondola will drastically affect the accessibility, habitat, and beauty of little cottonwood. This is so painful to hear for many reasons, but it's not a decision that has been made yet or has to be made at all, if we take time for deep reflection on the intrinsic value this canyon provides those of us in Utah and who grew up in Utah. These canyons are our home. We were raised walking them, picnicking in them, learning the value and a love for nature among them... however, growing up in Salt Lake City, I have watched many buildings and places be demolished for townhomes, new restaurants, etc. I say this to implore UDOT to envision our canyons differently... they aren't old restaurants or big box shopping malls of the past that can be demolished and replaced. Once these mountains are gone, they will not return. No amount of construction can bring them back. This is a permanent solution to the temporary problem of transit to the ski resorts and will forever alter our landscape for the worse. Please, consider alternative plans that will preserve Little Cottonwood for future generations. If you love Utah, you must love our mountains, canyons, and land. Please. | 32.1.2B; 32.1.2D; 32.1.2F; 32.2.2PP; 32.2.9E; 32.13A | A32.1.2B; A32.1.2F; A32.13A |
| 36446 | Rhodes, Michelle | It is not a good use of taxpayer dollars to ask people who will never use this gondola to pay for something that only a portion of the population will use | 32.2.7A | |
| 33305 | Rhoton, Jaiden | This is a lot of money for a project that will take a long time and that won't help serve enough people to make it worth the cost and space as well as nature destruction. Please do not put up this gondola. Keep our beautiful woods the way they are. | 32.2.9E | |
| 27931 | Riall Reed, Cathy | I oppose the gondola plan. This proposal that primarily benefits two private companies is hostile to families for both ticket expense and physical effort to make multiple transportation transfers. It does not solve convenient parking issues. It does not help open more of the canyon to safe, structured recreation all year. | 32.2.9E | |
| 33252 | Rice, Aaron | Dear UDOT, No need to dress it up: a gondola won't solve Little Cottonwood Canyon's traffic problems. But our community of skiers and snowboarders already have proposed solutions that are proven to work, including enhanced buses, tolling, parking reservations and enforcement of traction laws. Committing hundreds of millions of taxpayer dollars to this gondola without a commensurate effort to reduce auto traffic in the canyon is much more harmful than helpful. 80% of Utah taxpayers and nearly 100% of the skier community oppose this effort. Please listen to the population you are here to serve. Sincerely, Aaron Rice | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.2M | A32.2.2K |
| 30855 | Rice, AC | The best source for making the Canyon safer and better is going to be the gondola. I have been riding Snowbird since the late 80s and I remember when we didn't even have a place to park. We had to park on the side of the road on Wasatch and hope the busses didn't splash us or run over us. That was very dangerous. I also have seen too many casualties through the years in that Canyon. It would be nice to be able to come up and down the canyon at a consistent time instead of waiting for traffic to move along. This will also save the wild life from being ran over let alone the pollution will not bother them any more. | 32.2.9D | |
| 34501 | Rice, Carolyn | I am against the gondola in our beautiful canyon, it will destroy the natural vistas and draw even more crowds than the trails and ski resorts can and should handle. Please consider a complete re-evaluation after the phased implementation of improved bus routes. With electric buses, more frequent trips, app tracking, and perhaps VIP seat reservations for increased fee. We should evaluate its positive impact on traffic and pollution without altering our beautiful and fragile canyon resource. | 32.2.9E; 32.2.9A | |
| 34871 | Rice, Emilie | The greater Salt Lake area provides a wonderful, convenient way for city dwellers and visitors alike to escape the city and interact with the nearby outdoors as well as wilderness areas year-round. Unfortunately this has created crowding. The gondola proposition as it stands is ineffective, and poses a greater threat than a benefit to the outdoors community for the aesthetic and environmental damage it poses to Little Cottonwood Canyon. It will only serve two ski resorts and operate only a fraction of the year. Recall this suggested route cuts through Little Cottonwood Canyon, a world famous climbing area, posing a threat to the rock climbing community. As a rock climber, I am sad to see that the climbing scene in Salt Lake in danger of becoming urbanized with a gondola as that defeats the reason many of us climb outdoors. As a skier, I feel a gondola makes little sense especially for tourists or families with kids to conveniently enjoy a full day on the mountain due to long gondola lines, wait times, and increased walking time from the parking area to the gondola-that is not skiing as it should be and isn't the ski experience I would want for my own children as it would do little to make my kids look forward to going skiing. An alternate route for the gondola must be considered that considers the interests of all the summer and winter outdoor sports if the gondola is truly the only environmental and economical solution to minimize crowding. If the gondola is merely to alleviate traffic on powder days, perhaps more blackout dates or lottery tickets and capped entries/ ticket sales should be considered for those anticipated high traffic days at Alta and Snowbird. | 32.2.9E; 32.2.6.5G; 32.2.2K | A32.2.2K |
| 25984 | Rice, Emily | Please don't ruin our canyon with a dirty gondola. You won't even let me take my dog to respectfully enjoy the outdoors but you will scar this area for eternity? what would joseph smith do? Coffee drinkers and those who build gondolas in pristine areas for their own monetary benefit, we both know we're they're going. | 32.2.9E; 32.2.9N; 32.2.2PP; 32.1.2B | A32.2.9N; A32.1.2B |

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| 31166 | Rice, Patty | No to the gondola. No to taxes funding it. I've lived in Utah 31 years and have been up LCC once. The ski resorts that benefit need to pay for transporting their guests. | 32.2.9E; 32.2.7A | |
| 36431 | Rice, Vita | I am 1000% against the Gondola. There is substantial support against this project, both in impact research and public opinion. Everyone knows it is a power grab by people with money, land, and influence in the canyon and greater Salt Lake area. Ridiculous, ugly, harmful, extremely disturbance causing on ALL fronts - and for what? Against. Against. Against. Do not pass. No Gondola! | 32.2.9E | |
| 28518 | Rice, William | Spending an enormous amount of money is not the answer to the fundamental issue, which is there is only so much room for so many skiers in Little Cottonwood Canyon on the most popular ski days. Requiring/increasing fees for parking, increasing incentives for using the bus and carpooling, and perhaps ultimately, implementing an Arches Nat'l Park type reservation system is the only way to manage the ever increasing number of people who want to enter the canyon. | 32.2.2K; 32.2.0C; 32.2.9A; 32.2.2Y | A32.2.2K; A32.2.0C |
| 27839 | Rich Iii, John | Do not build a gondola in LCC. The public cost is too high to subsidize Alta and Snowbird. The fare will not be free driving up the cost of an already very expensive ticket for a family. I don't know if it is correct but I've seen cost estimates of 30\$ for a ticket. That raises the cost of going skiing for my family by \$180. I am not going to ride the gondola for that or really any price. I also don't see how this doesn't just shirt [skirt] the problem from traffic in the canyon to traffic in the neighborhood. This is a poor solution to a problem that has better solutions. Build snow sheds to protect the road in avalanche paths. Increase bus service with a dedicated bus lane and drop off at mid canyon trailheads. That's my preferred. This is the worst solution of all that were originally proposed. | 32.2.9E; 32.2.6.5E; 32.2.4A; 32.2.9B; 32.2.6.3C | A32.2.6.5E; A32.2.6.3C |
| 32925 | Rich, Andy | I am a resident of Cottonwood Heights, and a regular user of the road up Little Cottonwood Canyons. Something needs to change, it's bad on many days during the winter. And I applaud the idea of starting with the (relatively) simple to implement increased bus service plan. But the Gondola has all the hallmarks of a boondoggle. It looks more like a tourist ride than a transportation solution. It will be slow and expensive (to build and operate) and an eyesore. I have tried and tried to see this as a progressive solution that I can embrace, but I simply can't do it. I HATE THE GONDOLA! Let's try some busses. Build better parking for folks riding the busses. Charge for cars- maybe prorated based on occupancy? (not sure how to do that without just creating another choke point). Take some of the money saved by not building the gondola and make the busses free. If that doesn't solve the problem then consider widening the road and building avalanche sheds. But no Gondola. We need a transportation solution, not an expensive extension of the ski resorts. | 32.2.29R; 32.2.9E; 32.2.9A; 32.2.4A | A32.2.29R; A32.1.2H; A32.2.6S |
| 27841 | Rich, Audrey | Gondola = NO ! | 32.2.9E | |
| 37604 | Rich, Ben | I would like to voice my opinion that I am against UDOT's proposal and feel that a gondola is the wrong choice for the canyon. I am a frequent user and property holder in [REDACTED]. I ski and use the canyon frequently. The gondola would come at immense cost with very little benefit for the amount of cost. It would make use of the canyon even more exclusive due to the ride cost. I feel that expanding the road and adding additional bus service with better parking options is a much better solution. Overall, I think that the recent changes to the parking at Alta have greatly improved the parking situation. Please, please, please do not put a condola up little cottonwood Canyon. | 32.2.9E; 32.2.9A | |
| 26811 | Rich, Britannah | While good in theory, this gondola will destroy everything we love about utah and our canyons. It would disrupt the scenery and only benefits private ski resorts in the winter. This would be extremely selfish and catering to the rich and wealthy and developers who do not care about Utah. Please do not build this gondola and ruin LCC. Use those resources to get more buses, pay the drivers more, and even make a toll into the canyon for all I care. But please do not destroy the lovely scenery of the canyon for the sake of ski resort traffic. It will not solve the problem I can guarantee you that. | 32.1.2B; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 30132 | Rich, Eric | I don't know a single person who wants the gondola. I would like to see transparency for how much support each option has. The Gondola best serves capitalism, not the canyon. The gondola will degrade the wilderness experience for me and everyone I know agrees. This is an atrocious scab on the landscape that is totally unnecessary. You are only helping big business continue to grow. This is not solving anything in an ethical way. Please, consider the many people who oppose the gondola. Please increase bus service on the roads that already exist and then see when kind of transportation is needed after we have improved what we can with the infrastructure that already exists. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 32486 | Rich, John | The Gondola is an expensive, unnecessary, and extreme concept. Having traveled and skied in these canyons for 50 years other solutions are more appropriate. | 32.2.9E | |
| 33585 | Rich, Laurie | I am opposed to the Gondola proposal for Alta Canyon. I learned to ski at Alta when I was 4 years old, I am now 72. I taught skiing at Alta and for the University of Utah. I became an avid climber and gloried in the magnificent views of our canyon for many years - with the large climbing community centered around the world-renowned Alta Canyon Granite. We have summited all the peaks many times - the Pfeiffer Horn, the Salt Lake Twins, the American Fork Twins. We climbed Lone Peak 3 times in Winter. Alta Canyon is a premier destination for climbing, not just skiing. I climbed every route up the granite with world famous climbers Peter Lev, Donny Black, and so many others - signature routes The Thumb, The Green "A" - many more. Why do we climb? To be One with Nature - for the breathtaking majesty of unobstructed views of our beloved Alta Canyon. This world-renowned destination would be irreparably scarred and adulterated by ugly invasive Gondola towers. Such a disfigurement of our sacred canyon would be an abomination and an affront against God. The gondola would only serve the 2 ski resorts, not the multitude of other users for summer hiking and winter mountaineering - and would spoil the experience for all these other users! Added bus services, more passing lanes, toll fees on weekends - so many other solutions would serve to alleviate resort traffic. NOT THE GONDOLA! | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.4B | A32.1.2B |

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| 30078 | Rich, Patrick | <p>So tolling pays for tolling and punishes people financially for wanting to use the canyon. This is a terrible disincentive. How about toll single occupancy vehicles instead? If the toll is just to pay for tolling and there will be single occupancy restriction enforcement tools already in place, simply use those tools to toll single-use vehicles. If the resorts are going to financially punish single-use vehicles AND UDOT will punish single-use vehicles it will become financially onerous for residents to use the canyons. This system creates an economic imbalance of access while double charging residents whose taxes support the infrastructure already.</p> <p>It's been said already but this entire project revolves around supporting two private businesses (and to a much smaller extent a small population of the town that supports those businesses). I'm struggling to understand why I should pay to support a road with taxes, then pay to use those roads through tolls, then pay to park at those businesses, and then pay for the use of the businesses. If the businesses want to support the level of traffic that is causing the problem...why aren't the businesses financially responsible? Why is the financial burden on ALL users and doubly so on residents?</p> <p>At the VERY least there needs to be a reduced residency toll to account for maintenance already paid and avoid double taxation that unfairly punishes locals that already have to deal with canyon-related issues.</p> <p>I've also yet to see any supporting evidence that tolling will actually have the desired effect. While there is some study regarding tolling generally it doesn't take into account the type of user and the destination - I.e. will people paying \$150 to park and ski be disincentivized to pay an additional \$20-30 dollars or will they just pay it as the ever-increasing cost of skiing?</p> <ol style="list-style-type: none"> 1. Tolls support tolling or other non-canyon-related projects and do nothing to improve the canyon. 2. There hasn't been a compelling argument made that tolling will have the desired effect of reducing traffic. 3. Tolling WILL disproportionately affect locals and lower-income populations who are already financially supporting the road. 4. This access is 100% to facilitate private businesses that are not bearing any financial burden and stand to benefit enormously. <p>I know UDOT is trying to solve a road problem, but I don't think they are looking at why and who it will benefit and hurt most.</p> | 32.2.4A; 32.2.7A; 32.5A | |
| 38660 | Rich, Rich | Yes, my name is Rich. I'm a Utah voter and user of the canyon and I love the gondola idea. I think it would be awesome and it would be just such a great thing to do. Anyway, that's my comment. | 32.2.95 | |
| 37287 | Rich, SusanA | I am against spending money on the gondola that will only benefit a small portion of the population. Please focus on enhanced bus service. The gondola option is an extraordinarily expensive option that only benefits a small fraction of Salt Lake County and Utah residents. The reserved parking requirements at Alta and Snowbird have made significant improvements to peak traffic. The LCC project is an inefficient use of tax money. Winter recreation and the community would be much better served by using the money to save the Great Salt Lake. | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.2K | A32.2.2K |
| 26227 | Rich, Thayne | This is absolutely ridiculous that they want to have paid everything to access and enjoy th mountains that I grew up enjoying. All just for the benefit of the rich. No gondola!!! | 32.2.9E; 32.1.2B | A32.1.2B |
| 25724 | Rich, Thayne | No gondola!!! Such a massive waste of money with other options that would be less expensive and less infrastructure. | 32.2.2PP; 32.2.9E | |
| 30282 | Richard, Derrick | <p>Hello, I am a relatively new resident of Utah and SLC. Moved here in 2020. Went snowboarding for the first time in 2021 and I see why people fall in love with the powder we get here in the Wasatch front.</p> <p>To be clear, I am not opposed to the idea of a gondola in LCC. I think it is a decently cost effective solution to the growing traffic and road maintenance issues. However, I am extremely opposed to it being a 100% taxpayer funded venture. People from across the globe travel to SLC to ski here and spend plenty of money in doing so. This gondola project is directly and almost exclusively to the benefit of the ski resorts up in the canyon. Therefore, they should be funding most, if not all of the project.</p> <p>This is not comparable to a public works project like TRAX where the majority of those that benefit from it are residents of the valley. Wintersports are a very expensive hobby enjoyed predominately by the wealthy, many of whom aren't even residents of the state. If they want better and faster access to the slopes, then make the resorts pay for it, not the people of Utah.</p> | 32.2.7A; 32.2.9D | |
| 30497 | Richard, Dick | I live in little cotton wood. Please don't waste resources building the gondola. It'll make the place I call home worse. | 32.2.9E | |
| 30603 | Richards, Alyssa | The Gondola is a short-sited, taxpayer heavy, outrageously expensive solution to the large amounts of traffic up Little Cottonwood Canyon. More emphasis needs to be put on increasing bussing in and around the high traffic areas in the canyons. Just like the gondola, the buses will not be able to run during high avalanche danger conditions. Unlike the gondola, the buses will not be an assault on the incredible views in Little Cottonwood. Focusing on bus infrastructure in the canyon will cost significantly less to taxpayers, be a more environmentally sustainable solution, and can be accomplished in 2 or more years. The gondola solution to Little Cottonwood Canyon will not be completed in a timely manner to solve this problem now, but increasing bussing to the canyons will be a very good start. | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 31415 | Richards, Austin | The gondola option proposed by UDOT would be a blatant misuse of state dollars in addition to being a clear money grab for ski resorts. I do NOT support it. | 32.2.9E | |

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| 27573 | Richards, Catherine | Gondola B ? Where is the money coming from? Skiers who've already bought passes are going to pay additionally to ride this gondola? Have you even started discussions with the Forest service? How about starting with more parking both free and paid, additional buses and limiting vehicles during snow storms to hotel guests employees and essential workers. This is all talk again. | 32.2.7A | |
| 25458 | Richards, Chrissy | The Gondola is a win for developers and big money and a loss for the people of Utah who spoke out clearly against it. Why have public comments if the public's will is flagrantly ignored at every step? | 32.2.9E; 32.2.9N | A32.2.9N |
| 31171 | Richards, david | <p>As a resident of the Town of Alta I am strongly opposed to the Gondola B plan. The plan does not eliminate a substantial enough amount of highway traffic and as a result the road will continue to be as much as a problem as it is currently. The avalanche problem therefore will not be resolved as the highway will continue to be packed with vehicles.</p> <p>Further, the current plan for the gondola as it enters the Town of Alta takes the alignment just South of the Blackjack and Sugarplum neighborhoods of Alta. These neighborhoods are already subject to the noise of the Snowbird Tram. The gondola in this alignment will further pollute this area with the humming noise of gondola cables. This is an unfair burden to these residents and will drive their property values down substantially.</p> <p>Last year Alta Ski Area instituted paid parking. This had a beneficial effect on traffic patterns in the canyon. Snowbird should be required to eliminate roadside parking and also charge for parking. With these actions traffic would likely be radically improved. This would be a good first step.</p> <p>In summary, this resident of Little Cottonwood Canyon is adamantly opposed to the gondola solution.</p> | 32.2.9E; 32.2.4A; 32.11D; 32.2.2K | A32.2.2K |
| 37449 | Richards, David | The canyons need toll boths to manage traffic and to become self sustaining - income could go to improve road, tunnels and bathrooms!!! It works in Millcreek...forget the big tram - all that is needed is better management!!! | 32.2.2Y | |
| 38030 | Richards, Erin | I do not support the gondola. The need doesn't justify the price tag to tax payers! More importantly the citizens have voted and don't want it! If the taxpayers don't want it and don't want to pay for it, why is UDOT even considering it? An improved bus system system seems a better less expensive option. Why not limit the amount of people on the ski resorts?!? Problem solved! | 32.2.9E; 32.2.2K; 32.2.9A | A32.2.2K |
| 33398 | Richards, Hannah | I am against the gondola | 32.2.9E | |
| 37086 | Richards, Jeff | The community has spoken. The majority of people are strongly opposed. We don't need a European style canyon. We should not spend \$1BB to solve for 10-15 days a year. Tax dollars should be spent on the citizens, not Alta and Powder corp. Do the right thing!! | 32.2.9E; 32.1.2B; 32.1.2D | A32.1.2B |
| 34053 | Richards, Jeff | We do not need a gondola in little cottonwood canyon. Especially since it would only serve such a small user group for a very short time each year. I have been visiting the canyon for over twenty years and I feel it would detract from its natural beauty. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 34993 | Richards, Natalie | <p>There are far too many issues with the gondola proposal to make this a legitimate solution. Just based on the Instagram post alone, outlining the "things to keep in mind:."</p> <ol style="list-style-type: none"> 1. Personal vehicles are still allowed in the canyon under any of the proposed solutions? So we would basically be spending half a billion dollars to build a gondola no one would use because it's less convenient than having their own car up the canyon (use the current bus alternative as an example of this). Which means this is not a solution to the existing avalanche hazard problem nor the air quality problem, as cars would continue to be stacked up under slide paths and the UDOT would still have to actively mitigate the road with other expensive and time consuming tools. Not to mention the fact that an open road plus a gondola would just shovel even more people up the canyon at an increasingly unsustainable rate for the environment, for the ski resorts, and for the TOA. 2. Tolls/gondola ride fees: who profits off of this after you take half a billion dollars of tax payer money? Is the company operating the gondola taking a share of the profits? The owner of the land where the base terminal was built? The ski areas? The answer to this question needs to be transparent and the only right answer is that these dollars go directly back to the tax payers. 3. "Potentially operate in the summer?," As evidenced by recent Oktoberfest traffic, summer is now just as chaotic and dangerous a season on highway 210 as winter. Again, if tax payers are fronting the costs for this gondola, there is absolutely no reason the winter seasonal businesses should be the sole profiteers from this "solution.." <p>In summary, the only way this gondola works is if it is open year round, and residents and service vehicles are the only vehicles allowed on the highway, and that is IF the highway is open. This allows the avalanche mitigation crews to only open the road when it is truly feasible and plows to maintain it less, which would help cut back on costs to potentially *slightly* offset the major expense of this gondola. I also think that if ski resorts are going to be the main beneficiaries of a system like this (since it does not stop at trailheads), they need to front a larger portion of the cost, if not all of it. And UDOT absolutely NEEDS to be transparent and tell us: into whose pockets will supposed tolls go?</p> <p>The above is my opinion as an Alta skier and frequent driver of Highway 210. Below is my opinion as a full time, year round resident of the Town of Alta, which I have been since 2018:</p> <p>The current proposed gondola line goes directly over my home in the [REDACTED]. This will decrease my property value and interrupt my quiet mountain life with the hum of very large cables overhead, constantly. If this gondola is to be the solution (which, as outlined above, needs a lot of work in its current form to be one), the route needs to be seriously reconsidered to disrupt as few town residents as possible.</p> | 32.2.4A; 32.2.6.5F; 32.4i; 32.4O | |

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| 32072 | Richards, Patricia | I have been skiing and hiking at Alta and Snowbird for many years. I do not support the gondola alternative for several reasons. It uses taxpayer money for the exclusive benefit of private resorts and, to a large extent, out of state visitors. It would irreparably scar the scenic beauty of the canyon. It does not address summer congestion. I do not believe it would actually have sufficient ridership to justify the cost and damage done. Please reconsider. | 32.2.9E | |
| 32388 | Richards, Rebecca | I am 100% against such an atrocity to go up the canyon to benefit a few. There are other recourses that can help alleviate the problem. It benefits such an elite group. UDOT... what are you thinking. Listen to the voices that live among thst live here! Our tax dollars can be used much more effectively if another plan is offered. Don't destroy the beauty we have here. I am a taxpayer! | 32.2.9G | |
| 33521 | Richards, Robin | Hi there -- I'm strongly opposed to a gondola. Given how frequently the Peruvian chairlift and the tram at Snowbird stop running due to high winds, and the number of avalanches in LCC, I question the feasibility and safety of a gondola. In addition, funding this publicly amounts to corporate welfare for Alta and Snowbird. I think there are less impactful solutions you should be looking at: make the Ski Bus free (it's actually pretty expensive), charge a toll for cars, limit the number of cars, etc. Thanks, Robin Richards | 32.2.2K; 32.2.4A; 32.2.6.5K; 32.2.7A; 32.2.9E | A32.2.2K |
| 34505 | RICHARDS, TARYNN | A significant increase in busses makes a lot more sense to me. The busses should be free to encourage ridership. | 32.2.9A; 32.2.4A | |
| 37492 | Richards, Tiffany | Please charge every car going up big and little cottonwood! You would have a huge slush fund just from the last three weeeeknds!!! People are happy to pay! Look at Millcreek. People pay and They have put the money towards improved parking lots, trail heads and bathrooms! B&L are water sheds! These canyons have been so poorly managed so let's get the much needed funding by charging at the mouth!! If ski resorts pushback, charge from April to November ... 7 or 8 months is better than nothing! Let's start with toll booths and mandatory carpooling . Then build a tram or tunnel for trax from airport tunneling up to Alta/snowbird . These resorts can be the Utah Zermatt!! | 32.2.2Y; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37306 | Richards, Trent | At first I thought the gondola sounded like a great solution. I have 100% changed my opinion though. I grew up at the mouth of the canyons and still enjoy recreating in the little cottonwood canyon a few times a week all year round. Being able to cruise up the canyon and park across from Alta at 5 am for a dawn patrol tour will likely be gone as the gondola will take away all of the parking up there. I feel like the gondola is a very myopic and extremely expensive solution. The view from the top or bottom of the canyon is breathtaking and will forever be changed with a gondola. Personally I have no desire to consistently take a 2 hour round trip gondola up the canyon. I also worry that increasing the ability to get a significant number of people up the canyon will absolutely destroy the skiing experience at the resorts. We have seen how Colorado ski resorts have been ruined by allowing too many people on the mountain. The lift lines extend all the way up the hillside and people end up paying hundreds of dollars for a few runs. Even with the canyon transportation problem our ski resorts are borderline too crowded. I would much rather not be able to go ski because I know the parking or canyon is full instead of getting up there and wishing I hadn't wasted my time and money due to frustratingly long lift lines. I also worry that the cost will be closer to a billion dollars that tax payers will be stuck with. An exorbitant amount of money to basically just allow the ski resorts to make even more money. I'm confident that 10 years from now we will have a much better solution but at that point it will be too late as we will already have a giant eye sore up the canyon and a debt that will take decades to pay off. All of this to help mitigate traffic a few days a year when it is actually a big problem. PLEASE don't by myopic and jump at the only solution you can immediately think of and leave all of us with the lasting consequences of your short sighted decision. | 32.2.9E; 32.20C; 32.2.2K | A32.20C; A32.2.2K |
| 37874 | Richardson, Calvin | No gondola. Leave it as is. Udot already has done a good job of improving roads. | 32.2.9E | |
| 27718 | Richardson, Danny | The Gondola is a pipedream, in that IF the feeling is, that it will solve the Little Cottonwood transportation, i.e., Winter road problems. It will not. Really bad highway days? Maybe a dozen times a year - Winter only. It will offer a narrow alternative for Snowbird skiers - Alta skiers will show lukewarm acceptance at best. With the proposed fares, many/most frequent patrons will choose to drive or take the bus. The Gondola will offer essentially nothing for back country skiers, especially those that might be choosing White Pine and other intermediate trailheads. It will be a novelty at best in the Summer - an expensive scenic TRAM ride if you will, offering zero access to everything except the Snowbird terminal. The expense - for the return, is not even close to being justifiable. Better? Incremental improvements for LCC (and BCC as well): tolls; carpooling incentives; parking "passes"; select/specific road alterations and improvements; support for electric buses. The price/reward is not justifiable. Local skiers will shun it after 1-2 expensive rides, it might make Big Cottonwood much worse, and ultimately, will not solve the road issues it claims to be addressing. So - a firm, educated, years in the Utah ski industry, well thought out - NO for the Gondola. IF making the "big decision" an incremental, other steps first: road improvements, tolls [electronic pass-drive through lane], carpooling, parking solutions first / wait and see - maybe not / no funding from the legislature/(scapegoat) - process, then OK. But the Gondola should not be the final solution. Thank you. Danny Richardson | 32.1.2B; 32.2.9E; 32.29R; 32.1.1A; 32.20D | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S; A32.1.1A |
| 37234 | Richardson, Doug | NO! Do Not build a stupid Gondola! It does not solve this problem and adds billions to our backs NO! NO! NO! | 32.2.9E | |
| 26031 | Richardson, Jacob | Hello, Thank you for providing the final EIS materials and making the videos that summed up the major points. While I do not support the gondola, thank you for starting with a phased approach that includes extended bus service. One of the videos discussed the impact tolls would have on lower income families. I agree with this concern, but I think the best way to address this is by closing the canyon to any ski traffic. Only residents, those working in the canyon, and people staying in the resorts should be allowed to drive a personal car up the canyon on the busy snow days. There are a number of UTA park and ride parking lots around the valley that can help hold the number of cars that go up the canyon. I think having bus service from these lots would help keep capital costs low and provide greater utilization of | 32.2.9E; 32.29R; 32.2.2B; 32.2.2I; 32.1.2B | A32.29R; A32.1.2H; A32.2.6S; A32.2.2I; A32.1.2B |

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| | | existing assets. Providing bus service from different parts of the canyon can cut down on the total miles driven by drivers helping to improve air quality. I think it would be best to have a bus serve only one parking lot to help keep the travel time low in this situation. Spending \$500M for a problem that only happens a few times of the year and will mainly benefit ski resorts seems like a bad allocation of limited resources. Thanks, Jacob | | |
| 29453 | Richardson, Leah | I do not support the proposed gondola for the following reasons: *huge taxpayer burden for a benefit to a few ski resort customers *the negative visual impact on one of the most scenic places in Utah *this will not do much to alleviate summer traffic of hikers and tourists who need to access trails in the canyon *wildlife impacts due to construction Thanks! | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 25774 | Richardson, Rebekah | This sounds like a horrible solution that makes no promise to address travel outside of Snowbird and Alta. This does not help trail congestion or provide access to climbing and touring. And there is also no guarantee that it will run in summer, negating any benefit to the environment. It is a lot of money for taxpayers when the solution only caters to a very specific group of people between December and April at best. It also ruins the beauty that is Little Cottonwood canyon. I am deeply disturbed that my tax money is going towards a useless gondola while also ruining the nature around it. | 32.2.9E; 32.2.6.3F; 32.1.2D; 32.1.2B; 32.2.7A | A32.1.2B |
| 36660 | Riches, Juli | I think we can focus on other avenues rather than spend so much money on something that isn't going to be that effective. Please use other options first. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 35426 | Riches, Ross | NO to the gondola. This only benefits the ski resorts so let them pay for the solution, not the tax payer. | 32.2.9E; 32.2.7A | |
| 27172 | Riching, Karen | I am opposed to the Gondola proposal. The gondola will primarily serve Snowbird, Alta and the skiers, yet everyone - even those who do not ski - will have a part in funding the project. (the project will be partially funded by UDOT, which falls on the State and ultimately onto the taxpayers of the State of UT.) I propose that Little Cottonwood Canyon be treated similar to Zion National Park. Residents who live up the canyon and/or skiers who have lodging reservations up the canyon may enter with a valid date-specific pass. Valid ID and/or the date-specific pass would be shown at an unmanned entry gate located at the appropriate spot. Snowbird and Alta would then provide dedicated round-trip shuttles up from the base of Little Cottonwood Canyon. The cost of this could be borne with minimal increases in ticket prices. UDOT would continue to provide ski-bus services from outside the canyon as it has done in the past. The beauty and splendor of Zion National Park has been preserved with such a system and the same would apply to Little Cottonwood Canyon. Traffic would be so reduced that shuttles, ski buses and the occasional ski lodger could make the trip up the canyon quickly and easily, thereby reducing the horrendous traffic jams experienced in the past. The gate restrictions would be lifted outside the normal ski season, in conjunction with ski bus schedules, so that anyone wishing to visit the canyon during the summer months would have the option to drive up. Please consider this proposal and feel free to contact me with questions. | 32.2.9E; 32.2.2B | |
| 25880 | Richins, Alexander | Try implementing a regular bus route (every 15 min) with more parking outside the canyon before adding an expensive and increasingly intrusive gondola that will operate less than the buses in terms of time of day operation and throughput | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 32160 | Richins, Luke | I am against the Gondola. Having the public support a transportation line to a private business is not the answer. Adding large metal structures as an eyesore to the canyon is not the answer. Destroying climbing walls, impacting backcountry ski routes, and all-in-all only focusing on a limited number of user groups is not the answer. Choose a different alternative! | 32.2.9E | |
| 32436 | Richman, Allison | I like the ideas suggested as options for decreasing traffic congestion as opposed to the expensive gondola. Please consider utilizing the means already in place and less expensive projects rather than something that will increase taxes hugely for all. parking reservations, - priority parking for carpooling, - reduced fare UTA ski buses all season long, - regulated hitchhiking at the designated pick up/drop off spots, - digital signs at the base of the canyons indicating number of parking spaces available. | 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 26844 | Rick, Reagan | I recreate in LCC at least 100 days per year. Traffic is never a problem except for a few hours on Saturday and Sunday during ski season. Why put an obnoxious monstrosity all the way up the canyon to alleviate traffic for so little hours during the year. Also, you can hear the Snowbird Tram from quite a distance when it is running. | 32.1.2B; 32.11D | A32.1.2B |
| 37128 | Rick, Rebecca | Thanks for your efforts in addressing the need for a change to the current transportation system capabilities in Little Cottonwood Canyon. Given the overwhelming public voice that represents taxpayers who are also accessing the recreation in LCC yearlong, it seems obvious to first pursue a more robust bus system. Reliable bus access through the canyon will have little impact on the environment surrounding the road, and is significantly more fiscally responsible alternative to a gondola system. Please consider the voice of and impact to residents who find the service you provide. Many thanks for your thoughtful, thorough consideration of all comments. | 32.2.9E; 32.2.9A | |

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| 28417 | Rickards, Brad | <p>There is no perfect solution. However, this solution could be more robust if, in my opinion, allowed for the following options:</p> <ol style="list-style-type: none"> 1. It had midway stations to more popular spots for hikers, bikers, and climbers. 2. It was expandable to include a transfer to a gondola serving Big Cottonwood Canyon, and 3. It is expandable to include Park City and Deer Valley <p>To me this solution hits the mark if it can provide access to all these adjoins canyons and meet the needs of skier, boarder, hiker, climber, and nature walker. If not, it's not worth the investment the State is making.</p> <p>Also, I find it hard to understand how UDOT gets everyone all worked up only to discover there are no funds for this project. That makes no sense to me.</p> <p>Finally, I think ski resorts should help defray the costs by investing in infrastructure at their facilities to handle on and off loading. UDOT will never get them to pay for the gondola itself but they should be held to making the transition to their facilities smooth and uncomplicated.</p> <p>Good Luck</p> | 32.2.9E; 32.2.6.5G; 32.2.2N; 32.1.5B; 32.2.7A; 32.1.2D; 32.2.9N | A32.2.9N |
| 28233 | Rickenbacker, Gregory | <p>LCC should consider combating congestion with conservative measures. Tolling of passenger vehicles could incentivize ride sharing by charging \$25 per vehicle with driver only, \$15 for driver + one passenger, \$5 for driver + two passengers, \$1 for driver + 3 or more passengers. Revenue from toll booth could subsidize a shuttle bus system (akin to what is implemented in Zion NP), so that folks riding the bus serving the park and ride and select lots on Wasatch Blvd can access the canyon FOR FREE. This (or similar) system should be at least TRIALED before embarking on such an expensive, destructive, irreversible project.</p> | 32.2.4A; 32.2.2B; 32.2.29R | A32.2.29R; A32.1.2H; A32.2.6S |
| 34579 | Ricketts, Ben | <p>The gondola B alternative is the wrong choice for Little Cottonwood Canyon, Utah and the environment. The initial proposed phasing is worth the expense and worth trying.</p> <p>There are so many unanswered questions - so many much less expensive solutions that have not been tried. Why on earth is it a good idea to spend so much money on the gondola without trying those other solutions? Putting in a gondola requires significant infrastructure that can't be easily removed if this solution does not work.</p> <p>The initial phasing is a great way to tackle the problem in a more cost-effective and environmentally friendly way.</p> <p>Enhanced busing without the road widening seems like a no-brainer. Provide more options for public transportation. More buses = more opportunity for riding public transportation = fewer long lines and packed buses. Let's make it EASIER to take the bus. And if we are using buses, why not make them electric which is even more environmentally friendly? Several of our local leaders tested out electric buses and found they worked great up and down the canyon.</p> <p>If we are using enhanced busing, make it easier for riders with 'express' buses to Alta, 'express' buses to Snowbird and 'local' buses to stop at popular trailheads.</p> <p>Tolling will affect people's decisions to drive up the canyon and the funds can be used for road maintenance, avalanche control, sustaining the tolling system, etc. Tolling works in Millcreek Canyon - why not Big and Little Cottonwood Canyon too?</p> <p>Parking reservations at BOTH Snowbird and Alta are a great idea. If you don't have a parking reservation, you won't drive up the canyon! This is a proved solution!</p> <p>Enforcement of the traction law is also a no-brainer. Only allow vehicles up the canyon with the proper tires and AWD. This should be enforced leading up to a storm as well to reduce the numbers of cars slipping and sliding and getting into accidents.</p> <p>The addition of permanent infrastructure (20+ towers) makes me sick to my stomach. How can we even comprehend such a choice that would impact the land, the watershed and the views? We need to preserve the landscape AND the beauty and wonder of LCC. Building the gondola towers will permanently destroy the views. That infrastructure cannot be easily removed.</p> <p>Ultimately, the gondola only benefits a small portion of the population - a relative few who already have the means to ski. Taxpayers' money should be used to improve the lives of the state's most vulnerable (bolster things like low-income housing, food insecurity) or fight climate change or improve our public education system. The gondola is not a good use of taxpayers' funds.</p> | 32.2.9E; 32.2.9R; 32.2.9A; 32.2.6.3F; 32.2.4A; 32.2.2K; 32.2.2M; 32.1.2B | A32.2.29R; A32.1.2H; A32.2.6S; A32.2.2K; A32.1.2B |
| 34620 | Ricketts, Ben | <p>I appreciate the changes made from the initial EIS to the Final EIS. Taking into account lower canyon trailhead parking is commendable, as well as the improvements to Wasatch Boulevard. As a Cottonwood Heights resident I support these changes to Little Cottonwood Canyon.</p> <p>However, adding a Gondola is a massive leap that should not even be considered until it is determined that other solutions do not fix the problem. Ideas, like tolling</p> | 32.2.9Q; 32.2.9E; 32.2.29R; 32.2.2K | A32.2.29R; A32.1.2H; A32.2.6S; A32.2.2K |

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| | | <p>and requiring parking reservations at all resorts in Little Cottonwood and Big Cottonwood Canyons could completely fix the traffic issues when combined with more buses, tolling, and snow sheds.</p> <p>It has been my experience that requiring parking reservations had the single biggest impact on improving traffic in Little Cottonwood Canyon that I have seen in the 18 years I have lived in the area. It's been my experience that 30% to 50% of the skiers that drive up and down Little Cottonwood Canyon do not want to be driving up the canyon at 7:00am - 9:00am but have to try to get up that early to compete for parking spots.</p> <p>When these skiers know they have a reserved spot, many choose to wait until much later in the morning. This has the effect of spreading out the traffic surge over a larger time period reducing peak traffic congestion and those who do not have a parking reservation would learn to not drive up the Canyon, but instead automatically get pushed to using buses. Further reducing traffic in the Canyons.</p> <p>Again, please continue to attack other alternatives before jumping to the conclusion that a massive gondola is the best alternative to support two private businesses</p> | | |
| 33660 | Ricketts, Michelle | <p>LCC Gondola comment. Hello my name is Michelle Ricketts and I'm a Utah state, SL County registered voter and tax payer. I'm am against the gondola for many reasons. The visibility in the canyon. I look at Zion NP and the traffic issues they had. There is a reason a gondola or tram wasn't an option. There is no need to scar up the landscape for ever. There are better options. This gondola will add more people to the canyon. People not from here. People going to the resorts. Spending money at the resorts. Which are there to make money. It will benefit the resorts not me. I go up the canyon for many reasons. One is for skiing. Theo gondola has no use for me other than skiing and I'd not want to add to the cost of skiing. Please please look at the other options and how many different ways this canyon is utilized besides just skiing. I'm a tax payer against this and it's cost.</p> | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28452 | Ricketts, Michelle | <p>There is a reason that Zion National Park doesn't have a gondola or anything that takes away from the views. LCC should be looked at this the same way. I understand the need for mass transit. I understand the time and research it has taken to get to this decision. I'm concerned that what this will do for the view and experience daily of all the people that make this place home. I'm concerned that the people involved in making the decision and putting money towards advertising will benefit greatly financially, which is WRONG. I'd like to see a public vote on this decision. I'll say it again. Zion National Park doesn't have a gondola and there is a big reason. A Gondola will drastically change the canyon in a very negative way. A gondola is a bus in the sky. Costs more. It's wrong..</p> | 32.2.9E; 32.2.9N | A32.2.9N |
| 29664 | Ricketts, Paul | <p>NO GONDOLA! Just use busses or other ground transportation. The canyon is destroyed enough as it is. Gondolas are nothing but a pet project and a waste of money.</p> | 32.2.9A; 32.2.9E | |
| 33581 | Ricketts, Paul | <p>No gondola!!!!!!!</p> | 32.2.9E | |
| 29792 | Ricketts, Sarah | <p>The gondola B alternative is the wrong choice for Little Cottonwood Canyon, Utah and the environment. The initial proposed phasing is worth the expense and worth trying.</p> <p>There are so many unanswered questions - so many much less expensive solutions that have not been tried. Why on earth is it a good idea to spend so much money on the gondola without trying those other solutions? Putting in a gondola requires significant infrastructure that can't be easily removed if this solution does not work.</p> <p>The initial phasing is a great way to tackle the problem in a more cost-effective and environmentally friendly way.</p> <p>Enhanced busing without the road widening seems like a no-brainer. Provide more options for public transportation. More buses = more opportunity for riding public transportation = fewer long lines and packed buses. Let's make it EASIER to take the bus. And if we are using buses, why not make them electric which is even more environmentally friendly? Several of our local leaders tested out electric buses and found they worked great up and down the canyon.</p> <p>If we are using enhanced busing, make it easier for riders with 'express' buses to Alta, 'express' buses to Snowbird and 'local' buses to stop at popular trailheads.</p> <p>Tolling will affect people's decisions to drive up the canyon and the funds can be used for road maintenance, avalanche control, sustaining the tolling system, etc.</p> <p>Tolling works in Millcreek Canyon - why not Big and Little Cottonwood Canyon too?</p> <p>Parking reservations at BOTH Snowbird and Alta are a great idea. If you don't have a parking reservation, you won't drive up the canyon! This is a proved solution!</p> <p>Enforcement of the traction law is also a no-brainer. Only allow vehicles up the canyon with the proper tires and AWD. This should be enforced leading up to a storm as well to reduce the numbers of cars slipping and sliding and getting into accidents.</p> <p>The addition of permanent infrastructure (20+ towers) makes me sick to my stomach. How can we even comprehend such a choice that would impact the land, the watershed and the views? We need to preserve the landscape AND the beauty and wonder of LCC. Building the gondola towers will permanently destroy the views. That infrastructure cannot be easily removed.</p> <p>Ultimately, the gondola only benefits a small portion of the population - a relative few who already have the means to ski. Taxpayers' money should be used to improve the lives of the state's most vulnerable (bolster things like low-income housing, food insecurity) or fight climate change or improve our public education system. The gondola is not a good use of taxpayers' funds.</p> | 32.2.9E; 32.2.9R; 32.2.9A; 32.2.4A; 32.2.2K; 32.2.2M; 32.1.2B | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K; A32.1.2B |

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| 29429 | Ricketts, Sarah | <p>I've read the emails and watched the 2 videos. I really like the phased approach and vehemently disagree with the gondola. Is it possible to start with the first phase (enhanced bus, tolling, snow sheds, improved trailhead parking, eliminating roadside parking near Snowbird and Alta) then make a decision on the gondola? It seems to me that those other methods would greatly improve conditions in Little Cottonwood and might make the gondola option less desirable.</p> <p>I oppose the gondola for many reasons. Firstly, it is a huge amount of money to spend on a system that only benefits Snowbird and Alta (private companies), ignoring the needs of all other public lands users. It is a huge amount of money to spend on a system benefiting private businesses and on something that will only run in the winter. I would rather see that large chunk of money go to improvements that will benefit all users of the canyon all year round.</p> <p>I support the effort to improve the traffic situation. If there was enhanced bus services (more frequent buses with more space for passengers) and tolling, it would incentivize more people to take public transportation. I'm afraid parking at the base to unload then board a gondola will not incentivize people away from driving then we have spent significant money on an option that is not helping.</p> <p>Lastly, the visual impact to Little Cottonwood Canyon is unacceptable. We have a magnificent canyon and the gondola will mar the views for all. The visual impact should be taken into consideration along with the environmental and user impacts.</p> <p>Again, I support tolling and enhanced bus service and improved trailheads and maybe even snow sheds. NO GONDOLA.</p> | 32.1.2B; 32.1.2D; 32.2.4A; 32.2.6.5F; 32.2.9A; 32.2.9E; 32.7A; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 25403 | Ricketts, Syd | The gondola plan is only going to make the locals, the employees of the resort, and the culture of Little Cottonwood Canyon. It is only going to make it more difficult for users to access their public lands. The gondola only supports the resorts and makes it immensely more difficult for those not able to recreate at said resorts. Not to mention the environmental impacts and the wilderness aspects of the land you are putting at risk. The gondola is not the answer. - Sincerely All Locals | 32.2.9E; 32.2.9N; 32.13A; 32.4B; 32.2.2PP | A32.2.9N; A32.13A |
| 36415 | Rickles-Young, Eve | <p>Thank you for compiling the detailed EIS report that clearly lists out the main options and an overall review of how the analysis and impact study was conducted.</p> <p>The main concern with the final EIS proposal is the very narrow focused scope of the project being the evaluation of options being considered to improving the mobility and reliability of transportation on S.R. 210 overall for winter ski traffic.</p> <p>The problem regarding mobility and reliability is now becoming a matter year-round and impacts S.R. 190. Seeking scope expansion to cover recreation users for the 2.1m users as listed in section 1.1.2.1 for S.R. 210 and the additional users for S.R. 190</p> <p>My first suggestion is to expand the Scope of purpose statement to include improving the mobility and reliability of transportation in S.R. 210 during year round peak periods.</p> <p>As an avid hiker, I want to see a long-term solution that also addresses access to other parts of the canyon beyond the ski resorts.</p> <p>I support enhanced bus service because it is more accessible, could allow for more bus stops in the future or a longer season for accessing the canyons in the summer as well. With bus service, plans can be modified and more can be added. If we build a gondola, we'll never be able to add more stops than point A to point B, where SLC residents will still need to use their car for part of the journey and will only be able to access the ski resorts. I think this plan is shortsighted.</p> | 32.2.9A; 32.2.6.5F | |
| 26210 | Ricks, Dale | <p>This is outrageous. A group of developers get approval for a project that will destroy the canyon forever. If these developers are not cancelled, and our elected officials do not stand up to common sense, there will be enough rage in the community to throw them out of office.</p> <p>The people have spoken and you are not listening.</p> <p>NO GONDOLA..!</p> | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35982 | Ricks, Janae | I am opposed to the gondola. Ruining the beautiful view with a man-made structure would be a travesty. There have to be better alternatives than that. | 32.2.9E | |
| 34618 | Ricks, Judd | this will ruin little cottonwood canyon for locals and visitors alike. please protect utah's wild lands! Don't do it!!!! | 32.2.9G | |
| 37260 | Ricks, Katherine | Protect our lands and nature and do not put in a gondola. | 32.2.9E | |
| 36277 | Ricks, Marianne | I do not support the idea of a gondola at this time. Too much tax payer money, and there are plenty of things we can do first to limit traffic and congestions in the area. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 30814 | Riddle, Leslie | <p>Expanded bus service is what we deserve and pay for! It's simply poor management to blame staff shortages are the cause of cut backs in service/frequency! Cut the top salaries by 30% -50% and pay driver's more (recruitment incentives, etc.).</p> <p>NO to the gondola now and always. As long as it is stopping only at the to ski resorts it should be fully funded by the to ski resorts ONLY!</p> <p>Enhanced busing can work -- although I doubt that UDOT can manage anything other than salaries for management that far outweigh the value management provides--especially compared to other areas our size.</p> <p>Enhanced bussing with electric buses that run on 10 - 15 minute increments and stop at trailheads not just resorts!!</p> | 32.2.9A; 32.2.7A | |
| 26676 | Ried, Lucas | I don't believe any construction should begin in a fragile ecosystem like this. We've done enough in the SLC area to degrade this zone, the addition of gondolas or similar would just lead to more issues. Native plant populations will immediately take a hit as the trees are cut to make room, and invasive are much quicker to grow back, which will cost the city millions in the long run. Take it from an ecologist please. You don't want this. | 32.13A | A32.13A |
| 32522 | Riedley, Susan | Toll roads should be illegal. We already pay state, city, and federal taxes for infrastructure. Tolling a road/highway is double-dipping. Oh, and NO GONDOLA to wreck the beauty of Little Cottonwood Canyon! The resorts can build their own expanded parking lots to deal with overflow and offer Early Bird incentives to drive up AND drive down sooner to ease the rush hour traffic. | 32.2.2K | A32.2.2K |

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| 29337 | Riehl, Spencer | Please just build it. I ride the ski buses from Midvale Ft. Union and anything is better than what we have now. In my preferred plan, SR 210 is only widened to add one additional lane, which is a flex bus only lane that allows buses go up the canyon in the morning and down in the afternoon. But that's not on the table. So build the Gondola. While we are at it, I wish UDOT would think outside the private car for more transportation needs and really start helping UTA build out world class BRT lines. | 32.1.2B; 32.2.9D | A32.1.2B |
| 34811 | Rielly, Megan | We encourage you to pursue a phased approach involving busses (electric) before obtaining funding and constructing a gondola. This would change Utah as we know it. | 32.29R; 32.2.6.3F | A32.29R; A32.1.2H; A32.2.6S |
| 38595 | Riemardy, Tom | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 27673 | Rigby, Carson | I am in favor of Gondola B. It will provide a safe, reliable, and quick form of transportation. It will make the road much less congested, and it will make for a better experience for residence and tourists. | 32.2.9D | |
| 33520 | Rigby, Marsha | We moved back to Salt Lake 20 years ago after being gone for 20 years. When we came back we would go up to Albion Basin for a picnic and you could drive there and there were few people in the camp spots. We hadn't ben back for several years and when we took a trip back up there we couldn't drive up. We had to take a bus. We got there and there were people every where. There was no way you could have a picnic with the on slot of people. We left and have not returned. I know there are more people here now and they all want to be able to enjoy the beauty of the outdoors. Look at what is happening to Zions and the other National parks. Allowing more cars up the canyon will destroy everything it has to offer. I'm not for widening a road that has no room to be widened. I think there should be a toll to get up the Canyon. I like the idea of the gondola as I think it will also limit the number of people going up and it also offers a view of the Canyon that you can't get from a car. But I also think that a gondola every 2 minutes is also to much. I'm all for limiting the numbers of people going up the canyon. | 32.2.4A; 32.2.9D; 32.2.9L | |
| 32731 | Rigby, Richard | I think the gondola is a terrible idea and should not be implemented in any form. Other options should be fully explored before. | 32.2.9E | |
| 33029 | Rigby, Rodney | The gondola option sounds like it will only benefit skiers and will be both expensive and intrusive to the "wild" nature of the canyon. I prefer less expensive options that rely more on electric buses and incentives for ride sharing. | 32.2.9E; 32.2.4E | |
| 31959 | Riggle, Chris | I have said it before and will say it again--NO GONDOLA! We're at Snowbird for 2 days and enjoying the wonderful view which will be changed FOREVER if the gondola is chosen. Follow the money--who benefits? 2 rich ski resorts and the developers. Who loses? ALL the taxpayers. | 32.2.9E | |
| 37351 | Riggle, Christine | YES to enhanced bussing NO NO NO TO GONDOLA It's not needed, except for the developers, Snowbird and Alta | 32.2.9A; 32.2.9E | |
| 35611 | Riggle, Michael | A comment on the proposed gondola in Little Cottonwood. The canyon is a rare treasure in this state and the West. To visually despoil that beauty with an industrial looking device is unacceptable. There are many other reasonable alternatives to feed the resorts. NO GONDOLA Mike Riggle Sandy, Ut | 32.2.9E | |
| 33390 | Rigolon, Alessandro | I strongly oppose the gondola. It's a huge waste of taxpayers dollars that will just subsidize the ski resorts and only address winter traffic. Traffic has become unsustainable most weekends of the year. We need an enhanced bus system that connects to multiple transit hubs in the valley | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.9A; 32.2.9E | A32.1.1A; A32.1.2B |
| 35010 | Riley, Brandon | I'm for a gondola. Get the vehicles out of the canyon. | 32.2.9D | |
| 30971 | Riley, Katie | I would like to see an electric bus system implemented rather than the gondola. A gondola will have a fixed capacity, which would perpetuate the issue of overcrowding if the demand continues to rise. A bus system, however, is expandable. More buses can be added but more gondola cars cannot. Furthermore, the construction of the gondola towers throughout little cottonwood canyon presents a concerning danger to the life supported by the area, including ourselves. How would our watershed be affected by the machinery and materials required for construction? I propose instead to improve the parking at the mouth of the canyon and below, and implement a network of electric buses that stop every 15-20 minutes during peak use hours. Thanks for the chance to comment. | 32.2.9A; 32.2.6.3F | |
| 27469 | Rimmer, William | I support the gondola. I still have not skied in Utah, in part because of apocryphal stories of the traffic in Little Cottonwood Canyon. We need more options than just cars. | 32.2.9D | |
| 33435 | Ring, Dylan | Hello, I am commenting in opposition to the proposed Gondola up LLC. I agree traffic is a problem particularly in winter but have seen great success with busing, car pooling and hitch hiking to get to the ski resorts and back country skiing trail heads. I propose the county look toward increasing the number of buses and perhaps building a much larger park and ride for users of the buses. Even if a gondola was built I believe the parking at the base would still be a significant problem! | 32.1.2B; 32.2.2Y; 32.2.9A; 32.2.9E; 32.4B; 32.7B | A32.1.2B |

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| | | <p>If these arguments are not enough I would also argue for the preservation of the rock climbing up the canyon. I work in Layton but live in Salt Lake in large part because the granite climbing up LLC is so good. There is a only a limited number of climbing sites that would be effected by the proposed gondola but yet again I fail to see why more buses could not fix the issue without this.</p> <p>Thank you, Dylan</p> | | |
| 37426 | Ringsen, Ken | I'm all for the gondola. It will be an amazing way to travel the canyon. I understand that the canyon is too overused to remain as-is and I am adamantly opposed to snow sheds. That is what would be the blight on the canyon and a horrible means of travel. | 32.2.9D | |
| 32426 | Rinker, Justin | I've recreated in this canyon for over 30 years and can't imagine what a gondola would do to the natural landscape. We as humans should be doing everything we can to lessen our footprint on this earth.. not build a ridiculous gondola up the canyon! Let's please reconsider this initiative. | 32.2.9E | |
| 35295 | Riolo, Robert | <p>Response:</p> <p>I understand this is a complex problem, but I feel that the solution is not to go ahead with the Gondola proposal.</p> <ol style="list-style-type: none"> 1. The cost is staggering, and likely to far surpass the numbers now being used. 2. I live in Wasatch Resort and get to see road traffic each day. There are a limited number of days, mostly around winter holidays, when the Gondola is necessary. 3. Most skiiers, because of the cost and time associated with the Gondola don't expect to be using it. 4. The project benefits mostly Snowbird/Alta and not the residents, and this is clearly not the will or preference of the people. <p>Thank you,</p> <p>Robert Riolo [REDACTED]</p> | 32.2.9E | |
| 33201 | Riordan, John | No gondola please | 32.2.9E | |
| 36920 | Rioux, Zach | I am a Utah resident and a frequent user of Little Cottonwood Canyon. I am fully against the proposed gondola plan. To be frank, the proposal appears to be solving the question of "how can we make the most money for a couple highly-successful ski areas and a small handful of well-connected landowners," rather than "how can we make travel in Little Cottonwood more efficient and safer in the most cost-effective way." Despite a high price tag, it wouldn't solve the existing problems as it would only replace a small percentage of vehicle traffic and it would likely add many new issues (traffic in the valley, longer commute on most days, visual eyesore, overcrowded ski resorts). I would much rather see a smaller and simpler plan - something like a toll, additional buses (from more places), select snow sheds and enforcement of the existing chain restrictions. The current proposal seems completely unnecessary and wasteful, and would add limited value even if its initial cost was zero. | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.9A; 32.2.2M | |
| 32661 | Riser, Adam | <p>Please do not build a gondola up the canyon above my house. I moved to the base of the canyon years ago to be closure to the place where I spend all of my free time rock climbing, ice climbing, mountain biking, and backcountry skiing. The gondola only serves to get more people to already over-crowded resorts without addressing any of the issues that the other user groups have. And although the ski resorts will benefit from it (financially, not functionally), it will be those of us at the base of the canyon who will pay for it (literally) through taxes, not to mention the construction, traffic near our homes, and the permanent eyesore of a giant machine running up the beautiful canyon we all moved to live near. It's clear from the previous round of comments and your response to them that you're not listening to what the actual users of the canyon want, but in case you are, count me 100% in the no gondola category.</p> <p>Adam</p> | 32.2.9E | |
| 30916 | Riser, Barbara | Improve roads and include a bus lane for solar & electric buses. Not against a gondola but wind, storms will affect its operation. And it will be expensive. | 32.2.9B | |
| 31697 | Risley, Mike | The Gondola is a terrible idea. Why are we spending millions to reduce congestion to get to a recreational sport. Spend the money on people who need it, not some boondoggle for the affluent. | 32.2.9E | |
| 36332 | Rissmann, Jane | Is anything going to be done in big cottonwood canyon? | 32.29D | |
| 36323 | Rissmann, Scott | What about reserved parking for both areas? What about not taking the ikon pass? What about avalanche tunnels? | 32.2.2K | A32.2.2K |
| 32468 | Risto, Laura | I am firmly against a gondola. The cost far outweighs the benefit. | 32.2.9E | |
| 31155 | Riter, Christine | No on the gondola. Seems a short-sighted, money-wasting endeavor. Climate change is reducing our snowpack. This contraption would only stop at the resorts? At the top of the mountain? I don't want my taxpayer dollars funding only those people who can afford it. Locals are getting squeezed out of their own backyard. I'd prefer to incentivize carpooling, expanded bus service, and base parking options. | 32.2.9E; 32.2.2E; 32.2.9A | |

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| 25740 | Riter, Frances | I am against this project. I can't afford the cost of this project and don't won't to pay for something I will never use!!!! I am tired of being taxed for things that I will never use. | 32.2.7A; 32.2.9G | |
| 35778 | Rittgers, Ryan | From everyone I have talked to at the U, myself included, the decision is unanimous that the gondola unnecessarily obstructs and devalues the beauty of the canyon. | 32.2.9E | |
| 34327 | Rivero, Christopher | I believe the gondola is a huge mistake and will cause damage to the environment and landscape. The best option is buses and congestion tolling. | 32.2.9E; 32.2.9A | |
| 36974 | Roa, Ben | <p>The gondola proposal is a short sighted, inequitable, and inefficient solution to the traffic problem in Little Cottonwood Canyon. Little Cottonwood is a unique natural resource in its accessibility to the city and the activities it offers, and the gondola will significantly and irreparably effect all recreation in the canyon. In the 16 years I have lived in Salt Lake City, I have discovered new (and often times free) uses of the canyon most every year, but I have also seen the snowpack noticeably decrease season after season. I agree that something must be done to address the traffic seen in the canyon, but there are other measures that are less costly and still allow more equitable access.</p> <p>Tolling or mandatory carpooling are far better alternatives to the gondola, as they are year round measures to preserve the canyon. Tolling can also serve as a revenue stream for maintenance of one of the most trafficked natural recreation zones in the country. The canyon itself is not solely owned by the ski resorts, and as such, the community should take responsibility in the future of Little Cottonwood. If anything, the number of comments you have received should speak to the willingness of the community to participate in this type of solution.</p> <p>The prospect of the trails, boulders, and views of Little Cottonwood being permanently ruined for an industry that is built upon an undeniably changing climate breaks my heart. To allow this to happen is to allow a senseless theft of one of the most valuable assets Utah has to offer for corporate gain, and I implore those involved to consider more equitable, less costly options.</p> | 32.2.9E; 32.1.2D; 32.2.2E; 32.2.4A | |
| 30655 | Roach, Ilona | I think the cog rail system would be best for long term (100+ years) population growth. | 32.2.9F | |
| 34859 | Roadifer, Brian | My comment in regards to adding a gondola up Little Cottonwood Canyon would be that there should be more stops up the canyon and not only at the ski resorts. The stops should be along popular hiking spots to help alleviate traffic during peak summer season. Right now the gondola seems only useful during peak winter ski season to the benefit of the resorts and not to the public that goes into the canyon during the summer months. Also if you are going to roll out a toll road, you should make it free for those that live in the canyon. Thank you. | 32.2.6.3C; 32.2.6.5G | A32.2.6.3C |
| 34850 | Roalstad, Mary | I do not believe that a gondola is the best option for alleviating traffic issues in Little Cottonwood Canyon. Other than obvious visual implications to the landscape, this development will have far reaching effects on wildlife and the natural life cycles of the canyon. More so than an additional lane, or additional parking options at the base of the canyon, the Gondola option will bring excess visitors to LCC with addressing capacity limitations. This development will only benefit resorts and does not service backcountry skiing, common trailheads, or other types of outdoor recreation. This means a gondola would use taxpayer dollars to benefit only a select few with economic means to purchase ski passes. I believe this is an inequitable and highly impactful solution that needs further consideration. | 32.2.9E; 32.2.0C | A32.2.0C |
| 28352 | Robb, Ethan | No gondola. I do not need my tax dollars to pay for two private resorts that limit public land access. | 32.2.9E; 32.2.7A | |
| 37623 | Robbins, Brynna | Don't build the gondola!!!! | 32.2.9E | |
| 38596 | Robbins, Faith | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 38597 | Robbins, Faith | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 27013 | Robbins, Sarah | I am a resident of South Jordan, season pass holder at Alta, and lifelong skier. No way I would ever ride a gondola all the way up the canyon. Have you ever been in a gondola when it stops? You just sway, and wait and wait and wait. Claustrophobia at its finest! I would never ever ride a gondola 8 miles. | 32.2.6.5K; 32.2.9E | |
| 37984 | Robbins, Stewart | Please consider the other non-Gondola options for Little Cottonwood Canyon. As frequent visitors to this canyon for recreation, my family and I would prefer to see an increased focus on things such as tolling, increased bus routes and highway improvements, such as snow/avalanche tunnels. This seems much less invasive and expensive than a Gondola. Thank you. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 30271 | Robbins, ZoeA | I am a resident of the community at the mouth of little cottonwood canyon so feel I am somewhat of an authority on the traffic and impact of the ski resorts canyons on a community. I am AGAINST the gondola for many of the same reasons others are but I also specifically feel this plan will negatively impact the exit and entrance into my east bench neighborhood. I foresee not only traffic up the canyon but now traffic to La Caille making getting out of my neighborhood to go to work in Sandy a nightmare. A traffic light at either of the entrances to the Kings Hill neighborhood would be a difficult if not impossible prospect. Asking me to pay thousands of dollars personally to worsen traffic in my community is not something I or my neighbors will sign up for. Furthermore, the handful of days that the gondola MAY improve upon are just that- a handful. It's not worth it. It's especially not worth it when we have in no way explored what we could do with a robust (throw 10 million at it) bussing system. This plan you have is so flawed and reactive and frankly transparent- it's no secret who is influencing this plan. I seriously hope you reconsider. If this goes badly it will be a very bad look for UDOT | 32.2.9E; 32.2.6.5E; 32.2.6.2.2A; 32.2.9A | A32.2.6.5E; A32.2.6.2.2A |

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| 29378 | Roberds, Ronald | Do not widen Wasatch Blvd. There is too much traffic on it already all year. It needs roundabouts so the traffic will stop breaking speed limits and to force large trucks to use alternative routes. I have lived on Wasatch for 19 years and know what traffic does in this area. I have been a skier for over 50 years. The public should not have to pay for skiers access to resorts nor should government collect payment for canyon access. Gondolas would be an eyesore for those who have to live where it would be visible. Maintenance roads for the gondolas are unsightly and intrusive in developed areas. Using the gondolas is a hassle for large families with small children; I have experienced that in Europe. You should leave the road "as is", but add snow sheds. Each resort should mark all parking spaces on their property and require customers to buy a parking ticket before they go up. UDOT should do the same thing for customers who want to have parking access to terrain outside the resorts including the selling of parking tickets. Hotels could offer refunds to guests. | 32.1.2B; 32.2.2K; 32.2.9E; 32.2.9L; 32.7A | A32.1.2B; A32.2.2K |
| 35406 | Roberson, Abigail | Please, listen to the people. The residents of Utah Do Not want the Gondola to be built. This is a massive decision that will costs millions of dollars. UDOT did not go through the appropriate channels to gather all of the necessary materials to make an informed decision. UDOT was charged with finding a solution to the traffic problem, which the gondola would solve. But UDOT is not qualified to make a final decision without weighing in the environmental effects of putting a massive infrastructure in a water shed canyon. In short, UDOT needs to rescind the Gondola release and focus on a solution that will best serve the community, the environment and the tax payers. | 32.2.9E; 32.1.2F | A32.1.2F |
| 25453 | Robert Augason, P. | I attended a meeting to discuss issues that have now come to a head. The discussion basically had three (3) main thoughts. 1. The cost is heavy and there needed to be million more money spent for environmental evaluation that have already been done three times prior. 2. The cost will be the burden of the state tax payer despite it only affecting one country. 3. Alta ski lift company stated that they (ski resorts) would pay for the whole gondola 100%. After this was presented the question was raised why are we even discussing hemorrhaging taxpayer money and senseless meeting. Is the real reason that politicians (active and past) and contractors are making a process difficult to make lots of dirty money? Nothing has been addressed (elephant in the room) regarding those who own the property that is being affected by adverse means. Is there going to be a government"taking" to provide financial benefit to the resorts? Is there going to be any restrictions or cost to property owners to use the roads and right of ways? Note that some of these roads and right of ways existed before Utah was a state or the Forest Service even existed. | 32.6A; 32.6C; 32.2.4A; 32.2.7A | |
| 31523 | Roberts, Anna | I am a civil engineer living in Sandy, Utah. I work for Ensign Engineering, who will help design stations for the gondola. I recognize my bias on this issue, but I do support the gondola as a citizen of Sandy. My primary concern is the environmental impact and the economic burden of the alternatives considered. I am a rock climber and volunteer for organizations like "Keep Nature Wild". The gondola has a smaller footprint, is carbon neutral, has a lower impact on the watershed, and operates quietly which contributes less noise pollution to the ecosystem of LCC. It impacts 2 climbing sites instead of 40+ like the road expansion, and removes ski traffic from visits to hiking/climbing locations along LCC. Environmental issues are severely affected by economic opportunity, and the gondola is less expensive over its lifetime than the road expansion. Other alternatives do not offer long-term solutions to the traffic in the canyon, and access ought to be equitably offered to all residents. As a civil engineer who has researched this issue thoroughly, I support the gondola as the preferred alternative for LCC. I am distressed by the misinformation that has been spread about the gondola, and ask that UDOT continues to evaluate all factors objectively. Whichever alternative is the most environmentally and economically responsible should be the alternative selected. | 32.2.9D; 32.1.2D; 32.1.2F; 32.1.5C; 32.2.9N | A32.1.2F; A32.1.5C; A32.2.9N |
| 35782 | Roberts, Barbara | I hope they put something in like this. The cars are ruined the canyon and makes it unpleasant to drive up them. Way too many vehicles. Many places in Switzerland do not allow cars up to places like Zermatt . . The have trains and cog tracks | 32.2.9D | |
| 38203 | Roberts, Brian | I am a resident of Salt Lake City, Utah. I have lived in Utah most of my life. I strongly oppose building a gondola in Little Cottonwood Canyon. It would make the canyon ugly and look like an amusement park. It would ruin the beauty of Utah that people come from all over the world to see. There are only about ten winter days per year the road has problems. Due to global warming, some scientists predict there won't be snow in North America by 2050. That is only 28 years from now. Therefore, an ugly gondola and these other projects you propose are not needed. They are a waste of taxpayer money. I believe you are out of touch since you are even considering such a foolish thing! The Utah Department of Transportation has a history of making BAD decisions. You raised the speed limit from 65 mph to 70 and 80 plus even though the Utah Highway Patrol strongly advised against this, begged you NOT to do this. You did it anyway. Since then Utah highway deaths have skyrocketed. It is a joke to hear you talk about zero fatality goals when you are doing this and highway deaths have skyrocketed because of it. It is also not good for the environment and not good for saving fuel. Now you want to squander \$500 million to \$600 million building an unnecessary 8 plus mile long gondola in Little Cottonwood Canyon that is not needed. It will | 32.2.9E; 32.1.2B; 32.2.2E | A32.1.2B |

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| | | <p>make the canyon ugly.</p> <p>Just because something CAN be done does not mean it SHOULD be done. As engineers, you appear to only care about numbers. You are ignoring what matters most - keeping our Utah beautiful.</p> <p>Years ago I traveled by raft through the Grand Canyon. While in the Grand Canyon I saw old scars where the Federal Government drilled and tested different locations in the canyon to build a dam and fill the Grand Canyon with water. Luckily, people came to their senses and this didn't happen. I hope you come to your senses and don't build the gondola or widen the road. Don't do anything that will make the canyon ugly.</p> <p>Those in favor of the gondola are speaking out of both sides of their mouth. They say it is necessary because the road is icy and dangerous during the winter. If that was their main reason for a gondola, they would want to end road travel in the canyon. They don't want this. They want BOTH. Why? The ski resorts want as many customers per day as possible. Since the road can only move a given number of vehicles per day, they want it to continue (no matter how dangerous) and the gondola to run at the same time. You are being hoodwinked if you think the gondola is about improving safety!</p> <p>The gondola is also being promoted as being "clean." It will be powered by DIRTY COAL.</p> <p>What I also don't like about the gondola is it would NOT be safe. The ride will be 37 minutes long. Each car only has room for about 20 people to sit yet will be packed with up to 35 people. That means 15 people will be standing holding their skis. Ski resorts make a lot of money selling alcohol. Skiers will drink. Many will come back down the canyon drunk. Drinking and fighting go hand in hand. Fights inevitably will break out in the gondola cars. Many Utahns carry guns.</p> <p>The gondola will become a target for mass shootings. I highly doubt you plan to make every gondola passenger go through a metal detector and security prior to boarding the gondola. If you do that it will cost a lot of money for employees and equipment. It will slow down the boarding. If you don't do it, the gondola could be easily destroyed with only \$40 dollars (100 rounds of 9 mm x 40 cents each equals \$40). If there is a mass shooting on the gondola, people will no longer want to ride it. It will probably be taken down, just like some schools are torn down after mass shootings.</p> <p>If you ignore the majority of people who are opposed to the gondola and build it anyway, I expect many of them, including myself, will stop skiing in Little Cottonwood Canyon. I expect some of them will create websites and encourage out of state tourists to avoid skiing in this canyon. If this happens, it could put Snowbird and Alta out of business.</p> <p>I would much rather the \$500 million to \$600 million be spent saving the Great Salt Lake. It is what most Utah residents care about since it directly affects our health and our way of life. Due to the lake being the lowest level in recorded history, our summers are now unbearably hot and dry. We are running out of water.</p> <p>The Catholic Church in Utah recently came out against building the gondola. It said the money could be much better spent, that it is enough money to pay for everyone in Utah to use mass transit for free.</p> <p>Come to your senses. Listen to the majority of the people and do what they want. Do NOT build the gondola that will make the canyon ugly!</p> | | |
| 28561 | Roberts, Carey | I have been a life long skier and I was only able to ski once last year due to the very high cost for the day, equipment, pass and lunch. It is no surprise to anyone that skiing for the most part is an elite sport. Let the skiers and the resorts pay for it NOT the average tax payer that would never use it! I think you should try better bus system and not clutter our ski line! | 32.2.7A; 32.2.9A; 32.20C | A32.20C |
| 26306 | Roberts, Carson | You really gotta bring more infrastructure to the sacred and beautiful wasatch mountains. When will it be enough? There is already too much infrastructure from the hotels and resorts in the canyon. Appreciate the beauty, don't destroy it. | 32.29D | |
| 35176 | Roberts, Colton | Thank you for all of the hard work and preparation that has gone into this project thus far. The gondola is a great solution to benefit generations to come | 32.2.9D | |
| 36058 | Roberts, Jan | I have lived on [REDACTED] for 25 years. I experience first hand the traffic backlog on powder days trying to get up the canyon. This is NOT a problem. It only happens approximately 5-10 times an entire ski season and this ABSOLUTELY does NOT require us spending billions of dollars to fix it! Government WASTES money on special interest projects every day and the gondola is a special interest project where private businesses and private business individuals would be the only benefactors of taxpayers hard earned money. NONE of my long term neighbors that live on [REDACTED] want the gondola, everyone I talk to are against it completely!!!! UDOT doesn't seem to care about the actual people that deal with this so-called problem every year, they clearly want to proceed with the gondola project because they are being heavily lobbied to do the gondola project. What officials at UDOT are going to personally benefit from this project?????????? | 32.1.2B; 32.2.9E | A32.1.2B |
| 27659 | Roberts, Kaden | The bus would be a better option because it is a lot cheaper to do, and the buses are electric. This will help with the amount of cars because you will end up needing to pay a fee when going up to the canyon in your own car. | 32.2.9A; 32.2.9B | |
| 31007 | ROBERTS, KEITH | The gondola is a ridiculous idea which only addresses resort-based winter use. The use of tax funds to enrich established commercial enterprises is disgusting. Snow sheds / prioritizing busses / electrification of fleet has worked around the world as a flexible and scalable means to address mountain access. | 32.2.9E; 32.2.9A; 32.2.9K | |

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| 38087 | Roberts, Nina | <p>I am a resident of Salt Lake City, Utah. I have lived in Utah all my life.</p> <p>I strongly oppose building a gondola in Little Cottonwood Canyon. It would make the canyon ugly and look like an amusement park. It would ruin the beauty of Utah that people come to see from all over the world.</p> <p>There are only about ten winter days per year the road has problems. Due to global warming, some scientists predict there won't be snow in North America by 2050. That is only 28 years from now.</p> <p>Therefore, an ugly gondola and these other projects you propose are not needed. They are a waste of money.</p> <p>I would much rather the \$500 million to \$600 million be spent saving the Great Salt Lake. It is what most Utah residents care about since it directly affects our health and our way of life. Due to the lake being the lowest level in recorded history, our summers are now unbearably hot and dry. We are running out of water.</p> <p>The Catholic Church in Utah recently came out against building the gondola. It said the money could be much better spent, that it is enough money to pay for everyone in Utah to use mass transit for free.</p> <p>My first choice is use all of the money to help save the Great Salt Lake.</p> <p>My second choice is use the money to pay for everyone in Utah to use mass transit for free. But this choice makes no sense if the Utah becomes so hot and dry due to a falling lake level that we have to move away.</p> <p>Use the money to help save the Great Salt Lake. Do NOT waste it building a gondola or widening Little Cottonwood Canyon's road. Use the money where it is most needed.</p> | 32.2.9E; 32.1.2B; 32.2.2E | A32.1.2B |
| 29495 | Roberts, Rosalyn | I'm a senior on fixed income. Use your own money! you have money to burn. I don't. | 32.29D | |
| 27549 | Roberts, Sandra | Why should the whole public pay for a system that accomodates people who can afford to ski? The majority of Utahns" who will be taxed to pay for this system will Never use it. Add buses, tunnels and tolling to use the road so that at least the people who are in favor of doing something to improve their skiing experience will be paying for it! | 32.2.9A; 32.2.7A | |
| 30862 | Roberts, Scott | I fully support the proposed gondola system. The canyon traffic problem has become unbearable and a clean, pollution-free, vehicle-free way of getting people up and down the canyon is exactly what's needed. It will also be a great draw in the summer months as well and will further enhance Utah's image as a world-class destination. | 32.2.9D | |
| 26894 | Roberts, Scott | I absolutely oppose more destruction of our canyons. Putting a gondola doesn't solve the issue here. Traffic will only be worse when people get stuck up there and can't get down. Unknown costs to taxpayers and unknown damage to an already damaged ecosystem. | 32.1.2B; 32.2.7A; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 29992 | Roberts, Tim | Imagine Zion Canyon with a gondola running up the middle of it. The view from Angel's Landing would be ruined and the place would never be the same. Zion Canyon is a lot like Little Cottonwood. A beautiful environment with millions of visitors every year. Busses work great in Zion and could work great in Little Cottonwood. I don't even think you need to actually widen the road. I think traffic needs to limited and everyone should have to take a quick and efficient bus service. The avalanche enclosures could help the road stay open in hazardous times. | 32.2.9E; 32.2.2B | |
| 36002 | Roberts, Wendy | No Gondola please! Too expensive and too ugly. I doubt it would be well used because of the time involved to ride it. Enhance bus system. Put a toll on the road. | 32.2.9A; 32.1.2F; 32.2.7A; 32.2.9A; 32.2.2Y | A32.1.2F |
| 34349 | Robertson, Dustin | We need a solution to the traffic. I support doing something. Gondola great it is something do nothing is not and optional | 32.2.9D | |
| 36278 | Robertson, Jenny | Absolutely no gondola!! | 32.2.9E | |
| 37394 | Robertson, Katy | I am strongly opposed to the gondola project. This is waste of taxpayer money. It seems the only people who truly benefit from this are the ski resorts and the contractors. Don't build it!!! | 32.2.9E; 32.1.2D; 32.2.7A | |
| 27298 | Robertson, Marni | I absolutely do not want a gondola added to little cottonwood canyon. We do not need to spend money on this. We need to focus on conservation and preservation. | 32.1.2B; 32.2.9E | A32.1.2B |
| 33652 | Robertson, Melanie | Do not move forward with this proposal it is destructive to the area so many come to enjoy and serves too small a user group to be justified | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 32685 | Robertson, Will | Please do not build a gondola to fix a traffic problem. Building a gondola is a new attraction, not a fix to the existing traffic concerns. If taxpayers are holding the bill for this, we need something useful which this is not. The only people that benefit from a gondola are landowners, ski resorts, and Doppelmayr. A tunnel that connects all ski areas and backcountry stops is a better option. I would prefer to sit in traffic over ruining the scenery of LCC. | 32.2.2C; 32.2.2H | |

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| 30724 | Robins, Kendall | I think this big project should be put on hold. Try smaller, effective things before spending hundreds of millions. See how our crowds react to diminishing snowpack. Then, only if still necessary in a few years, of the two final options, I prefer the gondola. | 32.29R; 32.2.9D | A32.29R; A32.1.2H; A32.2.6S |
| 26125 | Robinson, Alex | <p>█ this plan. This is absolutely outrageous on so many levels.</p> <p>First of all the plan sucks. Very expensive, ugly towers in literally the crown jewel we have in our valley, doesn't build on existing infrastructure, and will only be practical to use a very small number of days throughout the year.</p> <p>I'm not going to go into any more details about how much this whole plan sucks, however I could write an entire essay. Put this up for a vote with the people paying for it before you just shove it down our throats, this is absolutely ludicrous.</p> | 32.2.9E; 32.1.2B; 32.2.9N; 32.2.2PP | A32.1.2B; A32.2.9N |
| 37414 | Robinson, Andrew | <p>I directly oppose the construction of a Gondola in Little Cottonwood Canyon. This option only serves as a vehicle to increase the financial return of the ski resorts who occupy the canyon. It does not serve most of the users of the canyon, only those who use the ski resorts. It will not reduce traffic, but only allow for more customers to reach the resorts. It will forever damage the topography of the canyon. As one who uses the canyon frequently for various activities, I cannot stress how valuable this resource is. Climbing, hiking, backcountry skiing and biking are activities that will be impacted by the devastating construction of the gondola. It is absolutely unnecessary, and is also a costly venture for taxpayers like myself.</p> <p>Please explore expanded public transit options for the canyon as this is feasible and will create far less impact on the priceless resource that is Little Cottonwood Canyon.</p> <p>Sincerely,</p> <p>Dr. Andrew Robinson</p> | 32.1.2D; 32.1.2F; 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2F; A32.1.2B |
| 32332 | Robinson, Brent | I think a gondola is a waste of tax payers hard earned money. Put up a toll booth, make the parking lot at the base of the canyon larger to accommodate more vehicles, have the ski resorts run shuttles every 15 minutes or so. Why does everything need to be funded by tax payers? The ski resorts make millions. If they want the skiers then they should foot the bill. No more tax payer money should be used to subsidize the ski industry. | 32.2.9A; 32.2.7A | |
| 37978 | Robinson, David | the concept of tolling as a traffic management tool does not seem to be in the public best interest. first off day use capacity is the responsibility of the stakeholders, USFS, Alta, and Snowbird, not UDOT. give the Alta paid parking program time to see how it impacts user behaviors before applying a punitive program. when the gondola becomes a reality it should be attractive to users who agree with its goals outcomes and values, not be forced to use that option as a cost savings decision. | 32.2.9D; 32.2.2K; 32.2.4A | A32.2.2K |
| 37900 | Robinson, David | I feel that you understated the impacts when the main line under Superior closes during snow events. the bypass road is a poor alternative under dry road conditions and becomes a bottleneck and cork in the bottle when snow packed. finding a solution with a combination of RAC devices and snow sheds should be a part of this project. | 32.2.6.2.3C; 32.2.2TT | |
| 37937 | Robinson, David | in the proposed phased approach to the gondola project I suggest that the portion from the mouth to snowbird be completed, and the portion from snowbird to alta be abandoned. the 50 million or so not spent on the upper portion could be used for increased UDOT man power and equipment to be deployed during snow events. | 32.29D | |
| 29850 | Robinson, Donald | No Gondola! I think a fee station like the one at American Fork Canyon is a better solution, in my opinion. | 32.2.4A; 32.2.9E | |
| 26325 | Robinson, Heidi | The gondola is a terrible idea to supplement skiers coming in for a portion of the year. We need to look at better options that the residents of Utah support for year round access. Toll roads would be the best place to start, and incentivize the more people per each car. The gondola is limited to like 35 people per cart, depending on how many stops are added, the length of time will quickly outweigh the benefit for riders and we'll end up in the same situation where we have too many cars in the canyons. Make people pay to use the canyons, not pay hundreds of millions of dollars in taxes for a gondola system that will do little to solve the actual problem. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9E | A32.1.2B |
| 28135 | Robinson, Jim | I am strongly opposed to the gondola in little cottonwood canyon. | 32.2.9E | |
| 33208 | Robinson, Karen | I am a life-long resident of Salt Lake County east side. The proposed gondola in Little Cottonwood Canyon would be a huge mistake. It is too costly and really doesn't solve the traffic issues in the canyon. We need to try cheaper and more common-sense approaches that can be monitored and revised as the situation changes not some ugly structure that distract from the natural beauty of the canyon. | 32.1.2H; 32.2.9A; 32.29R | A32.1.2H; A32.29R; A32.1.2H; A32.2.6S |
| 25426 | Robinson, Kelly | The gondola option does not account for multi use and address issues for lower income. Consider an option like a lottery rather than an expensive option that serve few wealthy people | 32.2.4A; 32.1.2B; 32.1.2D; 32.2.2K; 32.5A | A32.1.2B; A32.2.2K |
| 27327 | Robinson, Kevin | No tax money should be spent on this project. The beneficiaries of a project like this should shoulder the cost. Resorts and riders. A very small percentage of Utah residents will benefit from this project. Over Use of the canyon is killing it. | 32.2.7A; 32.6A | |
| 25379 | Robinson, Mark | No Gondola. This is the worst idea. Don't do this!!! | 32.2.9E | |
| 36181 | Robinson, Robert | This problem is too expensive. It is not the tax payer job to pick up this whole bill. You are just moving the traffic problem to a new area. Stop the project. | 32.2.7A; 32.2.9E; 32.2.6.5E | A32.2.6.5E |

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| 32696 | Robinson, Tammy | I am not a skier. But I am a Utah tax payer. This is an extreme misuse of tax payers' dollars for one season of the year and will only benefit the wealthy, while the majority of us hard-working middle-class citizens will be burdened with higher taxes for something we're not even going to use. Please don't mess up our beautiful canyons in order to benefit a few. Why not limit the number of cars allowed per day? Use busses or a reservation service or a lottery system to allow opportunities to those who are going to frequent the slopes. If they want to ski, there are other places within a short drive where they can go. | 32.2.2K | A32.2.2K |
| 28441 | Robinson, Tyler | I think the Gondola is the best solution. After visiting the Alps this year, it's clear to me that's the best option for the environment and solving the transportation issues. | 32.2.9D | |
| 32447 | Robinson, Tyler | I love the idea of the gondola! I feel that it would be the least disruptive to the actual environment and actually put a meaningful dent in the traffic problem in the canyon. | 32.2.9D | |
| 30061 | Robinson, William | I do not support the gondola given cost and visual impact. - I support enhanced bus service - I support tolling | 32.2.4A; 32.2.9A; 32.2.9E | |
| 35656 | Robinson, Zach | Please no gondola. The gondola will have long lasting physical impacts on the canyon, and it will suck. Close the canyon to all vehicle traffic, and run busses like in Zion Canyon all year long. | 32.2.9E; 32.2.2B; 32.1.2F | A32.1.2F |
| 33819 | Robison, Anna | I do not think the gondola is a good idea. While all of the options are very expensive, the gondola is not going to help alleviate the crowds and traffic for the vast majority of the year and for the majority of canyon activities. | 32.1.2B; 32.1.2D; 32.2.9E; 32.7C | A32.1.2B |
| 29637 | Robison, Benjamin | This is a huge allocation of funds that will only benefit a small portion of the population. It would be far more cost effective to use electric buses to help reduce congestion. Please alter your plan to better serve all of the population. | 32.1.2B; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.2B |
| 27579 | Robison, Jeff | I cannot begin to express how disappointed I am in this decision and yet how unsurprised I am that you selected the alternative that best serves commercial interests. The kabuki theatre of "accepting comments" prior to coming to this decision is insulting to the intelligence of our population. Why don't you make available the totality of the comments that you received rather than just bullet points? My guess is that the number of comments that express concern to adamant opposition to this gondola gimmick far outnumber those in favor. Absolutely shameful. | 32.2.9N | A32.2.9N |
| 28089 | Robles, Mauricio | Have all the hotels and resorts pay for this project. Stop subsidizing big business. Let them pay for it if they want it. Do not increase my taxes, I live in Kearns and don't want to pay to accommodate some rich people and tourist's pleasures. Use the money to pay for competent teachers or to give better salaries to police, crime or getting out of control in SLC. We don't need no gondola for three or four days of heavy snow in winter season. They are promoting only one side of the story on radio and TV. We don't want more taxes for leisure projects to accommodate rich people. don't tax me and don't use our money for these project. | 32.2.7A | |
| 34172 | Rocco, Liz | please do NOT build a gondola. implement improved bussing. Between christmas and spring break the canyon could be bus only. create a large parking structure somewhere in your study area and have electric buses looping the canyon all day. thank you | 32.2.2L; 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 27326 | Rocha, Matt | I'm hoping with phased implementation we will find that a gondola is not the answer and tolling, bussing, and controlling private traffic in the canyon will solve the problems without having to have 200' towers and 500million in tax payer money used to benefit 2 private corporations while also ignoring other canyon users. With bussing we can have a trailhead route gondolas just run strait to the resorts. While ruining what makes LCC special. | 32.2.9R; 32.2.6.3C | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.3C |
| 34705 | Rock, Colleen | I am writing in opposition to UDOT's recent announcement that the Gondola (Alternative B) is the preferred transportation solution for Little Cottonwood Canyon. It makes little logical sense to undertake the extensive, tax-payer funded construction of a gondola prior to implementing simpler, most cost-effective solutions such as enhanced bussing, consistent enforcement of traction laws, road tolling, and parking reservations. We have seen parking reservations work throughout the Wasatch in the last few years, and tolling has proven to be an effective solution in Millcreek Canyon. The gondola is not a convenient solution and will not solve traffic issues. A ski day in Little Cottonwood Canyon will consist of parking off-site (or paying a premium for one of the limited parking spots near the base), taking a bus to the base station then riding the gondola 31 minutes to Snowbird or 37 minutes to Alta. And then doing it all in reverse order at the end of the day. As cars attempt to access the gondola station rather than the canyon, traffic will be pushed out of Little Cottonwood Canyon and onto Wasatch Blvd, I-215 and surrounding neighborhoods in the Cottonwood Heights community. How is this a solution rather than just a new mess? While these points alone make it clear that the selection of this \$550 million+ eyesore is completely premature, they say nothing of the fact that taxpayers will be primarily footing the bill for an infrastructure project that is benefiting just two private business within the canyon, as well as the real estate developers who are licking their lips and rubbing their hands in anticipation of the windfall they will experience with their plans for the bottom of the canyon. With no trailhead or backcountry access, the gondola is far from a solution that benefits all of Little Cottonwood's users throughout the year. What a gimmick! Utahns do not want a gondola! Eighty percent of us said so according to a Deseret News/Hinckley Institute of Politics poll. Little Cottonwood Canyon is a true treasure of our local environment and we are investing in preserving its beauty. Stop ignoring public input and take a more tempered approach to development within this special location. | 32.2.9E; 32.2.9R; 32.2.6.5J; 32.2.6.5E | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.5E |

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| 29893 | Rockwell, Christopher | No, just no. Why is the public paying for something that serves private companies? A improved bus service would actually serve the public better during both the winter and the rest of the year. Also, has anyone thought about rescue operations if something happens to the gondola and the cabs can't be moved and thus people need to be rescued from the cabs? Seems like a major problem to me. | 32.1.2B; 32.2.6.5K; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 27251 | Rockwell, Ken | I'm highly skeptical about the use the gondola will receive. If it isn't as cheap as the bus, most people will not use it, and if they find it quicker to drive, they will take their chances on parking. Great expense plus little use means wasted taxpayer money. Better to see how the planned interim measures work, as well as parking reservation system. | 32.29R; 32.2.2K | A32.29R; A32.1.2H; A32.2.6S; A32.2.2K |
| 26145 | Rodabaugh, Jackie | I highly disagree with the gondola project in little cottonwood canyon- there are other ways in which we can decrease traffic while also lowering the environmental impact. No gondola! | 32.2.9E; 32.2.2PP | |
| 38794 | Rodar, Jodi | Subject : Little Cottonwood Canyon y nuestra comunidad merecen respect! Dear Utah Department of Transportation, I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. I am writing with deep concern and outrage, I believe the gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low-income communities. They will have less access to the gondola station and less access to Little Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low-income residents live. Thank you for your time regarding this urgent issue. Sincerely, Dr. Jodi Rodar Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening. Thank you for your consideration. Sincerely, Jodi Rodar [REDACTED] | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2i; 32.10A | A32.1.2B; A32.2.6.3C; A32.2.2i |
| 35509 | Roderick, Michael | I 100% support the creative use of the Gondola as a means to reduce canyon traffic. If any of you have been to Switzeland or France and see how they manage traffic to the ski resorts , you would undoubtely ssupport the gondola idea. Many European ski resorts do not allow cars into the resort. You can only get there via gondola. It is a peaceful creative experience riding the gondola up to the resorts. We all need to do whatever we can to eliminate global warming. This is a positive step in the right direction. | 32.2.9D | |
| 36602 | Roderick, Suzanne | I absolutely DO NOT want the gondola through the canyon and I object to taxpayers money throwing at it. | 32.2.9E | |
| 33712 | Rodgers, Zoey | Please please please don't build the gondola for environmental conservation | 32.2.9E | |
| 33713 | Rodgers, Zoey | Please don't build the gondola for environmental conservation | 32.2.9E | |
| 35140 | Rodriguez, Andrea | UDOT's preferred alternative to ease traffic congestion in Little Cottonwood Canyon (LCC) to build a gondola at a cost of over \$500 million, funded by Utah taxpayers, is short-sighted and is NOT the answer to this problem. | 32.2.9E; 32.2.6.5E; 32.2.4A; 32.2.2K | A32.2.6.5E; A32.2.2K |

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| | | <p>While UDOT has established criteria that the preferred alternative must benefit all users of the canyon, a gondola would only benefit Alta and Snowbird patrons. It would also benefit the owners of these resorts with a huge public subsidy.</p> <p>It is highly possible that traffic delays and crowds at the base of the gondola base will cause many people to drive anyway, minimizing UDOT's stated goal of the gondola.</p> <p>The natural beauty of the canyon which attracts many visitors from all over the world would be permanently diminished for all future visitors, including those who do not benefit from the gondola. In addition, there are nearby wilderness areas that will be adversely impacted by gondola construction and permanent changes to wildlife habitat.</p> <p>Better and less expensive alternatives exist that UDOT has not considered for managing access to LCC. There are many ways this could be done, including requiring mandatory carpooling or implementing a reservation system or alternate day access depending on whether a vehicle's license plate number is even or odd.</p> <p>Today the ski industry is very important to our economy and their voice is loud. However, it is ridiculously short-sighted to spend half a billion dollars of public funds to benefit only this vocal industry when its importance will likely diminish. We will likely experience reduced snowpack caused by climate change as well as ever increasing costs of skiing.</p> <p>The only reasonable way to manage the increasing use of LCC is to limit the number of visitors, and it must be done in an equitable way.</p> <p>-Andrea Rodriguez, Holladay UT</p> | | |
| 32940 | Rodriguez, Austin | Strongly opposed to the gondola. Using tax payer dollars to funnel money to private business is wrong. I understand Utah likely would benefit from the increased tax revenue but the people of Utah do not want it. You would be destroying our landscapes and opening up a ton of construction in the canyon which is one of the only places of peace for hikers, climbers, and outdoors lovers. | 32.2.9E | |
| 34220 | RODRIGUEZ, Brian | This gondola business only serves a small purpose, to benefit Snowbird and Alta. This does not serve the public in a beneficial way. I would rather see my tax dollars go to creating better driving routes and safety up the canyon during winter or other forms of public transportation. | 32.2.9E | |
| 27088 | Rodriguez, Desi | The cost for the Gondola is very high, and do we already have the money to make it or are we going to have to fund it with higher taxes and things? And if we do already have this money why can't we put it towards something more environmentally friendly. Yes, the Gondola can reduce pollution during the winter, but to build it is going to cause pollution and not only that but disrupt ecosystems within the canyon. Another this is the giant parking lot at the bottom that would have to be built. Parking lots are known to ruin the environment and affect many animals. Why not have more buses that go up the canyon or start to fee the people who go up the canyon. I just feel like there are better options for the environment that don't require to build a giant thing. | 32.2.7A; 32.2.9A | |
| 38072 | Rodriguez, Eric | The gondola is going to kill part of LCC only for the benefit of ski resorts in LCC during winter. We have 3 other seasons and another canyon that needs a better solution than an obtrusive destructive expensive gondola. Invest more heavily in shuttles instead. I will literally stand at the boulder field and tie myself to the boulders in LCC before I let you tear them down. The climbing is the whole reason I'm living here. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 31186 | Rodriguez, Fernando | <p>To Whom It May Concern:</p> <p>I am disheartened by UDOT's recent decision to implement a gondola in Little Cottonwood Canyon despite the overwhelming public opposition. This opposition is quite justified for the following reasons, all of which I hope are reconsidered with the eventual arrival at the conclusion that a gondola simply does not make any sense.</p> <p>There is no good reason to not attempt implementing alternative strategies for reducing traffic. These include, but are not limited to, electric bussing, tolling, parking management, carpooling programs, and requirements and enforcement of appropriate traction devices on vehicles...all of which are substantially less costly than the greater than half of a billion dollar price tag that has been proposed for the gondola (a likely gross underestimate of its true cost). The public will be forced to pay for this project from which only a small percentage will benefit. The fact that the largest beneficiaries are the private ski resorts of Snowbird and Alta is even more disconcerting. I sincerely doubt that the public shares the goal of increased ticket sales at these two resorts given the multifaceted costs that the gondola would impose.</p> <p>If one takes a closer look at what a gondola would actually provide, one would be hard pressed to see any true advantages. The actual travel time in the gondola is impressively long and that does not include the additional time spent parking at the mouth of the canyon. The traffic that the gondola purports to obviate would still exist at the northern and southern entrances to the canyon as people would still need to access the base station. The traffic that backs up onto the freeway and into local neighborhoods would almost certainly persist.</p> <p>The very real risk of too many visitors to the canyon is another consideration. I could foresee the gondola providing transportation to additional skiers instead of representing an alternative to preexistent patrons of the resorts. In other words, the number of vehicles on the road may not be substantially impacted (an</p> | 32.2.9E; 32.2.9A; 32.2.6.3F; 32.2.2K; 32.1.4C; 32.2.6.5O; 32.2.6.5E; 32.2.0C; 32.1.4D; 32.2.9N; 32.2.9W | A32.2.2K; A32.2.6.5E; A32.2.0C; A32.2.9N |

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| | | <p>unsurprising consequence of the inconvenience that the gondola imposes), yet the total number of skiers would increase. This would put an unsustainable strain on the mountains and resorts which already operate at levels that are disappointingly "beyond" capacity.</p> <p>Having lived at the mouth of Little Cottonwood Canyon for more than a decade, I understand and am frustrated by the amount of traffic that drives by at a snail's pace on the big powder days. Fortunately, I recognize that these represent a very small percentage of the overall days during the resorts' ski seasons and that it is a price that I am willing to infrequently pay so that I can live where I do. Even if the gondola were to lessen the impact in these instances, oftentimes it would also be restricted from operating due to avalanche control work that would prohibit its passage. As such, the true impact that it would have in the grand scheme of an entire season would likely be vanishingly small. Outside of the ski season, the gondola's worth would be much diminished as it only provides access to the resorts, one of which is entirely shut down.</p> <p>Perhaps most devastating of all of the consequences of a gondola will be the irreversible destruction of the canyon's beauty. Without hyperbole, one of the main reasons that I live here is the recreation and scenery that Little Cottonwood Canyon provides me throughout the year. I would be heartbroken to see multiple, hundred foot plus towers installed along the entire length of the canyon. I was saddened by the construction of the cell towers a few years ago. I don't want to even imagine how much the gondola will detract from my beautiful canyon. I am sure that there are many other enthusiasts, many of whom do not ski in the resorts, that feel the same way. Please consider the impact that it would have upon climbers, cyclists, hikers, and the endemic fauna.</p> <p>I have outlined many concerns that I have regarding the construction of your proposed solution to the traffic issues that Little Cottonwood Canyon faces. This time around, I hope that you take them very seriously and consider the opinions of the vast majority of other citizens that are opposed to this disastrous project as well.</p> | | |
| 33039 | Rodriguez, Manuel | A gondola is not going to reduce traffic in the canyon. Most people that drive through there aren't going to the ski resort. | 32.2.9E; 32.2.6.5C; 32.1.5D | |
| 28430 | Rodriguez, Ryan | Installing a gondola is an in appropriate use of public funds and detracts from common activities in the canyon. | 32.2.9D | |
| 36626 | Roe, Madeleine | I appreciate public leaders looking for creative solutions to transportation problems. However, this gondola would be paid for by the community but would only benefit a small portion of the population. I fail to see why the resorts would not pay for the project. We have more urgent transportation needs to address to help the community prosper. | 32.2.7A | |
| 31580 | Roe, Shane | <p>Let me go on record stating first that I'm completely against the gondola idea. It will mar the canyon and be a benefit to relatively few and at immense cost. Tolling sounds interesting, but not at the \$20 to \$30 being suggested to limit vehicles. This cost is prohibitive to lower income folk who maybe make it up to ski once or twice a year--if at all, or who just want to go for a drive to check out the snow in our beautiful Wasatch Mountains. I do believe that tolling at a lower rate--say \$3 to \$5 per car--can be effective at raising funds for canyon improvements, such as better parking, or widening roads, and should be considered.</p> <p>As a personal note, I pick up a blind guy and take him skiing once per week. Public transportation is much harder and a private vehicle to the resorts makes life much easier for those with disabilities, and I think exceptions should be made for such conditions should the prohibitively priced tolling be enacted. Just my two cents. Thanks.</p> | 32.2.29E; 32.2.4A | |
| 34578 | Roelfsema, Tyler | The gondola does not seem to be the right answer to our issues in little cottonwood canyon. As others have mentioned, the sheer cost of it should make us look at other less expensive options. It's especially frustrating that the funding is coming from tax payers which will benefit 2 entities up that canyon who don't seem to be willing to provide services of their own. The destruction of many iconic climbing routes and the natural aesthetic of the canyon is another concern. Right at the time of this decision, UTA is reducing service up the canyon which is the opposite of what should be happening. Other options should be explored before settling on this massive project. | 32.2.9E; 32.2.7A; 32.4B; 32.2.2PP; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 34885 | Roeseler, trey | A gondola would be terrible for the natural beauty, local wildlife system, and local community. Probably a bad idea. However, it would make yall a ton of money and be kinda nice for traffic reduction. | 32.2.9E | |
| 33718 | Roestenburg, Jessica | I'd rather see Utah go to change driving habits, subsidize more environmentally friendly transportation, etc. than change the natural landscape with a gondola. | 32.2.9E | |
| 32323 | Roestenburg, Sadie | As a Utah citizen, I do not approve of the gondola plan. It will disrupt many parts of the canyon, nature, and many activities like hiking and climbing. There needs to be more discussion about better alternatives that meet the needs of everyone, not just the ski resorts. Thank you. | 32.2.9E; 32.2.2PP | |
| 35497 | Rogerd, Catherine | Please APPROVE THE GONDOLA for transportation up Little Cottonwood Canyon. I believe this will be the best option because it would provide far less environmental damage to the canyon & it would carry more people up the canyon than buses. | 32.2.9D | |
| 34515 | Rogers, Chris | <p>The gondola is not a good answer for what to do in the canyon. Especially not with public funds, when it will mainly serve to help ski resorts and the corporations that own them. The canyon is a beautiful natural resource that should be protected, not another expendable resource to be used up to line the pockets of a few. Approving the gondola will affect access and use of the canyon in many detrimental ways, like some of the below:</p> <ul style="list-style-type: none"> - Access to climbing areas will be compromised during years of construction. - Destruction and/or removal of irreplaceable and historic world-class climbing and views. - Not an equitable solution and perpetuates environmental marginalization and injustice in the Wasatch Front. | 32.2.9E | |

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| 37396 | Rogers, Elle | I think the gondola is a terrible idea for our community. I think it is a huge waste of money to benefit a few. Utilize more and smaller buses or shuttles. Create a parking place/garage at the bottom of the canyon. Make everyone take public transportation. Make it free with all the money saved from not doing the gondola. Please do not make the mistake of building a multi million dollar gondola to benefit a select few. I do not support this in anyway. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2B | |
| 30887 | Rogers, Jen | I am an avid skier and climber in little cottonwood. I used to live up in Alta, and I still consider it a pseudo-home. I am very concerned that my taxes are going to a solution that is only servicing the ski resorts, disregarding the entire recreation area that is the rest of little cottonwood. Looking at the numbers, having a 30% reduction of traffic for the gondola does not offset the intrusiveness the gondola brings to the canyon as well as the potential destruction of some of the classic boulders that little cottonwood is iconic for. I ask that UDOT reconsider. Thank you. | 32.2.9E | |
| 38667 | Rogers, Jerry | Hi, my name's Jerry Rogers. Live at [REDACTED] phone number [REDACTED]. Yes, I want the gondola put in. Thank you. | 32.2.9D | |
| 28343 | Rogers, Karla | Very well thought out, fair and logical answer to a situation with a much needed response. | 32.2.9D | |
| 30074 | Rogers, Kent | PLEASE build the tram. I don't believe that any other alternative provides a long-term solution. Only the tram will help when the road is the worst, during heavy snowfall or an avalanche. As for the aesthetics of the canyon, the tram would be minimal and certainly MUCH less of a distraction than the road is or telephone / electrical poles already are. | 32.2.6.4, 32.2.9D | |
| 31729 | Rogers, Kevin | As a life long Utahn, one who is both a climber and a skier, one who has worked at Snowbird for years and dealt with the traffic in LCC, one who is a tax paying citizen with a tax paying business, I have to throw my hat into the ring with those that are adamantly opposed to the gondola. Unlike many of those both for and against, I have read and studied the available information on the table. I know how much it costs to install, operate, and maintain a gondola at a ski resort, one that is privately funded where they are careful about expenditures because they have to be. A state funded, state ran gondola will go comically overbudget. It will cost the taxpayers far more to maintain and operate, it will serve a small amount of people who ski and snowboard, most of which are not locals, but tourists. This gondola will serve private industry the same way oil roads and oil trains that claim to be "public assets" do. The truth is not hard to see and moving forward with this option, especially when so many less costly options are available, will unravel the public trust in UDOT, and in the process that came to this conclusion. This will be the tipping point for a community that has already been sold a prison relocation that was nearly double the stated 550 Million budget, the same community that is now unraveling the back channel dealings of the currently crippled Inland Port. Utah's tax payers will only tolerate so much of this before they make themselves heard. Does UDOT really want to place themselves in the center of that ring? Do they really want to be the poster child for government corruption, when the motives for this decision and the people it benefits are so readily known? I am insulted as a voter, for no other reason than collectively, your actions indicate that you do not believe that Utahns will make themselves heard, or that we have the will to root out the corruption that continues to plague our government spending. It has to stop. Please, do not move forward with the gondola option. It will not be successful, it will only serve as a monument to the erosion of public trust in our government, our "democratic" processes, and our elected officials. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 29093 | Rogers, Mackenzie | It's not likely you're even considering comments, or considering those who have paid a sizable amount to live in LCC. Widening of roads is dangerous to our children, us, and create a loud road near nice homes. This also ruins the aesthetic of the canyon. The gondola itself is a massive invasion of privacy, and no one will allow it. This will not happen easily. | 32.2.9L; 32.2.9E | |
| 33100 | Rogers, Madeline | Maintain existing visual experience | 32.2.9E | |
| 29656 | Rogers, Rebecca | This is not the time to buy an expensive gadget for affluent tourists. Let them pay for it through price increases. | 32.2.9D | |
| 33209 | Rogers, Terreal | I am a Sandy resident and user of Little Cottonwood Canyon all year round. I am opposed to building the gondola as a solution to decrease traffic jams in the canyon. It may be true that building a gondola will reduce the amount of traffic on the road in LCC, but if the gondola is built at the mouth of the canyon, then the traffic jams in Sandy and Cottonwood Heights will be worst than ever. The traffic jams will just be moved farther down the canyon and create huge delays for residents of Sandy and Cottonwood Heights. A one stop gondola parking garage for all the skiers will create a huge bottleneck of traffic and block roads that locals use even more so, because all the traffic that is usually backed up in the canyon will now be backed up into our neighborhoods. I agree that there is an overwhelming need for a solution to the traffic in LCC. I think that reducing the amount of tickets sold per day by the ski resorts, parking reservations, and increasing busing are all better, more cost effective solutions to the traffic issues that face LCC. Thanks for considering my comments. | 32.2.9E; 32.2.6.5E; 32.2.2K; 32.2.9A | A32.2.6.5E; A32.2.2K |
| 37795 | Rogers, Terry | I want the gondola | 32.2.9D | |
| 37422 | Rogers, Tim | I don't know how much it matters, and I'm sure a lot of these comments start with "I've skied Alta for 35 years" or something like that, but I feel like it might help whoever is reading this to know that I've worked for UDOT as an Avalanche Forecaster in Big and Little Cottonwood Canyons since 2018. Prior to that I lived and worked in Alta for over a decade. I've seen the growth and change in both LCC and SLC. I feel like my viewpoint is unique and deeply informed, but also, it's just one of many who moved to Utah and fallen in love with the Wasatch Front. I'll cut to the chase. I'm a fan of the preferred alternative. I still don't think a gondola is the best solution or the first thing LCC needs to alleviate the traffic pressure, but as it's stated in the draft, I'm in support of the phased approach and believe if the other measures don't make enough of an impact, the gondola could be an appealing addition to mobility in the canyon. The first and biggest concerns I have are that the working capacity study for LCC is over 20 years old. This is absolutely ridiculous, to have a thorough understanding of how many people are using the canyon and what they're doing / where they're going is absolutely required before deciding on and investing in costly solutions. The fact that UDOT would not complete a new capacity study or require the USFS to complete one as part of the EIS is confusing and troubling. | 32.2.9R; 32.2.0B | A32.2.9R; A32.1.2H; A32.2.6S |

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| | | <p>Without a current capacity study how do we expect to get a thorough understanding of who is using the canyon, where they're going, and how many people the Cottonwoods can safely or reasonably accommodate on a daily basis?</p> <p>I'm in support of starting with less invasive maneuvers like enhanced bus service, avalanche sheds, and mobility hubs (not to mention, tolling) and believe that they would have a drastic impact on the congestion problems in LCC. But if those measures aren't enough, I'm open to considering a transportation alternative like a gondola to have another option for canyon travel. As every Avalanche Supervisor in LCC has said for the last 30+ years, avalanche sheds in the mid-canyon could reduce mid-day closures by close to 80%. And while the traffic problem is no longer just caused by these closures for avalanche control, this change alone could alleviate many of the long waits in down-canyon travel.</p> <p>I think it's important for solutions or alternatives to be usable year-round, even if it's only on a reduced schedule. Congestion is no longer just a winter issue. I also think any alternatives should be accommodating to access USFS trailheads as I have witnessed these user groups grow drastically over the last decade and a half.</p> <p>I can appreciate the tough position UDOT finds itself in proposing or confirming the gondola or any construction as a traffic alternative. I think it's unfortunate that this problem was created by the ski areas, compounded by the popularity of backcountry skiing and the lack of action from the forest service, but then blamed on UDOT. I wish the USFS would allocate more money to management of the Cottonwoods, I wish the ski areas would limit their business in a way so they might still make a profit and offer an appealing product, but my wishes don't get too far, and until the ski areas or USFS steps up to the plate in actionable ways this will remain a transportation issue for UDOT to solve. After seeing the problem only get worse for years I'm glad someone is at least putting options on the table.</p> <p>I don't think it looks good for UDOT to be offering solutions that seem catered to serve the ski areas. Yes, much of the winter congestion is due to their popularity, but I don't think that means transportation alternatives or traffic solutions should be accommodating solely to them. If the business is so popular that people can't make it through the door then they can figure out a reservation system or another type of product to offer. There are a lot of different people using the canyon and I think usage outside of the ski areas will only become more popular, for that reason I think UDOT should anticipate alternatives to better serve those groups in the future.</p> <p>I think that's about it. Something needs to be done, many days exiting the canyons is unnecessarily tedious and downright hazardous, purely because of the volume of traffic. Thanks for listening and good luck in a decision.</p> <ul style="list-style-type: none"> - [] Proponent of the phased approach - [] Need a new capacity study. - [] Alternatives or enhanced bus should operate on a reduced capacity year-round and be scalable to incorporate trailheads - [] USFS should complete a new capacity survey and create snow-park type permit system. - [] Ski areas should relinquish some parking to USFS or be cooperative with land/funding for mobility hubs unless they don't want them to be convenient for ski area users. | | |
| 31603 | Rogge, Michael | <p>I oppose the gondola project. I support bus, light rail, as well as putting a restriction on accessing LCC (paid parking). I have skied many years in LCC & I believe that the gondola does nothing to address the real issue of limited capacity in LCC. The limited capacity issue cannot be solved by gondola as it does not make the canyon larger. Solving auto-traffic issue simply kicks the can down the road to the larger PROBLEM. Moreover, the gondola project wastes the States & possibly federal money on a frivolous project that benefits a few people and a few businesses. If this project moves ahead the Ski areas should be forced to pay 100% for the project and charge people like me for skiing (ie be forced to go out of business). Resources like LCC are limited - there is nothing you can do to make a limited resource larger -- you can only limit - CONSERVE - usage of it (ie national parks -- water - etc -etc). Thanks Mike</p> | 32.2.9E; 32.1.2B | A32.1.2B |
| 30874 | Roh, Gabrielle | <p>Utah has systemic land use corruption that is built on greed and nepotism - for example, a former Utah senate president, Wayne Niederhauser, and a Sandy City Council member, Chris McCandless, surprise, surprise, own much of the land to be used for the Gondola.</p> <p>Here is my opinion in a nutshell: Please Please Please OPPOSE the Gondola. Don't give in to these CORRUPT people who own the land designated for the gondola and who have been manipulating our government for years so they will benefit financially from this. We drive all over the valley every day. Do you know what we see EVERYWHERE???. Signs that OPPOSE the Gondola. There are ZERO signs asking for it to be built. NO ONE WANTS IT EXCEPT THE PEOPLE THAT WILL BENEFIT FROM IT BEING BUILT ON THEIR LAND!!! All summer long I am up in those mountains. I see moose, deer, birds, wildlife. They need protection! Our beautiful QUIET canyon is in and of itself breathtaking and inspiring. The decision-makers refuse to look at alternatives even when public opinion is completely against this project. Buy smaller electric or natural gas-powered buses that travel more frequently. PLEASE DO NOT BUILD THE GONDOLA!</p> | 32.2.9E | |
| 36983 | Roh, James | <p>Please, I am begging you all to reconsider constructing the gondola. It is plain obvious that Little Cottonwood Canyon suffers from traffic and congestion and the gondola will not adequately address that problem because it does not stop at any trailheads before the resorts, nor is it planning to run during the "off" season. We need a plan that will reduce traffic for ALL users, not just resort skiers. Trailheads are packed year round and a gondola is an expensive and unsightly project that will fail all but the two ski areas.</p> | 32.2.9E; 32.2.6.5G; 32.2.6.5F; 32.1.2D | |
| 28053 | Rohaj, Amishi | <p>Do not do this, it will not help the world. I promise. How much money will this cost in taxpayer..?? Exactly</p> | 32.2.9E | |

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| 36082 | Rohbock, Jim | I've lived at the base of little cottonwood canyon for 39 years. I believe the gondola idea is a terrible one. Construction of this would severely impact the canyon. Expensive, slow, limited capacity of a gondola will not reduce the flow of traffic into the canyon by residents. More buses will motivate more people to ride them in conjunction with a convenient park and ride. The gondola is set to line the pockets of a few enterprising individuals. | 32.2.9E | |
| 36713 | Rohbock, Shauna | AGAINST gondolas in little cottonwood .. Very interesting on the timing that you dot announces they will have reduced bus service for skiers in the canyon this winter! huge expense that is not justified for 6-7 days days of inconvenience. I am a skier and would never take the time or \$ to use the gondola! It will be a huge blight in our pristine canyon. The only ones that want it are UDOT and shameful politicians! Please listen to the people! We are paying attention to the politicians that are for and against the gondola project when it comes time for re-election! | 32.2.9E; 32.1.2B | A32.1.2B |
| 28460 | Rohde, Dawn | Whatever is the choice traffic will always be backed up due to avalanche safety procedures being implemented before they will allow the public to come. | 32.1.2A | |
| 32061 | Rohde, Dawn | No gondola. Do the bus system. The only reason why traffic builds up is due to avalanche closers. | 32.2.9E; 32.2.9A | |
| 28287 | Rohovir, Debbie | Please don't build the Gondola! Wouldn't it just be easier (and cheaper)to do a reservation system to enter the canyons?(like many of the national parks are doing)? I would much rather do that then disrupt the ecosystem with all of that construction. Also the cost!!! | 32.2.9E; 32.2.2K; 32.13A | A32.2.2K; A32.13A |
| 32892 | rohovit, trell | The gondola approach is not an effective use of taxpayer money as it only services two privately held companies in the canyon, will have a significant negative environmental mpact, and will not significantly reduce automobile traffic. Lots of downside with little potential upside, even with optimistic projections. The common sense proposals are far more reasoble for the taxpayer and will work to reduce traffic as much, or more, than the proposed gondola. | 32.2.9A | |
| 33984 | Rohovit, Troy | NO gondola! Just make a reservation system like the campgrounds. | 32.2.2K; 32.2.9E | A32.2.2K |
| 33747 | Rohovit, Zachary | LCC gondola is a bad idea it'll restrict access to lower income communities while destroying famous climbing routes in the area. Everyone deserves access not just skiers. | 32.1.2D; 32.2.9E; 32.4B; 32.5A | |
| 28568 | Rohr, Tena | No to gondola. Payout to the ski industry, doesn't help hikers, picnicians or others wanting to enjoy the canyon. Electric buses are more beneficial to more people. Put bus pick up areas in every city. | 32.2.9E; 32.2.2I; 32.2.6.3F; 32.1.2D; 32.2.9N | A32.2.2I; A32.2.9N |
| 32511 | Rohr, Tena | Using tax dollars to destroy the environment and wildlife is ridiculous. The benefit is to only 2 resorts. By the time it's built, there won't be any snow to carry people to. I say boondoggle. | 32.2.2E | |
| 37668 | Rokeach, Steven | My wife and I live near the base of [REDACTED]. We are opposed to the Gondola as being excessively expensive and will relieve severe traffic congestion a handful of days. The infrastructure needed to support the plan is not built, either at the base of LCC or at the destinations and will require a huge investment, likely to be born by the taxpayers and not necessarily by the users. We continue to favor tolling the road and improving bus service. | 32.2.9E; 32.1.2B; 32.2.4A; 32.2.9A | A32.1.2B |
| 25858 | Rolf, Trent | I think the proposal overall is looking good. A few thoughts: I am a resident of Top of the World neighborhood that accesses Wasatch Blvd. from King's Hill, so one of my primary concerns is that intersection. It feels unsafe currently, especially when turning out of the neighborhood. Regardless of the posted speed limit, often people are traveling freeway speeds and there is poor visibility around the corner. You have to jump out into the road and floor the gas in case someone comes screaming around the corner. Visibility around the corner needs to improve and speeds need to go down. Another idea is have a right turn merge lane in front of the fire station to give drivers an opportunity to accelerate. I have a few teenagers getting their drivers license in the next few years and I worry about them being safe just getting in and out of the neighborhood. Please help keep us safe. | 32.2.6.2.2A | A32.2.6.2.2A |
| 33835 | Rolfe, Ashley | I am strongly opposed to UDOTs selection of a gondola as the method to alleviate traffic in LCC. The gondola doesn't serve as a year round method for traffic reduction (have you been up LCC during Oktoberfest or on any Saturday/Sunday year round?) traffic is high in this canyon year round this problem also needs addressing. It also only serves as access to snowbird and Alta and will not remove cars accessing the canyon for backcountry or hiking access. The parking lot allows for a total of 2500 cars so the idea that 3000 cars an hour will be removed is absurd, you will remove 2500 total cars who can park in that lot and spend the entire day (not 1 hour at the resorts), the remaining drivers will see the lot is full and drive up the canyon. The gondola itself is an eyesore and would tarnish a beautiful canyon and trample through our water shed. This solution is a tax payer subsidy for Alta and Snowbird to profit further and it is not the way I want my tax dollars spent. There is a solution that addresses the issue of year round access, backcountry access, and will actually remove cars from the road; that doesn't destroy one of Utah's most beautiful destinations. I urge UDOT to consider these alternatives and to stop pandering the solution strictly to the ski resorts and instead offer a solution that works for everyone who uses LCC. | 32.1.2B; 32.1.2D; 32.1.2F; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B; A32.1.2F |
| 25577 | Rolfing, Blake | Stupid idea none of the locals want it do your job better | 32.29D | |
| 25889 | Roller, Lindsey | This gondola is going to ruin Little Cottonwood Canyon. Traffic in the canyon is very manageable and this isn't the solution. This gondola will be a disgrace to the canyon and the Wasatch Front. Majority of people don't want the gondola and if you took the time to listen to them you'd know that. | 32.2.9E; 32.1.2B; 32.2.9N; 32.2.2PP | A32.1.2B; A32.2.9N |
| 34307 | ROLLER, SETH | I'm tired of the back and forth. The road expansion is asinine and the gondola isn't tolerated by the local wealthy. I also don't believe either option will happen. Put up some snow sheds, parking structures, day use fees and road improvements. Just be done with wasting money and time on more impact statements. Time to get something accomplished when analysis paralysis takes over. | 32.2.9K; 32.2.2K; 32.2.4A | A32.2.2K |

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| 32796 | Rollins, Chelsey | This won't meet my needs. I'm a tax payer and don't want this on my bill. I snowshoe in Little Cottonwood. The gondola would not help get me to my locations during the winter. I also hate the hiking traffic. The gondola won't run in the summer. It is not a well rounded solution | 32.2.9E | |
| 29368 | Rollins, Colby | Gondola is the only solution to canyon transportation. Improved safety, reduced pollution, increased capacity, and a great benefit to the state of Utah. | 32.2.9D | |
| 29329 | Rollins, Craig | We support UDOTs decision to implement the Gondola option. Thanks for all your hard work. | 32.2.9D | |
| 37705 | Rollins, Cydney | I am in support of the Gondola. Whether we want to believe it or not, more people are moving here and accessing the canyon. It is the best long term solution. Anything else is a short term solution that will not fix the long term issue. | 32.2.9D | |
| 36326 | Rollins, Kaela | Firstly the gondola feels like an excuse for the rich to get richer. It isn't a solution. If anything it's creating a new problem. Second it will ruin the landscape and environment. And lastly people wishing to avoid the cost of using it will drive up the canyon instead which is the whole reason," it being pushed | 32.2.9E | A32.1.2F |
| 35561 | Rollins, Steve | do the gondola | 32.2.9D | |
| 33165 | Romano, Devan | <p>Hello,</p> <p>My name is Devan Romano, I have lived in the Salt Lake Area for about 6 years and have grown to love the beauty of Little Cottonwood Canyon. The first time I visited, I was SHOCKED that there was no toll booth to enter. While I love the free access, tolling presents an opportunity to fund the canyon, and keep vandals out, and control capacity. I will list my reasons why the gondola is a terrible idea below, but before we spend \$1B in construction and millions more to operate, why not try tolling first, and then require bus use on powder days?</p> <p>The gondola proposal has unacceptable impacts on Little Cottonwood Canyon's iconic natural character and aesthetic. The gondola undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. Access to climbing areas will be compromised during years of construction. The gondola proposal will cause the destruction and/or removal of irreplaceable and historic world-class climbing resources and views. The current views of pristine granite and pines will be interrupted by towers and cables; the rush of the river replaced with the consistent hum of machinery and construction. The yet-to-be funded gondola is fiscally irresponsible, with half a billion dollars in initial construction costs, alone. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Expanded electric bus service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before permanent landscape changes are made. The gondola is designed to serve only ski resort users, ignoring dispersed use recreators and other year-round canyon users. The gondola is not an equitable solution and perpetuates environmental marginalization and injustice in the Wasatch Front.</p> <p>Thanks for considering my concerns. This taxpayer, resident, citizen, climber, and human says NO GONDOLA!</p> <p>Devan</p> | 32.2.2Y; 32.2.4A; 32.2.9E; 32.2.9R; 32.5A | A32.2.9R; A32.1.2H; A32.2.6S |
| 37359 | Romano, Steve | Ive seen the lines of cars its not good. Both the Gondola and widening the roads are not well thought out ideas, they come off as panicked decision making. Limit the number of cars and skiers to both resorts, a reservation system with no toll booths. | 32.2.9E; 32.2.2K | A32.2.2K |
| 25479 | Romano, Will | A gondola is about the dumbest option to relieve congestion in the canyon. Maybe not the most destructive -that award probably goes to expanding the roadway- but definitely the dumbest option. First, it does nothing to solve the issue. Transporting around 1,000 people an hour when those resorts get 20,000 people a day? Taking an hour to get people from the base of the canyon to the resorts? Pure idiocy. Second, the price tag is absurd at half a billion dollars. I am sure there will be cost overruns as well. Finally, as has always been the issue with this project, the people who benefit most from any of these proposals are the owners of the resorts. They should be on the hook for funding a solution to the problem and that solution should not come at the expense of the canyon ecosystem and other users besides skiers and boarders. Busing seems like the most obvious answer here, mandatory carpooling, etc. No one should be allowed to drive up the canyon during peak season in a car alone.... | 32.2.9E; 32.2.9A; 32.1.2B; 32.2.7A; 32.2.4A; 32.7C; 32.2.2Y; 32.2.2L | A32.1.2B |
| 33933 | Romer, Ethan | Please do NOT build a gondola. The truth is that LCC has a carrying capacity, and building a gondola won't change that. The best way to reduce traffic is to charge a higher price. Basic economics--a higher price results in a lower quantity demanded, solving the problem of congestion. Also, a lot of use in the canyon is from backcountry travelers. I exclusively backcountry ski and a gondola that only caters to ski resorts won't help one bit. Finally, the most important piece--this will cause irrevocable harm to the environment. The answer is not more, but rather, less. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.9E | A32.1.2B |
| 36678 | Romero, Michael | I prefer the GONDOLA option | 32.2.9D | |
| 30976 | Romero, Yvette | I'm opposed to the construction of the gondola. Thank you for your time. | 32.2.9E | |
| 29066 | Romney, Betsy | We do not support the gondola or widening the road on Wasatch BLvd or Little Cottonwood Canyons. It seems absurd that such a large amount of tax dollars would go toward an insignificant problem. The canyon would be permanently disfigured and our community would be saddled with a burden that is unnecessary. The 100's of millions of dollars should go toward education and assisting the poor, NOT to "fix" annoying traffic. | 32.2.9E; 32.2.9L; 32.1.2B | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 36221 | Romney, Dora | I have no faith that this comment will even be read. The leaders in Salt Lake County and in UDOT and in the legislature will do exactly as they wish. There are certain individuals who will benefit immensely with the gondola and we know who they are. I just wish we had a voice because we'll get to pay for this albatross as taxpayers. LISTEN to the people for a refreshing change and don't ruin our glorious canyon. PLEASE!!!!!! | 32.2.9E | |
| 26109 | Romney, Taylor | I believe building this would be a huge mistake. It would be disrespectful to our beautiful mountains and nature, it would cause so much more traffic and waiting a long period to be able to even use it as transportation when you could make three trips and back in the waiting and travel time. You could invest the money into something more beneficial for our environment. The canyon doesn't get that backed up besides snowed in days and 15 minute wait when it's busy during winter. You could have people pay for a canyon pass and have the locals get discounts due to the fact that this is there home. I believe there's so many ways you can go about this. | 32.29D | |
| 32643 | Rondem, Christopher | The gondola project is incomplete, at best, and destructive to the privacy of the local neighbors and wilderness explorers at worst. Myopic comes to mind when thinking of the gondola project. So does corruption. If UDOT and the resorts want to create a comprehensive plan to address traffic and environmental issues in LCC, then a gondola isn't sufficient. The gondola is like Mike Tyson putting a tattoo on his face to distract from his history of undesired behaviors. We aren't laughing with him, we are laughing at him. If this project goes through, all we can do is laugh at UDOT and the resorts for their incompetence and corruption. The canyon is for the people. All people. | 32.2.9E | |
| 26432 | Rondinelli, Don | I absolutely do not agree with or want the horrible gondola! This will be a financial disaster with cost over runs and ultimately under used by the cost paying public and skiers. There is no flexibility in its use or operation. I would much prefer to see an expanded bus service that is flexible and has the ability to increase or decrease service based on time of year due to snow and skiers. | 32.2.9A; 32.2.9E | |
| 32004 | Rondinelli, Don | I am strongly opposed to this gondola boondoggle. I think it will be over budget and under used. I would much prefer expanding the bus service and use BEV buses to decrease pollution. Bus service is more flexible through out the entire year and can be scaled up or down depending on demand. The gondola is to limited in its use. Dump the gondola! | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 28597 | Roof, Becka | The gondola seems like a reasonable (if expensive) solution to me. HOWEVER, please take another look at alternatives to widening Wasatch Boulevard. If that is common to all alternatives, then you didn't really consider an alternative for that part of the project. Can strategic transit from locations across the valley be used instead of widening and building parking for 2500 cars? | 32.2.9D; 32.2.2I; 32.2.6.4A | A32.2.2I |
| 36098 | Roosendaal, Lori | No gondola! Give us the total Cost of maintenance and operation. Never been shown. I wonder why!! | 32.2.9E | |
| 33153 | Roper, Annie | Please don't make a gondola. I am part of a big community of climbers that frequent that canyon. This will destroy some of our favorite spots to go. | 32.2.9E | |
| 37385 | Roper, Cloey | As a lifelong resident of Utah, I adamantly oppose building a gondola in Little Cottonwood Canyon. Doing so goes against the people's values and plays into corporate interests. Protect access to the canyon in its entirety for all types of recreators. Do not build the gondola. | 32.2.9E; 32.1.2D | |
| 31449 | Roper, Steve | Tax Payers should NOT be forced to pay for a gondola. Leave the road to Alta alone - no expansion. | 32.2.9E; 32.2.9C | |
| 26020 | Rose Melby, Lindsey | This is a mistake! We are pleading for you to not pass this! Do not destroy little cottonwood canyon please!!! | 32.29D | |
| 32820 | Rose, Aaron | There should absolutely be no taxpayer funds allocated towards the gondola. The costs should fall 100% on the ski resorts that stand to benefit from this. | 32.2.9E | |
| 31814 | Rose, Jeff | U-DOT LCC FEIS comment - Jeff Rose Thank you for the opportunity to comment and for all the diligent work in creating an engineering study of the Little Cottonwood Road. I look forward to your Supplemental EIS with a reasonable alternative. Starting with the Purpose and Need statement, the actual purpose and need was to study the environmental effects of putting more people on the public lands throughout Little Cottonwood Canyon. It is irrational to think that putting more people more efficiently onto the public land would have no significant affect outside the highway right-of-way. Almost no one will stay only on the highway right-of-way. This study failed to study the very effects on the human environment that NEPA requires to be studied. To limit the area of study to only the roadway is irrational and does not meet the connected, direct, and indirect impact studies required by NEPA for this proposed action. In the court case of Thomas v Peterson, the finding was that the Forest Service could not limit their EIS to the road only, but must also study the effects on the environment throughout the area that would change due to the creation of the road. This U-DOT LCC EIS in inadequate to meet the requirements of NEPA. This EIS studied only the engineering in the roadway and not the purpose of the engineering, which is to put more people, outside the roadway, onto our public lands. No adequate visitor effects or visitor management study was included in this EIS as required by NEPA. If the engineering of the roadway increases the efficiency of traffic and reduces congestion, then more people will come to the canyon. This means more people will go hiking, picnicking, camping, mountain biking etc. throughout the canyon, not just more skiers at the ski resorts. The entire canyon from rim to rim will become | 32.1.2B; 32.20C; 32.1.2C; 32.20E; 32.2.4A; 32.2.2K; 32.2.6.5E; 32.2.2I; 32.20D; 32.1.1A; 32.2.2V; 32.2.2PP | A32.1.2B; A32.20C; A32.2.2K; A32.2.6.5E; A32.2.2I; A32.1.1A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>more crowded and more impacted -- out on the trails and at the recreation destination sites. The effects of this increase in visitor use outside the roadway were never studied, even though NEPA requires that this increase, caused by the proposed roadway alterations, be studied as connected to the road alterations. Significant impacts on the environment will occur throughout the canyon; both direct and indirect impacts will be the result of roadway and transit (gondola) alterations.</p> <p>This EIS looked only at estimated population growth as the source of the expected increase in the volume of visitors to the canyon. This EIS never took a hard look, as required by NEPA, at the latent demand for the canyon recreation in the population already living nearby. Never studied was whether the people already crowding the canyon would come more frequently if they perceived that there would be no waiting on the roadway before getting to their destination. A small straw poll found most canyon users would come almost twice as often if they thought there would be a low risk of congestion in the canyon. This immediate increase of visitors to the canyon was never studied in this U-DOT LCC EIS. Any reasonable decision maker would require that this latent demand be studied.</p> <p>The visitors to these canyons have demonstrated that they are willing to wait for hours in their cars to go up and down the canyons. If road congestion is somehow reduced, the demand for visiting the canyons will increase again until this point of risking four-hour delays is reached again. There is no mechanism in the gondola proposal to stop this increase in visitorship that will result in the same congestion found currently in the Cottonwood canyons. Since reducing foreseeable-future congestion is one purpose of this EIS, a limiting mechanism must be in place in the canyons or we will soon have the problem all over again. A limiting mechanism such as reservations and timed entry must be part of any reasonable alternative. Adding a tolling-only punishment (rather than including limits) to drive the canyon only increases the percentage of wealthy people in the canyons.</p> <p>The traffic congestion begins long before and outside the inadequate study area of this EIS. The congestion begins with stopped vehicles out on SR-215, the congestion begins in the neighborhoods along on the roads leading to the Cottonwood Canyons. Therefore, most solutions to congestion must start before vehicles get within several miles of the bottom of the Cottonwood canyons. The reasonable alternative never studied was to examine the transit routes, hubs, and incentives spread across the valley. People need, for the majority, to be on their final mode of transport long before they reach the canyon. No study was made of incentivizing bus ridership out in the valley. No study was made of graduated bus fares where the farther out in the valley one gets on the bus, the lower the cost. Perhaps at a distance of 5 miles out from the canyon (from the airport, downtown, the university, etc.), the ski bus would be \$5, and the price would increase to perhaps \$45 at the mouth of the canyon where the congestion is at its worst. This alternative appears to have never been studied. Reservations for the bus was never studied. Reservations and timed entry for both public transit and private vehicles into the canyon was inadequately studied. A toll that is higher than transit costs must be put on private vehicle-use to incentivize transit public use.</p> <p>Building the proposed parking facilities at the mouths of the canyons will only increase the congestion problem associated with this U-DOT LCC EIS. The Cottonwood Heights neighborhoods will only become more congested as more private vehicles arrive at the proposed parking areas to then transfer to the gondola. Why would anyone drive through congestion to a parking lot at the bottom of Big Cottonwood, hand carry their gear to a bus, ride the bus along congested Wasatch Boulevard to the proposed parking lot at the gondola, and then hand carry their gear from the bus to the gondola to then finally ride up to the ski resort? The citizens of Utah should not be funding this proposal - that is, the proposal to build a transit mode, the gondola, that takes only paying customers to two private ski resorts. This is fundamentally wrong. Citizens should not be spending half a billion dollars so two private ski resorts can make money. Increasing bus transit throughout the valley will benefit more than just the well-to-do skiing public and ski resorts.</p> <p>Requiring that private ski resorts put a limit on the number of patrons was never studied as part of a reasonable alternative as required by NEPA. The ski resorts must step-up to be better citizens and limit the number of visitors they bring to the canyon rather than charging the taxpayer to fund these two private resorts. The congestion is due to the large number of people wanting to go to the canyons at the same time. The most direct mechanism to reduce congestion is to reduce the number of visitors to the private resorts. The next most direct mechanism to reduce congestion is to reduce the number of vehicles, meaning that mass transit from out in the valley will have a greater effect on reducing congestion than will a gondola that starts deep into the congestion zone thereby exacerbating the vey congestion that it is proposed to reduce.</p> <p>The study, or if you will, natural experiment studying the capacity or limits of these canyons was run years ago. Probably twenty years back, congestion was rare except for waiting for avalanche control work. For river running in the west, a year, 1971 for many areas, was recognized as a year to be modeled for river entry permit limits. Since then, adjustments have been made to the '70s limits because the management has become more sophisticated. Similar to river running launch limits, U-DOT has numbers of vehicles per hour beyond which congestion happens in the Cottonwoods. U-Dot must continue those studies and set reservations and metered entry to the canyons based on those numbers. Limits must be part of a reasonable alternative.</p> <p>This U-DOT LCC FEIS failed to study the connected and blatantly obvious effects on Big Cottonwood Canyon. If resort visitors are required in Little Cottonwood to pay their actual expense to the community, the visitors will just switch canyons and go to the Big Cottonwood resorts increasing congestion there. The Big Cottonwood connection to congestion in Little Cottonwood Canyon is so obvious that an EIS for either canyon's traffic, must include the other Cottonwood canyon. The limited and geographically narrow study area for this EIS is inadequate.</p> <p>There is concern about the origins of why the traffic congestion in Little Cottonwood Canyon was studied first, rather than the more year-round congestion in Big Cottonwood Canyon. When the gondola proposal that involves private property development was chosen, those concerns increased. There was a time during this LCC EIS when a comprehensive Cottonwood Canyons Transit action plan was started by U-DOT and then suddenly dropped. It appears that no adequate</p> | | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>explanation was ever made public.</p> <p>U-DOT was to be the lead agency in this LCC-EIS. Eventually, for all practical purposes, it appears that U-DOT became the exclusive agency -- minimizing most input from the other members of the NEPA-required EIS interdisciplinary planning team. This may be part of why this EIS became an engineering study that left out all the connected visitor impact studies required by NEPA. The Forest Service may be somewhat complicit and complacent in not demanding that all the connected and foreseeable effects on the forest be studied. The Forest Service seriously needs both indicators (FS has written indicators) and rigorous standards (they have no standards) of environmental impacts caused by increased visitor use in the Cottonwood canyons to be able to monitor and manage for unacceptable changes on the forest. U-DOT and the Utah legislature should be funding a visitor impact study, not just leaving the Central Wasatch Commission (CWC) to do clean-up from the inadequate U-DOT LCC EIS.</p> <p>In none of the Alternatives did U-DOT support the development of a resort in another location such as Butterfield Canyon, Oquirrh Mountains. Kennecott was considering building a resort there at one time. An alternative ski location to the central Wasatch Mountains would greatly reduce congestion in the Cottonwood Canyons.</p> <p>This U-DOT LCC FEIS is inadequate by the requirements of NEPA. This EIS has been in the works for many many years and should be held to the requirements of NEPA as defined by the Council on Environmental Quality (CEQ) before this last administration and as NEPA is currently defined under the Biden administration. Under any administration, all reasonable alternatives must be studied. This U-DOT LCC EIS never adequately studied an alternative where private vehicles and parking was kept out of congested area listed as the study area for this EIS. Visitors must be incentivized to get out of their private vehicles well before reaching the canyons and into the (inadequate) study area of this EIS.</p> <p>Sincerely, Jeff Rose, Ph.D. Assistant Professor of Outdoor Recreation Studies University of Utah</p> | | |
| 33428 | Rose, Jerry | Don't build the gondola. Many people don't want it. Listen to the voice of the people. | 32.2.9E; 32.2.9N | A32.2.9N |
| 35746 | Rose, Lesele | There is absolutely No reason for taxpayers to shell out any money just to support the 2 very successful businesses that will profit from UTA expansion up the canyon. If Snowbird and Alta want to improve transportation, they can invest their money into smart solutions. Don't waste taxpayers money! | 32.2.7A | |
| 35116 | Rose, Maxwell | A gondola in the canyon is not a good idea. It would only benefit the two ski resorts in the area with so much cost to tax payers and other parts of the canyon. Tax payer dollars should not be used to bail out these private companies in the canyons. Also, the canyons are used for so much more than just resort skiing and the constriction and use of a gondola this size would ruin much of what makes the cottonwoods great. | 32.2.9E | |
| 32971 | Rose, Roberta | I am AGAINST THE GONDOLA because it will ██████ the canyon. Limiting access by mandatory use of electric buses with the use of reservations is the least invasive. Just copy what is done in Zion. | 32.2.9E; 32.2.2L; 32.2.6.3F; 32.2.2B | |
| 29567 | Rose, Royal | the TRAM is a boondoggle. it will be a waste of time and money. people will not ride it. it will be a rusty eyesor. just add an extra lane and be done. | 32.2.2P; 32.2.9E | |
| 33027 | Rose, Terry | Not a good use of tax payer funds. gondola benefits small portion of populace. Increased bus service and skier capacity should be tried first. Aldo how much are Alta and Snowbird paying. They are main beneficiaries | 32.2.9A; 32.2.2K; 32.2.7A | A32.2.2K |
| 25838 | Rosen, Ben | This will destroy important outdoor recreation areas | 32.2.9D | |
| 27261 | Rosenberg, Neil | <p>I oppose the gondola: any gain in reliability serves only a portion of canyon users yet destroys the visual and physical experience for all. What is the justification for this value choice? It does not seem to reflect the community's values nor be a wise choice. Even according to the EIS numerical estimates, enhanced bus service would provide faster mobility for the same number of users, with nearly the same reduction in traffic backups, and at a much lower cost.</p> <p>Even by EIS estimates, the cost is much higher than an enhanced bus solution while providing slower travel times</p> | 32.2.9E; 32.2.9I; 32.2.9A | |
| 30805 | Rosenfield, Lilah | <p>The gondola alternative proposed is the right idea whose time has come. While I was and continue to be of the opinion that the scope of this EIS was far, far too limited (the goal should have been and continues to be to remove *all* personal vehicles from LCC), the gondola would be a permanent infrastructure improvement which would give the operators an opportunity to "flex up" to fully meet demand for all resort patrons, while offloading lower-canyon patrons onto a dedicated shuttle service.</p> <p>I appreciate the modifications that have been made to the FEIS, specifically in terms of the shifting of parking away from the gravel pit and exclusively into the La Caille base area. I also like the idea of allowing a phased solution which would provide the option to accumulate funds for the gondola while addressing the most pressing issues in the canyon.</p> <p>I want to thank UDOT for considering a solution that isn't "just one more lane," and for all the effort they've put into this EIS, despite opposition.</p> | 32.2.9D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

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| | | Only one final though (other than the "let's build this thing"): I truly hope that the gondola, when completed, is operated by a public transit agency like the UTA, rather than a public-private partnership. This is a central means by which to access our public lands. It should be operated for the public benefit. | | |
| 29366 | Rosenfield, Micah | <p>I appreciate all the time and effort that has gone into this EIS. And I am delighted (and a little surprised, given the vitriolic and vociferous commentary contrary to the plan) that the gondola option has come out as the preferred alternative. I have travelled extensively to the Alps and certainly cable transport such as this is used extensively and effectively to transport people to the mountains. I believe a gondola will not detract from the beauty of the canyon, and I'm pleased to see that it is the lowest cost (over 30 years) alternative.</p> <p>I would like to see that there is plenty of public transportation options to get to the gondola base -- busses at the least, but ideally a Trax alternative as well.</p> <p>Why not make the 5 lane expansion of Wasatch Blvd a flex lane route, similar to 5600 South in Taylorsville? This would allow the number of lanes in either direction to be increased during periods of high traffic.</p> <p>I would favor MORE gondola cars be available got increase the hourly carrying capacity of the system.</p> <p>And I wonder what modifications might have to take place to allow people to get off and on the system at one or both turn stations.</p> <p>I love the idea of a gondola as an alternative to transport up the canyon. I look forward to using it.</p> | 32.2.2D; 32.2.2I; 32.2.6.5A; 32.2.6.5C; 32.2.9D | A32.2.2I |
| 29585 | Rosenkrantz, Gary | Im for gondola | 32.2.9D | |
| 28765 | Rosenweig, Stanley | Thousands and thousands of citizens have told you they are against the gondola and the 600 million dollar public cost. You continue to ask us, again and again, for comments and then go about your own business doing whatever you want. This will end up in court because you won't listen to the public. No gondola. | 32.2.9N; 32.2.9E | A32.2.9N |
| 28548 | Rosett, Charles | The gondola will be a colossal waste of taxpayer money that go unused for most of the year (kind of like Trax trains). It will not address non-resort uses of the canyon, and it will not have enough capacity to materially improve traffic on the busiest days. This project will serve to enrich some well-connected interests while doing little good for the taxpayers who fund it. It will be an eyesore in a beautiful setting. The only way to improve traffic in the canyon is to toll for use on high traffic days. The marginal cost of using the road on busy days is too low, and a toll will reduce demand. | 32.2.9E; 32.2.2Y; 32.1.2D; 32.2.7A | |
| 28424 | Rosines, Eran | I agree with the determination that a non-car transportation system like the proposed gondola is the best available solution. However, this is expected to be at least a 50 year solution and therefore minimizing transport time will be critical for people's decision to choose to use the gondola in the future. In this interim period, please consider new technologies or improved gondola systems that can offer faster transit times than the systems that have been used for the past 30 years. Please consider enclosed mag-lev transportation type systems. It is okay to be the first of its kind if you are offering a transportation system that will definitively solve this problem for many decades. | 32.2.6H | |
| 31311 | Roskelley, Curt | this is an insider deal going down. the two players that are benefiting are the ski resorts. if they want revenue then they should bare the total cost. the taxpayers should not be subsidizing their profits by installing the gondola. the true total cost will be double the amount that they are saying. even the people of Park City put their foot down with Vail. the best solution is to do neither of the two options. put a toll gate down and if you want up the canyon you can pay for the access. this way they can put a stop to the overflow parking at the same time. when they have sold the maximum amount of parking stalls the canyon is closed. they can ride the bus after that. KISS it ie keep it simple **** | 32.2.7A; 32.2.9E; 32.2.2Y | |
| 29296 | Roskelley, Mike | I think the gondola is a mistake. It seems like an enormous amount of money that could be allocated to the preservation of the Great Salt Lake (the lake affect, remember). The bus in system used in Zions National Park has been very successful. It's a reasonable solution that requires no modifications to roads at all. | 32.2.2B; 32.2.9E | |
| 32648 | Ross, Aidan | <p>Would more practical means not be possible? Spending so much money to fund a project that will only give use a few weeks out of the year is a horrible use of our money.</p> <p>What would something like a tunnel connecting canyons achieve? If wide or large enough, it could accommodate a significant amount of traffic even without widening the main canyon roads, and would permit more than just one overcrowded way to access the canyons. You could drive from one canyon to another during the winter months without having to exit the canyon, and during the summer could avoid guardsman pass.</p> <p>You already have a swiss train engineering company pulled in for the gondola project, why not implement a tunnel system linking the canyons?</p> | 32.2.2C; 32.2.2H | |
| 34403 | Ross, Chris | The Gondola is a horrible idea and waste of money and taxpayer money too. Follow the money and you will probably find corruption. A better solution is to buy a fleet of solar, hydrogen or battery powered buses to shuttle people (hikers, climbers, skiers, etc.) up and down the canyon and on the half-hour. You can probably replace this bus fleet 5-10 times before you reach 1/2 the cost of a gondala. | 32.2.9E; 32.2.9A | |
| 30226 | Ross, Emmett | <p>Do not build the gondola without several years of trialing very good bus access and tolling to get up and down the canyon.</p> <p>Seems like it would be so much simpler to run a toll on the road to discourage driving and offer buses. Then all your need is several bus terminals outside of the</p> | 32.2.4A; 32.2.9A; 32.7B; 32.29R | A32.29R; A32.1.2H; A32.2.6S |

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| | | <p>canyon, spread across the valley. Toll every car that drives up to Bird/Alta in peak times (or deny car access outright in peak times (except for employees or people staying at the mountains)), and run buses continuously from the base of canyon parking lot. Jackson Hole basically does this and it keeps traffic down.</p> <p>it's clear that this is a big ol' bonus to Alta and Snowbird's pockets while killing the skier experience.</p> <p>The biggest issue with both BCC and LCC traffic is the lack of parking at the canyon base. On a busy day, all of the park and ride lots are filled far, far before lots at the resorts are full. Many people I know would love to take the bus, but cannot because they can't find parking close to the bus stops. The fact that building parking structures on top of all the park and ride lots hasnt really been discussed is ludicrous to me. The gondola doesn't solve the issue with parking down canyon, and to say that busses aren't feasible without developing the infrastructure to reliably allow people to leave their cars down canyon is completely disingenuous to me.</p> <p>This is going to be an epic [REDACTED] of traffic and parking dystopia at the base of the gondola.</p> | | |
| 38143 | Ross, Jake | <p>There are a million things that can solve the traffic issue in little cottonwood that do not include building a massive gondola. We can increase buses and we can build better parking lots that are less invasive of the natural land in little cottonwood that is used by many different groups of people's including climbers, hikers, bikers, etc. I feel like the parking pass situation the resorts introduced was just the tip of the iceberg and it needs refinement but we can continue on this path and create a better plan to better the traffic flow up and down the canyon</p> | 32.2.9E; 32.2.9A; 32.1.2D | |
| 29346 | Ross, Megan | <p>I am strongly OPPOSED to the gondola. There is not a comment space long enough to list my reasons, so I will list my top two. First, building a gondola in LCC is not a long term way to improve local economy. Will a local construction company be hired? Or a company outside of Salt Lake County, whose workers will not even spend the money they earn in our local economy. Why do I, as a local taxpayer, must subsidize a private corporation? If we are for a free market, allow the ski resorts who are the only ones benefitting foot the bill. Allow permits and regulate the construction, but tax the hell out of these resorts instead of paying them! They will not up and leave for "tax haven" ski areas that don't exist. Also, the direct impact on amount of tourists to LCC would likely not be significantly increased as those interested in skiing are still limited by canyon parking and resort capacities - once again, no change in local economy and therefore a waste of my hard earned but easily spent tax dollars. For second major concern, the environmental impact is astronomical. Part of the allure of Utah and particularly our canyons is the beauty God has created and the wildlife it attracts. Construction would be a huge burden and deterrent to our wildlife during and after construction. Don't forget the nasty cell phone tower-esque uprights to support the gondola. Don't you just love being constantly reminded that industry is more important than the beautiful earth God has provided us with? Ask yourself, do you prefer to look at a beautiful environment we can choose to preserve as best we can, or your own corrupt bank account in the black? This gondola is good for the elites only and at the cost of those of us who choose to love and live in Utah (wildlife included). Say NO to the gondola!</p> | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N; 32.6A; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 31976 | Ross, Raneer' | <p>I don't want to see a gondola mar the beauty of our canyon. I don't believe it will do the wildlife any good. No to the Gondola</p> | 32.2.9E | |
| 38018 | Ross, Rebecca | <p>Do not build the gondola without several years of trialing very good bus access and tolling to get up and down the canyon. It would be so much simpler to run a toll on the road to discourage driving and offer buses. Then all your need is several bus terminals outside of the canyon, spread across the valley. Toll every car that drives up to Bird/Alta in peak times (or deny car access outright in peak times (except for employees or people staying at the mountains)), and run buses continuously from the base of canyon parking lot. Jackson Hole basically does this and it keeps traffic down.</p> <p>it's clear that this is a big ol' bonus to Alta and Snowbird's pockets while killing the skier experience.</p> <p>To say that busses aren't feasible without developing the infrastructure to reliably allow people to leave their cars down canyon is completely disingenuous to me.</p> <p>This is going to be an epic [REDACTED] of traffic and parking dystopia at the base of the gondola.</p> | 32.29R; 32.2.4A; 32.2.2K | A32.29R; A32.1.2H; A32.2.6S; A32.2.2K |
| 36403 | Ross, Rich | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? | 32.2.9E; 32.29F; 32.2.6.5E; 32.20B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

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| | | <p>2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/).</p> <p>3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots.</p> <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action and use your voice to speak out against this development. Thank</p> | | |
| 37205 | Ross, Richard | <p>To those with authority to avoid desecration of a Wasatch Front Wonder of Nature: I raised my family in the mouth of Little Cottonwood Canyon and for nearly 40 years enjoyed the amazing beauty of the glacial formed canyon to the east of my home. Many of my closest friends lived in awe of the majesty of this creative masterpiece in our backyards. Most of us enjoyed hiking, picnicking, skiing, and fishing in this wonderful reserve adjacent to our homes. I would liken the current proposal to create a large parking lot in the mouth of the canyon and installation of one of the world's largest arial tram systems to destroying the petroglyphs in Fremont, Anasazi Ridge or Torrey and taking the position that visitors could still enjoy hiking where the historical record was covered with graffiti. Having taxpayers approve and fund such nonsense is difficult to imagine. One must wonder why we would choose to do this for the benefit of a couple of ski resorts. Nothing speaks louder and more profanely than special interests that will benefit from this irresponsible use of public treasure and which will in the process, substantially diminish the beauty of this canyon. Please do not move forward with this horrible transportation proposal. Richard Ross</p> | 32.2.9E; 32.2.7A | |
| 35668 | Ross, Richard | Recognizing that there are limited options because of the geography of the canyon, and out of the options put forth, I would choose the gondola B. It actually solves the main problem which is weather-related congestion. My main concern, as with many others, is the funding. I know funding hasn't been studied or identified yet, but it seems like the main beneficiaries of any of the solutions are the ski resorts and their patrons so they should bear a majority of the cost. | 32.2.9D; 32.2.7A | |
| 29247 | Ross, Trudy | I am 100% in favor of building the gondola | 32.2.9D | |
| 29713 | Rossiter, Will | I love little cotton wood canyon. It is a beautiful natural resource that should be preserved. I ask that you please not install a gondola as this will destroy much of the natural beauty of the canyon. Additionally, the canyon will lose some of its most prized boulders and rocks which are part of what make the canyon great. Separately, the impact on the air quality in the salt lake valley will be very minimal from the addition of a gondola. Much of the air quality issues stem from unrelated sources such as wild fires and pollution related to production and agriculture. I do not believe that air quality improvements from a reduction of car traffic in the little cotton wood canyon warrant the degradation of the canyon via the addition of a gondola. Please re-consider. I do not want to see the addition of a gondola in little cottonwood canyon. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.6D; 32.10A | A32.1.2B |
| 31784 | rosson, logan | I feel as if you're going to limit the canyon with a toll road and a taxpayer paid gondola just to help with congestion up the canyon. The canyon should not just be for the service of resorts. The gondola stops clearly are for snowbird and Alta and the road is going to be tolled, so people who want to use the canyons for other uses are limited. I always get an Alta season pass and have been stuck in traffic for hours and that's a completely justified compromise for some of the best skiing on earth. I really don't want to see a bunch of rock climbing boulders being destroyed for a taxpayer behemoth, overly zealous gondola that is only going to serve the tourists and wealthy individuals who visit these places. And the worst part of it all is that the taxpayers are paying for it. As someone born in utah and grew up skiing here I will be very sad and hurt if the gondola gets put in. | 32.2.9E; 32.2.4A; 32.2.6.5G | |
| 31200 | Rothacher, Mark | The gondola should not be built. Few people will use it and over \$500M of government money should not be wasted on it. More buses should be purchased and avalanche sheds built. The road does not need to be widened significantly. If it gets too crowded, cars should be restricted. | 32.2.9A | |
| 31993 | Rothacher, Patricia | Please proceed with phasing in of the improvements listed with Gondola B alternative, but with NO GONDOLA ever constructed. The other improvements make sense in a world of climate change which will reduce the snowpack. Leave out gondola construction since some of the ski slopes will not be skiable. Limit the number of cars allowed in the canyon but make the road improvements and we will not need the unsightly gondola towers. | 32.2.9E; 32.2.9R; 32.2.2E | A32.2.9R; A32.1.2H; A32.2.6S |

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| 38091 | Rothfeder, Cindy | I am not in favor of the gondola B as the preferred alternative, for the following reasons: the cost is prohibitive; stops only at Snowbird and Alta serve to benefit only downhill skiers, not the general populace; it will remove only 30% of the traffic from the road; it will permanently destroy the wildness of the canyon and surrounding areas, not to mention the traffic and parking problems it would create at the base of the canyon. I think that some of the alternative solutions should be tried first: using electric buses; charging a toll to cars for use of the road; better parking management; incentives for multi passenger vehicles; strict enforcement of requirements for chains and snow tires. Surely some cheaper common sense solutions could be tried before ruining the canyon with this fancy high priced "European"option. | 32.2.9E; 32.2.6.5G; 32.1.2D; 32.2.6.3F; 32.2.2M; 32.2.4A | |
| 34418 | Rothstein, Virginia | I am in favor of electric bus service in the canyon to serve a year-round variety of users. (The bus service from various locations to the Olympic sites was a huge success and moved a remarkable number of people very conveniently.) The electric bus has proved its efficiency and versatility. I am opposed to the gondola for its expense, its pollution, its greater time to effect, its limited venues of service in the canyon. | 32.2.6.3F; 32.2.6.3C; 32.2.9E | A32.2.6.3C |
| 29882 | Rougeau, Rebecca | Please don't build the gondola without exploring an expanded and improved bus system. The gondola will tarnish the beauty of the canyon, damage recreational access (rock climbing), and still does not provide a comprehensive solution. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.4B | A32.1.2B |
| 33293 | Roundy, Evan | I am strongly opposed to the gondola. It is to expensive, only serves a limited number of people, will have a negative environmental impact, won't solve the problem and will create other problems, and will be a burden for tax payers. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E; 32.7C | A32.1.2B |
| 34901 | Roundy, Melanie | I am strongly opposed to the gondola and have studied the various options since it was announced. I think it is narrowly focused to benefit 2 ski resorts and government officials who would benefit financially such as from the La Caille property. As more details emerge the gondola would be too expensive, require taxpayers who never used it to pay for it, cause irreparable damage to the canyon, and not solve the problems of a few days in the winter. Tolls, carpooling, and busing are far more obvious options. Please do not let a few people with questionable motives make this decision against the desires of the majority. | 32.2.9E | |
| 27435 | Roush, Kyler | Thank you UDOT for taking the time needed to come to the appropriate decision of a Gondola. I believe the facts stand for themselves the Gondola is the lease environmentally impactful choice. I look forward to its eventual implementation. | 32.2.9D | |
| 26463 | Roush, Kyler | I overwhelmingly SUPPORT the Gondola. Out of the available choices it 100% has the lowest overall environmental impacts. Thank you UDOT for making a factual decision and not one based on emotions. | 32.2.9D | |
| 28794 | Rousseau, Teri | Just wondering if anyone has considered climate change and that by the time the gondola is built we quite possibly will not have enough snow to support our ski resorts and then what is the point of the gondola. | 32.2.2E | |
| 37383 | roussel, Danielle | I oppose the gondola. | 32.2.9E | |
| 31305 | Rousselle, Robert | I'm in support of the preferred alternative "the gondola with Alternative B". | 32.2.9D | |
| 28877 | Rowe, Jeff | I travel up the canyon 3-4 times per week in the winter, and live minutes from the base of the canyon. I love this canyon, but I don't think the Gondola is the right choice. First, the expense is exorbitant for the actual volume increase of people, not to mention the tax payers don't benefit, only the resorts. In the winter, there are a handful of avalanche paths which will consistently close the road, building shelters and a full time second lane alternating with traffic would ease the traffic problems. There is no reason to double or triple capacity that can get up the canyon, because to be frank, the ski resorts refuse to invest in infrastructure that would justify it. The lifts cannot carry more up the mountains. If the resorts want more people they need to be the ones to invest. | 32.2.9E; 32.2.9K; 32.2.2D; 32.1.2B; 32.20C | A32.1.2B; A32.20C |
| 36559 | Rowe, Rodger | we should i pay tax for the sky gondola. i don't sky. i do not ride the UTA bus but pay the tax for it, my kids are out of school, and I pay tax for other kids that cannot even read, or have math skills, all the teachers I know take vacation during school time get paid for the whole year work less than 180 days. I pay road tax, but the roads are terrible, this year have over 50000 id road repair on my truck, perfect driving record | 32.29D | |
| 26504 | Rowland, Kimberly | UDOT released the news yesterday that they are going to move forward with the LCC Gondola. Here's the thing. Public opinion should count. Our voices are being ignored by UDOT. Just for fun, I added up "likes" (thumbs ups) from the comments section in the story that KSL wrote yesterday. 1043 oppose it, 140 for it. The public has spoken. There is overwhelming opposition to the Gondola, but they have never cared. Once they decide to do something, they WILL DO IT! My beef with the Gondola is that nobody will ride it! It will be a waste of our taxes, and the tranquility in the canyon. This is not a transportation issue for a large majority of SL county taxpayers. The road will stay open, and cars will still drive. Skiers and Boarders will not take an hour-long ride up the canyon on a powder day, period. The Gondola will not stop anywhere but Alta and Snowbird. It only benefits the resorts and the corporations building it. The estimated cost is \$580 million. ALTA/Snowbird and CW Management Corp need to pay for it if they want it. Some supporters are comparing it to the Swiss Alps tramcars... That ride is 5 minutes long (similar to our Snowbird Tram). The longest gondola in the world is a 25-minute ride. The proposed gondola is roughly 40 minutes, add to that the parking, walking, and waiting in line...Nobody will take it. We could accomplish so much with enhanced bus service. | 32.1.2B; 32.2.5.5C; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 36140 | Rowland, Macy | I don't want me tax dollars going to a Gondola I won't use! | 32.2.9E; 32.2.7A | |
| 37502 | Rowland, Ryan | The idea that a \$500,000,000+ gondola project is needed to meet UDOTs primary objective for SR210 is simply ridiculous. Enhanced bus service, combined with enhanced avalanche mitigation structures AND reserved parking at the ski resorts are far more sensible and effective measures to meet UDOTs primary and secondary objectives. The primary objective met by the gondola will be increased revenue for two ski resorts at taxpayer expense. Its an insult to taxpayers for UDOT to push the gondola plan when there are other effective and less costly alternatives. Its immoral to invest public funds on a gondola project that will benefit a relatively small sector of the population and hugely benefit two privately owned ski resorts. | 32.2.9A; 32.2.2K; 32.2.7A; 32.2.9E | A32.2.2K |
| 36794 | Rowley, Darren | I drive Wasatch to and from work everyday. I know the traffic patterns throughout the year. Focus on solving the traffic on Wasatch. to resolve high traffic days in the winter. Which is primarily only a major problem in the mornings for a few days of the year. Come up with a solution for the neighborhoods on Wasatch that need to get to work or school and emergency responders. Widen Wasatch where is it only two lanes and then do a flex lane on the busy mornings and afternoons. Or two lanes that are for skiers only and two lanes for local traffic only. If you give local traffic a way to get in and out then it doesn't matter what the skiers experience is. Sitting in traffic is a skiers choice and shouldn't be at the expense of taxpayers to resolve. No gondola! An expensive gondola will not resolve the high traffic gridlock on Wasatch. | 32.1.2B; 32.2.2D | A32.1.2B |
| 31330 | Rowley, Lance | The gondola is ridiculous. It's insane to me that the government would use taxpayer money to build something that benefits a private business. If the ski resorts want the gondola, they should pay for it themselves. | 32.2.9E; 32.2.7A | |
| 28508 | Rowley, Scott | The whole idea of a Gondola is ridiculous and it should never be built! | 32.2.9E | |
| 30504 | Roy, Kellie | I do not believe that a gondola in LCC is the best transportation solution. There is no reason to invest over half a billion dollars when more environmentally friendly options could be adopted. I am beyond disappointed in UDOT's decision to decrease the frequency of buses to Alta/Snowbird. It is very clear that this project will benefit the pocket books of a few and not the common public. | 32.2.9E; 32.2.6I | |
| 28799 | Roy, Walter | I'm a retired, long time Alta/Snowbird skier who now skis 100+ days per year. As a taxpayer I vigorously oppose the proposed gondola, which benefits only two private businesses who can't handle the crowds they currently get on powder days (and to my knowledge aren't going to pay anything for it). The only time there is a problem is on snow days when traction laws aren't enforced. Install an electronic gate that allows only vehicles with a sticker that has pre approved it's compliance. Take a picture of license plates that enter without a sticker and send the owner a big fine. Why are we proposing a \$500+ million solution that won't solve the problem? The gondola will not stop people from driving improperly equipped cars from causing backups on snow days. | 32.2.9E; 32.2.2M | |
| 34441 | Royer, Gregg | As a frequent visitor, I have been reading about pros and cons of the gondola. I believe it should be built. Better for safety, environment. Reliable, lower long term price. | 32.2.9 | |
| 29938 | Royer, Kim | NOOOO!!! I'm against this plan. | 32.2.9D | |
| 30315 | Royer, Will | <p>I am deeply disappointed by UDOT's decision to implement the Gondola B plan in Little Cottonwood Canyon. The Canyon provides a multitude of benefits that would be significantly impacted by this transportation solution. View sheds will be heavily impacted by this project, ruining a key component of the canyons which enhances the greatest outdoor location near a major city in the country.</p> <p>This project is also prohibitively expensive while only providing benefits to a subset of the overall traffic in the canyon - skiers and ski resorts. All of our (Utahns) tax-dollars pay for this, yet it primarily benefits tourists, corporations, and land owners. Additionally this is not a solution that benefits canyon users for more than 6 months of the year. This seems to be a drastic misuse of public resources that only benefits small amounts of the overall population.</p> <p>A gondola would only see significant use for less than 6 months of the year. For the rest of the year it would sit idly as a monument to wastefulness. This Canyon is used for so many things other than skiing. Little Cottonwood is a historically relevant climbing location providing classic views and a multitude of accessible, excellent, and unique recreation opportunities. Ruining this legacy will impact generations to come, depriving them of views and experiences that thousands of people cherish every year.</p> <p>The canyon is less than three miles wide at it's widest point. Such a small, contained area has a carrying capacity for visitation. Use should be limited, and access should not be increased so as to protect values, and physical properties that matter to many people such as the watershed, wildlife habitat and recreation access.</p> <p>I would urge UDOT to reconsider their decision as they attempt to find funding for this monstrosity.</p> | 32.2.9E; 32.2.0B | |
| 33286 | Rubin, Erin | The gondola will forever tarnish views and scenic landscapes and uproot vegetation and wildlife. It's strictly for ski resorts and for them to make more money. It's about greed. Please stop it. | 32.2.9E | |
| 26422 | Rubin, Hannah | More flexible, effective, and fiscally-responsible options exist that do not require destructive large-scale infrastructure. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 29574 | Rubin, Jess | Please don't destroy the beautiful canyon for monetary gain. It would ruin the canyon for decades with construction & the destruction of nature. | 32.2.9D | |
| 33081 | Ruby, Claudia | NO NO NO Gondola!!!! | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30682 | Ruch, Dan | NO GONDOLA!!! Try tolling and enhanced bus service Plus make the ski resorts pay their fair share of taxes towards such improvements. A gondola is a HANDOUT to the ski resorts and we are a conservative state. | 32.2.9E; 32.2.7A; 32.2.9E | |
| 33448 | Ruda, James | Please do not destroy Little Cottonwood Canyon by building a Gondola. This is a resource that many people value in our State. Please adopt more busses. | 32.2.9A; 32.2.9E | |
| 29834 | Rudd, Alex | Dear UDOT, please explain to myself and every other citizen of Utah why we should be subsidizing private businesses. Underneath all the marketing, B.S., and other rhetoric all this really is is a way to get people to a ski resort. I don't think myself or all the other taxpayers should have to pay up to a billion dollars (let's be realistic here, your \$500 mil quote is just the start here). Ski resorts are private businesses, and should have to find their own solutions. | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 25853 | Rudd, Brant | Please do not build a gondola. This canyon is beautiful beyond words and should remain as it has for eons. We have no right to disgrace this amazing area in this way. It will never be the same after addition of this large man-made object. Please be respectful of our home planet and do not permanently alter its beauty for monetary gain. | 32.1.2B; 32.2.9E; 32.2.9G | A32.1.2B |
| 37299 | Rudd, Shannon | The gondola seems like a poor solution to the problem. The problem is the policy of the ski resorts doing the 'Ikon pass' which is why the roads are so much more crowded. Why should residents pay for a gondola, when this ski pass policy is what places the heavy burden on our mountains and roads. Require the ski resorts to eliminate passes like the ikon pass and limit the number of passes they can sell, period. | 32.2.9E; 32.2.2K | A32.2.2K |
| 29284 | Rudds, Crystal | Winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave many people out, especially communities of color who already disproportionately rely on public transportation. Not to mention it's a huge expenditure that will kill trees and have an environmental ripple effect that the Valley is already struggling with. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. | 32.1.2B; 32.1.2D; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.5A; 32.13A | A32.1.2B; A32.13A |
| 33022 | Rudow, William | More busses, especially electronic + snow sheds are the way to go. Gondolas are bad. They will not be used, take too long, be too expensive, move way too few people, & cause a parking nightmare. Busses will move many more people much more efficiently from many locations to many locations. | 32.2.9A; 32.2.6.3F; 32.2.9K; 32.2.9E; 32.2.2I | A32.2.2I |
| 32214 | Rudy, Don | Please consider a dedicated bus lane with electric busses similar to Park City. Or light rail with avalanche protection as an alternative. Both would provide mass transit. Allow additional on and off locations and be able to increase and decrease during peak use times. Thank you for your consideration. | 32.2.2K; 32.2.6.3F | A32.2.2K |
| 35171 | Rudzinski, Christopher | Bad things will happen if you install this monstrosity of an idea. My out of state friends whom also ski, said it would be a absolute disaster to the environment and a total eye sore. Please do the right thing and keep our canyons sacred. Or else... | 32.2.9E | |
| 30456 | Ruesch, Stephanie | Hello! I am a Cottonwood Heights resident, a rock climber, a Porcupine employee. I have left 4 comments throughout the process. The people have spoken and we are STILL seeing UDOT cater to please any support of the gondola by cutting funding to bus systems. Shame. Use the millions of tax payer dollars proposed for the gondola and instead use it for the bus system. Increase wages, electric buses, increase buses for a reliable schedule. Create jobs for people instead of installing a theme park ride for Snowbird and Alta. Skiing is a luxury that few can enjoy, and the resorts in Little Cottonwood are overreaching their control of the mountain. I am a rock climber and realize the privilege I have to be able to drive to my favorite climbing zones there. If it were tolled and/or bus only up the canyon, I would happily indulge, if it meant to keep the gondola OUT. The gondola only benefits a few, while the people who don't want it are given the bill to pay for it. UDOT is catering to the businesses of Snowbird and Alta, leaving current traffic unaddressed, bus system funding cut, and more unnecessary traffic to ogle at the new theme ride. Something needs to be done to prevent this. I urge consideration for common sense alternatives with genuine concern for traffic and the people who live here. | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.6I | |
| 27934 | Ruesch, Stephanie | I am a climber, a [REDACTED] employee, and a resident of [REDACTED]. The Gondola project will not benefit me or our neighborhoods and businesses in any way and should not move forward, it will be a detriment. Climbing areas obstructed, views obstructed, my taxes to pay for it, MORE traffic to see the spectacle. It is a canyon worth preserving with a rich history in recreation. Imagine graffiti ON the eye sore of the gondola. No more buildings or structures worth visiting leave the canyon with the people who enjoy it all year long. Toll people at the bottom to protect the nature we have left. Save the thrill rides for Lagoon. A clockwork electric bus system will work. It's gotta be reliable and systematic for people to want to use it. UDOT get your [REDACTED] hands out of Snowbird and Altas back pockets. 14,000 comments and we are STILL considering the gondola? It does not make sense to move forward when the masses are saying NO WAY! Do something in the city for your expensive projects. | 32.2.9E; 32.2.2Y | |
| 38007 | Rufener, Debbra | I am against the implementation of the gondola system for the reasons that follow: It will diminish the natural beauty of the canyon, it benefits the fewest number of people for the greatest cost, there are alternatives such as a reservation system (such as the national park service has implemented in certain national parks) or a toll system that charges for travel up the canyon at peak periods, it will be an ongoing operating expense that will increase yearly, it benefits two resorts only and increases their profits at the expense of Utah taxpayers, the initial expense will more than likely to be much more than what is expected due to increase in materials and labor, in getting up the canyon skiers will be inclined to use their cars so they can come and go at their leisure and not have to wait for the gondola also making their commute time less than riding the gondola. I am tired of the majority of the population paying for the pleasure of the minority. | 32.2.9E; 32.2.2K; 32.2.4A; 32.1.2D | A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28641 | Ruhkamp, Brent | I recognize that the gondola is not a perfect solution; such a thing does not exist. That being said I think that a problem screaming for a multimodal solution cannot be addressed by simply adding more of a preexisting mode (buses). That being said other enhancements should also be explored. These include such ideas as variable tolling, parking reservations/caps, bus-only time periods, etc. In the end, I think we're going to need to utilize several options in order to improve the traffic in LCC. | 32.2.9A; 32.29R; 32.2.2K; 32.2.2Y; 32.2.6H | A32.29R; A32.1.2H; A32.2.6S; A32.2.2K |
| 31440 | Ruiz, Mario | What an unbelievable disaster of a plan. Run more buses and limit private cars and problem solved. | 32.2.9E; 32.2.9A; 32.2.2B | |
| 34404 | Ruiz, Taylor | I do not want our tax dollars to be spent on this and watch the ski resorts benefit from our tax dollars being spent. | 32.2.9G | |
| 29259 | Rumel, Rockwell | Please preserve the climbing areas. If the gondola never happens, then people will have to deal with traffic. If construction destroys the environment then it will permanently remove things that people love. | 32.4B; 32.2.9G | |
| 34357 | Rumel, Rockwell | The gondola only serves the resorts. And it comes at great and irreversible cost to countless other recreators. | 32.2.9E | |
| 26989 | Rummens, Brielle | I think having the gondola plan for little cottonwood is interesting, but overall I think it would take away from the canyons beauty. I think if traffic was turned into a bus only situation like we have in Zion National Park it would be better in a way that we wouldn't have hundreds of cars in the canyon at a time, it would give people jobs, the maintenance wouldn't be as expensive and the scenery wouldn't be destroyed. The bus system could have multiple stops for hikers and have stops at snowbird and Albion basin. If people have houses and cabins up that canyon, they should have a special ops that needs to be renewed every 5 years so they can get in with their personal vehicles, but everyone else should be using the buses. If we widen the roads up there- if it's possible- and make it for buses only, there'd be less emission/exhaust from cars and the buses could be equipped with tires made for snow for skiers in the winter. I definitely think there is a different alternative way to go for this instead of spending over \$500 million to put up a gondola and spend years tearing down the scenery in the canyon to build poles to hold and move big boxes. At the mouth of the canyon or at some distance away, parking lots and/or garages could be built for people to park their cars and then buses could pick them up and take them up the canyon. It could work just like Zion. Millions of people go there every year and there's no complaining about having to take buses in Zion. If it was put to the rest in Little Cottonwood, I think it would be successful just like it is down there. | 32.2.2B; 32.2.2PP | |
| 33622 | Rumsey, Taylor | Should invest in a more robust public transport system like a GOOD busing system that is on time & has frequent intervals so it's a less permanent / destructive solution to the winter traffic. MORE PARKING AT BASE OF CANYON so you can actually carpool | 32.1.2B; 32.2.2Y; 32.2.9A | A32.1.2B |
| 34456 | Runyon, Paul | Oct. 16, 2022, Hello; I believe the gondola choice by UDOT is premature, overly expensive and will be a boondoggle for UDOT and the state. There are other means to lessen traffic in Little Cottonwood Canyon, including more mass transit (as mentioned in an editorial by the President of Snowbird in the Salt Lake Tribune today), as well as improving safety measures on the road with avalanche sheds. I strongly believe you have neglected an underground tunnel option as well, which could be a fraction of the cost of the gondola or road widening measures, would make traffic exponentially safer and could be accomplished with minimal environmental impact upon the canyon surface. I feel betrayed UDOT has not taken a stronger look at this option. This gondola is highly supported by the ski resorts because they already have a successful business relationship with the lift manufacturer. To me this reeks of collusion. | 32.2.9E; 32.2.9A; 32.2.2C | |
| 27037 | Rupp, Jane | From the research I have read it does not appear that the gondola will service the traffic fast enough. Why not purchase electric buses and bus everyone up and down the canyon. That would appear to be a far better way to do it. I am opposed to the gondola disturbing the environment, animals and water sheds. | 32.2.2B; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.13A | A32.13A |
| 36054 | Rupper, Chris | I support the gondola. It will be good for businesses and the environment. | 32.2.9D | |
| 26670 | Rushforth, Nancy | The proposal to build a multi-billion dollar gondola to transport MORE skiers to already overly crowded ski resorts is a huge corporate welfare giveaway. In view of the many pressing needs in our state, I firmly object to state subsidies for such a project. People could make canyon reservations, take buses, drive early to ski. I don't want to help pay for skier access to Alta and Snowbird. I vote NO | 32.1.2B; 32.2.2B; 32.2.2.Y, 32.2.2K; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |
| 30792 | Rushforth, Nancy | I strongly oppose the creation of a gondola designed gamed to transport hundreds of people per hour up Little cottonwood canyon. This is a multi million dollar gift to canyon ski resorts. Crowding, expense and destruction of the canyon would result. I much prefer a phased improvement plan using additional busses with no added lanes in the the canyon. | 32.2.9E; 32.20C; 32.29R | A32.20C; A32.29R; A32.1.2H; A32.2.6S |
| 34181 | Rushforth, Sam | A gondola in LC is ridiculous! The canyon is about more than cramming skiers on the Wasatch! | 32.1.2B; 32.2.9E | A32.1.2B |
| 28404 | Russell, Brandon | Gondolas all over the Alps, and people still think they're beautiful. Look forward to better transit options. Thanks for moving ahead! | 32.2.9D | |
| 34498 | Russell, Earlene | As a life long local I enjoy an occasional drive up to Alta in the winter and summer. I am a widow that is 73 years old, on a limited income. I also own a timeshare at Ironblosam and we go up the week covering Sept 10th. I don't feel the toll is justified for locals who want to enjoy God's nature to have to pay to visit the canyon and pay again through extra taxes, etc. If you make travel and parking so expensive, many of us won't be able to enjoy what we've always had for free. Please, please make special allowances for locals and utah residents. I ask that you don't cater to the rich and private enterprises. Consider us little guys. Thank you. | 32.2.4A | |

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| 30464 | Russell, Emmaline | I demand improved busing!!! I will not be skiing in the cottonwoods and I will encourage my ski friends to also not buy passes this year until a non destructive transportation option is approved. I STRONGLY DISAPPROVE of the gondola and I will not allow my taxes to fund a project that will destroy where I like to climb, ruin my view while hiking, increase profit for ski resorts who over use water and rape the land. Listen to the people!!! | 32.2.9A | |
| 29030 | Russell, Emmaline | I STRONGLY DISAPPROVE of the gondola construction. We all know you're just getting fat checks from ski resorts this isn't gonna fix any traffic just make y'all more money. We're not gonna stand for it. I want increased bussing and limited canyon access. We will not let you take our money to fill your pockets. We will not let you prioritize tourism over local experience. You will not be successful in pursuing the gondola option. | 32.2.9E; 32.2.9A; 32.2.2K | A32.2.2K |
| 36136 | Russell, JB | My family has been in Utah for 6 generations - literally Mormon Pioneers, and I know they would be devastated to see the state of the valley they once called, "The Place". This project, which uses public tax dollars to serve private businesses, and ONLY private businesses, is an actual travesty. It will damage our mountains, recreation, and of course, Utah's reputation. It is a mistake that can never be recovered from, and the names of those who support it will be remembered as wilderness terrorists. The corruption here is so blatantly obvious that it hurts to even have to comment on this again. Please - NO GONDOLA! | 32.1.2F; 32.1.2D; 32.2.9E | A32.1.2F |
| 30649 | Russell, Lawton | I strongly oppose implementation of a gondola. | 32.2.9E | |
| 30188 | Russell, Mark | I am a resort and Backcountry skier in the winters and hiker and mountain biker in the summers. I am concerned that the gondola option would not be useful to Backcountry skiers and would only alleviate some traffic to resorts. In an ideal world I would like to see a train that has stops at trailheads and resorts that would be useful year-round and to all user groups, then the road could closed except for employee traffic for resorts. For example you can look at Perisher Australia and the success of their ski train. A gondola would be a very costly project to only address part of the user base of the canyon, therefore only solving part of the problem. | 32.1.2B; 32.1.2D; 32.2.2I; 32.7C | A32.1.2B; A32.2.2I |
| 29201 | Russell, Patricia | This is such a ridiculous proposal. It would be better to run 10 times the buses up the canyon and build a couple of parking lots at the base of the canyons. Please do not move forward with this stupid idea. Terrible for the environment, terrible for our tax dollars, and terrible for traffic, hikers, wild animals, etc. | 32.2.9A | |
| 27443 | Russell, Stanley | I am a life long Utah resident and have lived in Sandy, Ut for 42 years. I am 100% AGAINST the Gondola plan for the Little Cottonwood Canyon. Using additional buses, technology tracking of traffic, limiting travel at high traffic time and alerting users of such limit, and charging fees for usage at high traffic times will naturally control traffic flow. Most of us that live in the affected neighborhoods no longer use the local canyons due to the congestion but will suffer the effects of pushing the traffic problems into our neighborhoods AND using taxpayers funds to do it! | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.6.5E | A32.2.6.5E |
| 36627 | russell, steve | Thank you for your diligence in this matter. I and my friends look forward to the Gondola. We think it will be a long awaited addition to our state. | 32.2.9D | |
| 29206 | Russo, Anne | I am opposed to the gondola project due to its cost. As a west side resident, I would prefer to see money spent to improve the traffic flow on the western side of Salt Lake City. The stop-and-go bumper-to-bumper traffic occurs every weekday, not just on snow days. The new Mountain View Corridor becomes more like a parking lot every afternoon during the week. It just isn't enough to support all the vehicles. Please spend money on improving our commutes before fixing a problem that only occurs a few days during the year. | 32.2.9E; 32.1.2B | A32.1.2B |
| 29129 | Russo, Lynn | I am in favor of the proposed Gondola project. | 32.2.9D | |
| 36550 | Russon, Claire | Do not build the gondola which prioritizes ski and snowboarders to the detriment of other canyon recreation and the fragile mountain ecosystem. Protect historic and invaluable Little Cottonwood Canyon climbing. | 32.2.9E; 32.1.2D | |
| 31289 | Rutemiller, Rudy | I live in Cottonwood Heights and frequent LCC, mainly for trail running and hiking. While this version of the EIS retorts the frequent comments from actual locals who are opposed to the gondola, my comment remains the same: The goal of the EIS is inherently flawed. The goal should not be to increase more visitors into LCC, and should not be to serve only the ski resorts. I implore you to listen to the people who live near LCC. Perform minimal measures to increase safety in LCC instead of jumping to a permanent solution that only addresses an issue of 15 days a year. Snow is decreasing in Utah. Our Great Salt Lake is shrinking. Air quality is disastrous. No secrets there. Why are you proposing to spend money on a frivolous activity (skiing) that only the wealthy have the resources to utilize? Why don't you NOT spend the money and address actual issues that effect all of the Salt Lake Valley? I am appalled that the gondola is actually being proposed and disagree with your recommendation. What a sham. | 32.2.9E; 32.1.2B; 32.2.2E | A32.1.2B |
| 27358 | Rutherford, Ann | Putting in a gondola, especially with tax payers money, is a poorly thought out, selfish, gross money grab for two private companies and whom ever is the recipient of this tax money. The canyon is a limited resource and should be treated that way just like many of the state and national parks are doing. Why do we need to get more people up the canyon? Seriously, have you skied recently on a busy day? It's terrible, you spend a huge amount of money to spend the day waiting in lines and then dodge others skiers every turn. So let's get more people up there? Why? The most simple solution is obvious, reservation system and caps on how many can come up. Why should we destroy our land to get more people into a confined area to destroy more land? And let's be realistic, will we even have the snow needed to ski, at least the way we have know up to now? People have blinders on if they can't see the decrease in snow we've been having.. And come on, that road where the parking lot is proposed cannot handle this kind of traffic. It will be an insane mess, the locals will have decreases in their property values and their sanity. Please get this dumb plan off the books, it's all about a few people making a ton of money from tax payers to solve a fabricated problem (we don't need more people up there). Reservations only, or you don't get to go. Protect the land for the future, stop being selfish. | 32.1.2B; 32.2.9E; 32.2.2K; 32.2.2E; 32.2.6.5E; 32.2.2K | A32.1.2B; A32.2.2K; A32.2.6.5E; A32.2.2K |
| 34615 | Rutherford, Hannah | This is a bad idea all around | 32.29G | |

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| 30953 | Ruthizer, Brenda | <p>It's as clear as the noses on our faces- The only ones to benefit from the LCC gondola are Snowbird (esp since they are giving free ridership to their season pass holders), Alta, UDOT and many politicians. And it comes at a very hefty price, which residents have to pay for. There are so many other choices, that would benefit everyone who visits LCC, that should be examined and utilized before we start scarring the Canyon with a Gondola, which no one will use except for ski season.</p> <p>Think of all the hikers, rock climbers, back-country skiers who also use the canyon, and who the Gondola will NOT serve.</p> <p>And with the recent news that UTA will reduce bus service in LCC and BCC starting early Dec, due to not having staffing, it's ludicrous that UTA is not working FOR the people who enjoy visiting LCC. Bus service should be INCREASING during the ski season, promoting it's ridership and making it more attractive for people to use it.</p> <p>One of the complaints I have, which is also shared by so many others is the fact that the busses only service the ski resorts every 30 minutes or more during the winter. If there were more busses, I would ride it more, not having to wait so long for a bus.</p> <p>I do think there needs to be a major transportation hub with adequate (and free or reasonable) parking at the bottom of BCC or LCC, so that Bus ridership is more attractive and easier. But invest in electric busses for the transportation mode. That way, if ridership increases or decreases over the years (who knows if climate change will make the canyon ski resorts unusable in the next decade), it's easily modified and schedules can be changed based on the ridership needs.</p> <p>And it's not been made clear to this skier/hiker how much each gondola ride will cost me or the cost of parking at the base of the gondola. These are things that might dictate where I ski.</p> <p>So, I implore those who make the decision: Work WITH our beautiful landscape, work FOR all those who use the canyon, and work TOWARDS solving the transportation for the future, and do NOT vote for the Gondola.</p> <p>Thank you, Brenda Ruthizer</p> | 32.2.9E; 32.29R; 32.2.6.5G; 32.2.9A; 32.2.6.3F; 32.2.2E; 32.2.4A | A32.29R; A32.1.2H; A32.2.6S |
| 37714 | Ruzek, Mike | I appreciate the need for a transit solution for canyons, I think direct buses from transit hubs would have better usage and less issues but long term the trap/train solution brought up years ago going up and through canyons into park city and down parleys is the best solution for the future, | 32.2.2I; 32.29R | A32.2.2I; A32.29R; A32.1.2H; A32.2.6S |
| 31197 | Ryan, Bill | The cost is outrageous and to be borne by the community and not the ski areas. | 32.2.9E | |
| 34240 | Ryan, Brenda | <p>I am against the gondola. I feel the towers would distract from the natural view and beauty of the canyon. They would also require maintenance roads to build and maintain. I also don't like the idea of one parking structure for all the traffic. We know that while Little Cottonwood is the major problem, Bid Cottonwood has and will continue to have issues with traffic. If we made a few centralized parking areas serviced by busses, it would spread out the traffic congestion.</p> <p>Going along that line of though, my preference is for expanded bus service and road enhancements. This would benefit the buses, people who do want/need to drive up the canyon as well as bicycles which are an increasing problem.</p> <p>The railway would be my 2nd choice as the views would be preserved, but it would still require one central parking area which I think is a mistake.</p> <p>I think the parking areas we already have could be expanded (vertical) to hold more cars without having to make more parking areas footprints.</p> <p>I do think a toll needs to be assessed....maybe incorporated into ski passes- and yes, IKON and other multi-resort pass holders need to pay the same to utilize the canyon. These multi resort pass holders have been a big part of the increased winter traffic.</p> <p>While I do support the expanded bus service as the first choice, I believe it really needs to be expanded in a big way.....it has to be easier and quicker. A bus every 15 min. is not enough on busy days or powder days. It needs to be a min. of every 10 min. and really every 5 min. during peak hours (7:30am-10:30 am, and 3:00pm-5:00:pm). Maybe consider express buses that service only Snowbird or only Alta. I also think maybe the addition of avalanche structures in avalance prone areas is a good idea.</p> | 32.1.1A; 32.2.2I; 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9Q; 32.7A | A32.1.1A; A32.2.2I |
| 34639 | Ryan, John | <p>To begin, I believe that the UDOT operations in all Wasatch Canyons need to be rolled into a new, separate Utah State Department, independent from UDOT, with its own staff and budget. For the last decade, or so, the department has struggled to keep up with the nuances of demands that each canyon is challenged with. To me, it seems that the highway department can't effectively manage these unique geological and environmental features amidst heavy human demand and the ongoing seasonal demands presented by extreme winter weather every year. It's just too much to handle under the UDOT structure at present. UDOT has lost its ability to manage traffic in any canyon.</p> <p>Beyond that, I oppose the construction of a gondola in Little Cottonwood Canyon for the following reasons:</p> <p>Construction of the gondola will destroy sensitive habitats all aong Little Cottonwood Creek.</p> <p>Nothing in the plan delineates how the cost of the project will be funded. Taxpayer-funded, corporate welfare is not an option.</p> <p>Revive One Wasatch as a functional option by spreading access to Big and Little across numerous terminals in the Wasatch Front and Back.</p> | 32.2.9E; 32.1.2B; 321.1A; 32.2.6.5K; 32.20C; 32.7B | A32.1.2B; A32.20C |

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| | | <p>A gondola would be necessarily subject to extreme and unsafe weather conditions that could threaten the lives of airborne travelers in an emergency, apart from hazards presented by human error and mechanical failures posed by stranding people 225 feet in the air.</p> <p>The gondola will add travelers to the canyon well beyond the current census, increasing on-slope risks at Snowbird and Alta which invariably will increase the liability for each area operator--all apart from the added environmental pressures of increased usership on an extremely sensitive ecosystem.</p> <p>The gondola will do nothing to alleviate congestion on SR210, nor will it allow access equally to all users, such as climbers and back-country skiers.</p> <p>The gondola will necessarily diminish the experience of ALL users by adding an unsustainable amount of visitors for the benefit of the operators only, not for the citizens of Utah or visitors.</p> | | |
| 25591 | Ryan, Sean | <p>What a joke! The gondola has a massive impact on this canyon and is completely unnecessary. The first part of your plan is the only part that makes sense - implement tolling, parking and increased busses that operate year round. These simple, efficient and obvious measures will reduce almost all the issues in this canyon. There is no need for a project like this (with a price tag like this). You should be ashamed for allowing private interest groups to bully this decision and make tax payers pick up the bill.</p> | 32.1.2B; 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 31723 | Ryan, Shane | <p>You should be ashamed of yourselves. Thousands of citizens are telling you that they do NOT want a gondola, yet you continue to move forward with this atrocious plan because the resorts are pushing for it. There are so many reasons why this is a bad plan. We do NOT need this in LCC. We need more busses and more parking. And guess what? When the parking and busses are maxed out, that means LCC is maxed out. Despite how much the resorts want to pump people up the canyon and pump their wallets, there is an obvious and undeniable capacity issue. By tolling, adding busses, adding parking, etc. we can help alleviate the problem without going completely nuclear on an absurd "solution" (the gondola). IF, and only if the gondola is ever to pass - the taxpayers should NEVER pay for it. The resorts should pay for it, as they are the only ones that benefit from it. Pretending like it's a taxpayer benefit is ludicrous.</p> | 32.2.9E; 32.2.7A; 32.1.2B | A32.1.2B |
| 31521 | Ryan, Shanna | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | 32.2.9E; 32.2.9F; 32.2.6.5E; 32.2.0B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

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| 30715 | Ryan, Tim | AGAINST! This project truly only serves Snowbird and Alta at great taxpayer expenses. Also, in just a few short years, climate change will have changed the snow season and the gondola will have become a boondoggle. Better to just manage canyon traffic and parking thru reservations and busing. | 32.2.9E; 32.2.2E; 32.2.2K | A32.2.2K |
| 30144 | Rybicki, James | I am vehemently opposed to destroying our beautiful Cottonwood Canyon with the building of a gondola . Adding Electric busses make much more sense and will not detract from the wildness of the canyon as it is supposed to be. I'm afraid that Snowbird and Alta have had way too much influence in this decision so that they can profit from all of the tourists that will be dropped off at their resorts. It really sucks that the typical Utahn that loves to rock climb hike and just go up the canyon will be subjected to the unsightly towers and Disneyland type of obstructions. I really feel that this big of a decision should be voted on by the taxpayers. Why can't it be voted on? I am literally disgusted with the whole idea of ruining the beauty of my favorite canyon and I was here before Snowbird!!!! | 32.1.2B; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 27943 | Rylant, Joe | I think the gondola ? project would be awesome. It would be great for local as world tourist. It Would help ease vehicle pollution as well as congestion, if you still wanted to drive the canyon for recreational use. | 32.2.9D | |
| 36585 | Rylant, Mike | This will wreck the canyon. It only suits the ones who stand to benefit from it. If you build this obscenity, you truly do NOT care about the environment or the beauty of Utah. | 32.2.9E | |
| 31071 | rymer, Karen | The environmental impact of the gondola project is too great to justify the building of these huge structures impacting the habitat of the animal plant flora and trees. The project is cost prohibitive placed on tax payers over time. And the profiteers are the business people investing the peoples money for selfish profit. The cost in money and natural resources does not justify any end result. As a long term resident of Utah I have seen all the projects that have no concern on the environment-watershed and use of limited water;air pollution and further encroachment into our animal habitat- what the heck are we thinking- that's the problem is that there is short sighted thinking and no concerns for future generations and environment destruction. Please do not go ahead with this huge project that benefits a few. | 32.2.9E | |
| 34241 | rymer, Karen | Please do not do this project. As more people flood the canyons there will be more encounters with wildlife and then extermination of these animals'for public safety' look at recent killings of cougars. Impact on watershed and trees will be a continuing decline in the plants and trees population. AND then the financial cost to taxpayers- please do NOT go forward with the gondola plan to benefit a few (money/ business/shareholders) at the expense of nature and taxpayers. | 32.1.2F; 32.2.7A; 32.2.9E; 32.2.9N; 32.13A | A32.1.2F; A32.2.9N; A32.13A |
| 26454 | Ryser, David | I live at the entrance of Little Cottonwood Canyon and visit it for recreation frequently. The proposed phased implementation approach to traffic on SR210 is a good with the exception of the final step - building a gondola. Tolling, snow sheds, enhanced electric bus service, trailhead parking and other infrastructure improvements that do not lead to road widening are much needed and should proceed. I am strongly against placing a gondola in this unique canyon because of the environmental and visual harm it will create. Before the gondola option is revisited an assessment of the overall use capacity of this delicate ecosystem is essential. Using public funds to cater to private ski companies does not justify the risk it presents. I do not wish to see a tourist magnet created that greatly increases canyon use and detracts from the natural beauty and priceless healing environment it offers. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.6A; 32.2.7A; 32.2.9A; 32.2.9E; 32.20B | A32.1.2B; A32.2.2K |
| 32763 | S Howes, Teresa | I believe that the Snowbird and Alta Ski resorts should pay big part of the project, they're the ones that will benefit the most. We don't need to subsidized big profit business with our tax money. Sincerely, Teresa S Howes | 32.2.9D; 32.2.9E | |
| 34764 | S, Amanda | The public does not want a gondola! It's outrageous that so many comments were ignored the first time around. Do better. | 32.2.9E; 32.2.9N | A32.2.9N |
| 33879 | S, Izzy | No gondola! The views down LCC are some of my favorite in the world and it would be devastating to lose that. Why not expand busing? | 32.2.9A; 32.2.9E | |
| 30605 | S, Kenny | Please NO- such a massive blunder if approved and built. | 32.2.9E | |
| 29443 | S, Kristine | I'm against spending public funds to fund a gondola in Little Cottonwood Canyon! I very much favor expanded bus service and think that the gondola is tantamount to subsidizing private ski mountains | 32.2.9A; 32.2.9E | |
| 38362 | S, L | Stop using tax payers' money to support Alta and Snowbird No Gondola! | 32.2.9E; 32.2.7A | |
| 34534 | S, M | No gondola! | 32.2.9E | |
| 33173 | S, Maranda | No Gondola! It is a waste of hard working tax payers money. It will not be used enough to make any sense to have it/ if people do use it, majority will be those who do not pay taxes for it or live in the state. will also ruin the beautiful views of the majestic canyon. | 32.2.9E | |
| 28813 | S, Mick | This decision is disappointing. The Gondola will be outrageously expensive, and ultimately destructive to a canyon that is a Utah treasure and should be protected not exploited. The good news is that initially the phased approach with enhanced bus service will be implemented. Hopefully UDOT will see the light and make this a permanent solution, and abandon plans for the gondola. | 32.2.9E; 32.2.9R; 32.2.9N; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N |
| 26102 | S, R | You are destroying some world class bouldering. This doesn't serve the community at all. There have to be better alternatives. | 32.4A; 32.4B; 32.6D; 32.2.2PP; 32.2.9N | A32.2.9N |

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| 30674 | s, todd | <p>No to the gondola. Yes to enforcing traction laws all winter.</p> <p>You are talking about spending a lot of money and building ugly towers in a beautiful canyon to solve a problem that only happens a few days a year. I know about the 2050 predictions, but the gondola only has a 30 year lifespan.</p> <p>All of these discussions assume Alta and Snowbird can support a huge increase in skiers on those busy days. They have already hit max skiers on those days. Unless you add acres and runs to the size of the resorts there is no point in increasing the number of people that can get up the canyon. You are just moving the choke point.</p> <p>A major cause of traffic on powder days is cars with the wrong tires. Once you get past the stuck cars the driving gets easy. Eliminating the poorly equipped cars will significantly improve traffic. We need to enforce traction laws every day during ski season. The window sticker program makes it easy.</p> <p>We should get a big sign at the bottom warning drivers when the parking lots are full.</p> <p>The gondola is too slow. The gondola goes 19mph and the road goes 40mph. On most days driving will take half the time of the gondola. A 1 hour gondola ride plus a bus from the park and ride means 90-120 minute trip and standing in multiple lines. I'm not interested in 4 hours of transit time. I'll ski somewhere else.</p> <p>I was told that there are currently 6000 parking spaces in LCC. That works out to about 12,000 people. At 1000pph the gondola will take the gondola 12 hours. FAIL. At 4000pph it will take 3 hours to get the people to the top. FAIL. The red snake is rarely that bad.</p> <p>The gondola doesn't have the speed or capacity to solve the current load. It certainly won't solve the 2050 demand.</p> <p>A road toll won't get the tourists to take the bus. They will pay it and not blink an eye. It will hurt locals. LCC is a Utah resource and we should be supporting Utah residents.</p> | 32.2.9E; 32.2.6H; 32.2.2M; 32.7C; 32.2.6.5D | |
| 33698 | s, todd | <p>On crowded days Alta and Snowbird are at peak skier capacity. There is no reason to get more people up the canyon on those days. Adding faster lifts is not the answer. If you add more skiable terrain then you can start adding uphill capacity.</p> <p>On most of the days it takes less time to drive than to take the gondola. I can't imagine parking my car at the bottom and adding an extra mode to my trip.</p> <p>The gondola parking lot is too small to be useful. People will need to take buses to the gondola. This will add more time and make it less desirable.</p> <p>Does the \$500M include the 1000pph or the 4000pph capacity. At 4000pph it will take hours to get people up to the resorts and be slower than cars. At 1000pph it will be no more than a sightseeing gimmick for advertising.</p> <p>The gondola is only useful a couple of dozen days a season. Spend the money better.</p> <p>There are better ways to spend \$500M on reducing pollution.</p> | 32.1.2B; 32.2.2PP; 32.2.6.5C | A32.1.2B |
| 37380 | Saarela, James | <p>I'm a skier. I'm also a climber and hiker. I've lived in the Wasatch my whole life. Little Cottonwood Canyon and the condition it's in right now are very important to me. Yes, Little Cottonwood traffic is atrocious for a handful of days each season. I'd rather have to deal with that than never be able to climb historic boulders again. The convenience of one user group should not be predicated on the destruction of irreplaceable venues of another.</p> <p>The resorts are at the top of Little Cottonwood. That's where the lifts should stay. It may be just be personal opinion, but I'm not alone in thinking that hearing the buzzing of tower sheaves, and having massive gondola cars and towers stain the view really distorts the experience people look for when they go up Little Cottonwood in the first place.</p> <p>Snowbird and Alta will still make plenty of money without a (even if only partly) taxpayer funded amusement park ride to get more people up there (it really reads like Disneyworld to me). Tourist dollars will still flow like they have for decades. They don't need this. We don't need this.</p> <p>The gondola proposal is destructive to the aesthetic, to recreational resources, and to the overall experience of being in Little Cottonwood Canyon. We can do better to maintain the inherent value and beauty of this canyon for future generations.</p> | 32.2.9E; 32.1.2B; 32.1.2D | A32.1.2B |
| 36733 | Sabet, Ahad | <p>I am an SLC resident, UT voter, and frequent user of LCC. I access LCC in various capacities both summer and winter. I am opposed to any of the Gondola options. If anything is to be done, an enhanced busing and fee station option would be preferred. Please do not disfigure our gorgeous canyon.</p> | 32.2.9E; 32.2.9A; 32.2.4A | |
| 35525 | Sabin, Steve | <p>I am in favor of the gondola option. Just came back from Switzerland and they have gondolas everywhere and they have done it without damaging the environment and it is such an efficient way of transferring many people- with minimal impact. Steve sabin</p> | 32.2.9D | |

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| 34610 | Sabo, Emily | I am deeply disturbed that an option so clearly detrimental to the environment and a huge tax payer burden would even have been considered let alone chosen as a preferred alternative. I again propose no amendments to the road itself (outside of normal upkeep). All issues can be resolved most readily by a free bus system (run at very high frequency) and an extremely high toll (for resort maintenance vehicles, property owners etc). These buses would run all year, stop at places along the route. This would allow for increasing access for the future as well as increased profit for resorts. The key is decreasing traffic in the canyon, not turning the canyon into a thoroughfare used only to serve the resorts and little to no need to construct new infrastructure. | 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 27707 | Sabo, Rebecca | Living in Sugarhouse. I am totally against the waste of taxpayer money that will only benefit Alta and Snowbird. If they want a gondola, they should pay for it. I can get behind enhanced bus service and by enhanced I mean a transportation hub at the bottom with at least 2000 parking places, beef up those busses with state-of-the-art 4 wheel drive, appropriate tires, even a snow pusher on the front like they do in Switzerland. Charge a toll to get up the canyon from November 1 to the last day of Ski season to fund road, trailhead and snowplow maintenance. There are so many other solutions that would provide more bang for the buck than a Gondola. | 32.2.9E; 32.2.7A; 32.2.4A | |
| 31038 | Sachs, Alexander | 550 million is an excessive cash grab of public funds that only serves to enrich private ski resorts who already lease public lands for very cheap. There are only 15-25 bad traffic days a year in the canyon. The bus system should be enhanced to alleviate traffic instead. This likely won't make a dent in traffic, it will only add capacity and profit to the resorts. There is also the issue of tax money for a gondola that operates only in the winter, and only to the private resorts, not suitable for public money. Lastly there is a big conflict of interest as it will be built on Wayne Neiderhouser's land. Wayne was the republican head of the senate. He no doubt still has friends and influence in politics and this is a massive waste at best, and corruption at worst. Expand the bus system, it's parking, add a toll on powder days and go from there. | 32.1.4D; 32.2.9A; 32.2.4A | |
| 30578 | Sachs, Devan | Pay the bus drivers more so there are enough buses and build a bigger parking lot at the base if needed. Seems like a much cheaper solution and better use of tax dollars. Corruption and money to the already wealthy is clearly behind this...do the environment and Utahns an obvious respect and not build this eyesore :(| 32.2.6I; 32.2.7A; 32.2.9E | |
| 36783 | Sackett, Bonnie | No Gondola!! I'm a senior citizen who's been hiking LCC for over 50 years. I'm willing to pay a season pass to drive to the trailheads but CANNOT afford a \$30 per car fee for each ride up!! You are making the canyons for the wealthy only !!! | 32.2.9E; 32.1.2D | |
| 33206 | Sackewitz, William | I support this project. The naysayers either ignore the clear benefits of a gondola or just jump on the Sierra Club activist bandwagon. The more permanent the transit option is, the more people are willing to use it. Buses get stuck in traffic, gondolas don't. If we want less traffic up LCC, a gondola is a no brainer. It's time for America to build engineering marvels again and stop falling behind the rest of the world, let's stand out and build the gondola! | 32.2.9D | |
| 31120 | Sadauckas, Matt | The gondola is a dumb idea and a giveaway of tax payer funds to the (privately owned) ski resorts. For the money that is proposed for this project, we could greatly expand (and possibly electrify) bus transport and convert to bus priority lanes. A toll road with the toll indexed by vehicle occupancy is another idea that would be far cheaper to implement than the gondola. Not to mention, but the ski resorts probably won't be in business in 20 years (if not sooner) so why are we spending so much money on them? | 32.2.9E; 32.2.9B | |
| 26696 | Sadler, Piper | Why are we supporting big business with a self serving gondola as the first option. Why can Zion canyon close to traffic and use electric shuttle service while our canyons cannot? Electric shuttle busses would slow for better cleaner use of our already built roads, create jobs for people, and keep the canyons running smoothly even on busy weekend powder days. Building a gondola will cause noise disruptions to wild life, even more congestion during long construction months, and and ruin trails that have already been established. Close traffic to all but who live and work up the canyon and run shuttle busses every 15-20minutes. | 32.1.2B; 32.2.2B; 32.2.2K; 32.2.2L; 32.2.9E; 32.4B; 32.13A | A32.1.2B; A32.2.2K; A32.13A |
| 33236 | Saenger, Shawn | Please do not go with the Gondola option. There are other, cheaper options that should be implemented first and saved funds could be used on projects that more of the populace can benefit from. I strongly oppose the building of the Gondola. | 32.2.9E | |
| 25866 | Saget, Edouard | Absolutely against gondola of any kind going up the canyon. Work a little harder and do what the European s do...dig tunnel, cover them up if needed. No avalanche risk, no eye sore, temporary distribution, long term sustainable growth, and do the same for parking at the top...! | 32.2.9E; 32.2.2C | |
| 35971 | Saget, Edouard | Please - no gondola in the middle of that canyon. There are other ways. Tunnels for one which protects the views, the noise and the constant avalanche control should be considered. Such as found everywhere in Europe. They don't use gondola for mass transit!! | 32.2.9E | |
| 27723 | Sahlin, Erik | YESSS!!! SO GLAD UDOT CHOSE THE GONDOLA TO GO FOWARD!!! The Gondola is extremely vital to the future of Little Cottonwood Skiing and Tourism. Those "Friend of Little Cottonwood Canyon" are dead wrong! None of their comments make any sense!! They only make me wanna love the Gondola more. They are wrong because the gondola towers can be as far as 2,000 feet apart from each other as well as the stations. The Gondola would also design it's path to avoid sensitive vegetation, wildlife, boulders and anything Watershed related. Gondolas are evolving with new technologies that benefit the quality of life even more. As a Gondola Advocate myself and as one who loves Snowbird and Alta, the Gondola must be built. It will be one of the biggest gondolas ever built in the world!!! Europe's Gondolas benefit well over driving, cleaner air and also run on electricity!! GONDOLA FOR THE WIN!!! | 32.2.9D | |
| 27953 | Sahlin, Erik | Sorry to submit another comment, but if UDOT makes the gondola a final decision, there are so many ways. Doppelmayr today released a new type of gondola called the TRI-LINE, it has compact terminals, construction and maintenance friendliness in mind and can carry up to 8,000 an hour in any direction as well as more, farther apart towers for environmental protection!! But it's UDOT's choice tho it's still okay if you guys choose the regular Tri Cable Gondola. | 32.2.9D | |
| 28346 | Saiki, Bradley | this should never happen, please do not do this ever. | 32.29D | |

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| 26873 | Saisani, Paniz | I love our canyons. This is our home, and the gondolas would ruin that. Little cottonwood canyon has so much natural beauty and wildlife that these stupid machines would ruin. No one wants these gondolas in our wildlife!! | 32.2.9E | |
| 32637 | Sakata, Theadora | The more I read about it, the more it seems the Gondola is a bad idea for Little Cottonwood Canyon. The money would be better spent on improving public transit along the Wasatch Front overall rather than just focusing on this small area that really only has a problem a few days per year. This is not a good use of taxpayer money. It only seems to benefit very few people despite its hefty price tag. We have seen a lot of cost comparisons, but no formal cost effectiveness analyses. I suspect other options were much more cost effective. I will eagerly see which legislators want to fund this so that I can enthusiastically donate to the campaigns of their future opponents. | 32.2.9E; 32.1.2B | A32.1.2B |
| 27447 | Sakata, Theadora | I still think widening Wasatch boulevard is a mistake. We need better transportation options than more commuter cars as the valley continues to grow. Instead of extra car lanes, we should be building protected bike lanes separated from traffic by more than a paint stripe, and there should be walking/jogging paths separate from the protected bike paths. We also want functional public transit in the valley, including in this area, so that people can get out of their cars and still get to work within a reasonable amount of time. This would reduce the capacity constraints. We want and need safety as well as better options than cars for commuting on Wasatch Blvd. | 32.2.9L; 32.2.6.2.2A | A32.2.6.2.2A |
| 34187 | Sakata, Theadora | Pedestrian overpasses are a terrible idea and difficult to access for people with decreased mobility. At the VERY least, they should be pedestrian and bike underpasses, if not those button-operated crossings with the flashing lights to stop the traffic. Please note that in general, we should not be adding lanes to Wasatch Blvd. This community wants realistic options to not have to drive in the first place. The current plan with the gondola and widening Wasatch does NOT solve the problem. | 32.2.9L; 32.2.6.2.2A | A32.2.6.2.2A |
| 27923 | Salara, Natasha | I say no to the gondola!! There's no point to it, when traffic isn't even that bad. It's going to damage our environment and do things that are going to be interchangeable. | 32.2.9E | |
| 28061 | Salazar-hall, Nicole | A gondola is premature and incredibly expensive when we haven't tried other options yet. The only people who will benefit from the gondola are people patronizing the two ski resorts. People who don't ski those resorts or only use the canyon for hiking and camping will have to pay for a gondola they'll never use. | 32.2.9E | |
| 25446 | Salem, Joel | Gondola is the wrong decision for the community. Major traffic and safety issues occur less than 20 days per year. Implementing better bus service, and proper traction law enforcement is cheaper and more effective than a gondola. Better bus services - more frequent, direct to Town of Alta (as opposed to 4 snowbird stops) would incentivize use, and significantly reduce car usage. Proper traction law enforcement, turning cars away that are FWD without snow tires and AWD/4WD without M/S+ would prevent ill equipped drivers from entering canyons. As a frequent LCC traveler, on these days I can attest it is rarely enforced properly Please listen to the community. Joel Salem | 32.1.2B; 32.2.9E; 32.2.9A; 32.2.2M; 32.2.9N | A32.1.2B; A32.2.9N |
| 25936 | Salinas-barrera, Jose | Frankly, a gondola is just not a great way to shuttle traffic flow through Little Cottonwood Canyon at all. Realistically, although it could be used all year, it will only be operating at full capacity for so little of it. It may be a cost effective solution during those peak periods, but it in turn will impact nearby communities and the natural vistas of the canyon itself. Even if it works as intended, UDOT will create another bottleneck at the gondola base itself and increase traffic, contrary to the gondola's intended goals. Furthermore, this gondola will realistically only benefit the owners of Alta and Snowbird, and provide little benefit to the community at large. There are a number of other means to curb traffic in LCC, even if they are not the most cost effective: Make major powder days exclusively/near-exclusively public transport. Charge/increase tolls for individuals taking vehicles up. Reduce/eliminate tolls for carpooling. Reduce/eliminate fares for public transport on major powder days. Constructing other means of transport, such as a new TRAX line. | 32.2.9E; 32.2.6.5E; 32.2.2B; 32.2.4A; 32.2.9F; 32.2.2I; 32.7B; 32.2.2L; 32.2.2Y; 32.2.2PP | A32.2.6.5E; A32.2.2I |

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| | | Any number of these options could be considered over a gondola. Even with multiple cars, there can only be so many users at any given time, limiting just how much traffic is reduced. | | |
| 26618 | Salisbury, Abby | These structures are so unnecessary. the canyons barely ever have large amounts of traffic and these new structures will ruin the environment. instead of having beautiful mountain views of trees and rivers we'll be looking at bland metal towers. these new structures won't solve the issue, because they'll get traffic heavy too. Don't ruin our mountains, don't build these. | 32.1.2.B, 32.2.2PP; 32.2.9E | |
| 27380 | Salisbury, Paul | Please NO gondola! When I first saw the video for a gondola, I thought this is charming and why not. Very early on I commented in the positive. Then, I took the time to get educated. I feel the impact directly on busy canyon days with an office for the last 25 years at the base of Big Cottonwood Canyon and a home at the base of LCC. If a gondola would solve the issue for the handful of busy days, I MIGHT be more intrigued. It will not solve the busy canyon transportation problem that simpler, more cost effective, less intrusive and non permanent solutions could. And, we haven't even tried those solutions. Mandatory car pooling and buses on busy days. Start there. Let's see what can happen with simple solutions. Perhaps one of the most compelling arguments I've heard against the gondola came from a Latina representative for minorities who made a plea for better west side to east side bus terminals and public transportation. These public funds should be used for more thoughtful and needed application for the many-not the few. How is it that a small piece of land at the base of LCC along with a small group of developers can command so much attention against the voice of "the many" who oppose this project? No really, why? It is obvious to the many! At a minimum, don't just pause the project for public opinion and wait out those opinions and cave in to expensive bad ideas, but rather use the "pause" time and a few dollars to try something simple at first. Be wise with our funds and thoughtful in their broader application for the many. NO gondola. | 32.2.4A; 32.2.29R; 32.1.2B | A32.2.29R; A32.1.2H; A32.2.6S; A32.1.2B |
| 31707 | Salisbury, Traci | NO GONDOLA | 32.2.9E | |
| 36822 | Salkhordeh, Shyan | No Gondola!!! My zipcode is [REDACTED] and I live on [REDACTED], born and raised near the mouth of Little Cottonwood Canyon (LCC). Tax dollars should not be used for the gondola and should not be used to benefit private interests (Snowbird & Alta). I would rather see an alternative that increases bus services up the canyon - remember this is an issue that impacts LCC only a small portion of the year! Creating this gondola will be a negative impact to the canyon. We MUST explore, study, and discuss other alternatives before we make an irreversible and expensive mistake. Why doesn't Snowbird & Alta consider including shuttles in addition to what UTA/UDOT provide during heavy snow storms or powder days? Maybe they could incorporate more snowplows to assist in clearing S.R. 210? I would rather have the S.R. 210 road closed for safety due to snowfall or road conditions, than see a gondola go up pristine LCC. No Gondola!!! | 32.2.9E; 32.2.7a, 32.2.9A; 32.1.2B | A32.1.2B |
| 29945 | Salmi, Eric | Gondola is not needed. Too many people are in that canyon and needs to be regulated to how many people should be in the canyon. | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 37183 | Salmi, Eric | Gondola is not the way. There are less destructive options that is good for all user of this great canyon. | 32.2.9E; 32.1.2D | |
| 31777 | Salmon, Sara | I do not support the gondola option in Little Cotton Wood canyon. It will only support visitors to the resorts, which ignores half of the canyon traffic to other areas. By ignoring the other canyon users, this option will not meaningfully reduce traffic. In contrast, the additional lanes would not only ease traffic to resorts, but also to other areas of the canyon. This space would be heavily used by cyclists when buses are not present, and would improve the safety of the canyon for multiple users. | 32.1.2D; 32.2.9E | |
| 34928 | Salmond, Lydia | The majority of the community does NOT WANT the gondola! It would have significant environmental and recreational impacts. Many world-class bouldering and sport climbing areas would be unusable or severely impacted by the gondola. Enhanced busses, and more parking near the base of the canyon. Have busses every 5 minutes if needed during peak time. | 32.2.9A | |
| 29860 | Salt, Alex | I do not believe that a gondola is the right choice to solve the traffic problems of little cottonwood canyon. As someone that grew up near the canyon just a 5 minute drive away from the mouth of the canyon I hate the idea that that beautiful senary can be destroyed by a gondola. I believe that the solution can be improved by increase bus service as outside of rush hour the busses up little cottonwood canyon run every 30 minutes. I believe that if we can cut down max wait time on the schedule to 15 mins at low points and 7 to 8 min during peak times we can cut down on people driving. I have ridden the bus countless time and been packed in like sardines and I believe that more buses ran more people would be convinced to ride them. I also believe that we should toll the canyon in the winter time with a variable cost modal dependent on how many people they have in the car and charge people more for less people in a car. Lastly I believe that if we can add some avalanche sheds long the highest frequented slide paths that could cut down on the danger in the canyon. A gondola while being able to go up on bad snow days in my opinion doesn't help a lot. From what I have experienced when there is a bad snow day the resorts tend to close large amounts of terrain because of high avalanche danger. So why build something that can pass the road if the resorts will also be closed on over 50% of the slopes. Lasty if you do decide to build the gondola that I am against and many others are as well do not build it with state money just to give it to a private company. If they are going to profit off a gondola in the canyon let them build it. We do not need the state building that for them just to make money off to bring more rich people from out of state to price people out that live here. It is already happening at ski resorts and with the addition of the gondola prices of ski passes will go up as it will cost a significant amount of money just to get up and down the canyon. And lastly if it is build I do not believe that the bus service to the ski resort should stop as it is a vital source of how employs get to the resort. In other words no gondola, but if build please consider my thoughts on its build | 32.2.9A; 32.2.9E; 32.2.7A; 32.2.4A; 32.2.6.5D | |
| 33137 | Sam, Andrea | I am opposed to the gondola. It is a huge waste of money and is more damaging to the environment than any issues it may solve. I believe there are better ways to deal with traffic in Little Cottonwood canyon. | 32.2.9E | |
| 38598 | Sam, Sam | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 34270 | Sam, Scott | I am against a Gondola | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32857 | Samaiya, Saurabh | making outdoor easy to view the beauty of nature by means of Gondola is actually destroying the nature itself .. I oppose the the construction of Gondola in Little Cottonwood canyon. | 32.2.9E | |
| 25359 | Samokhvalova, Marta | I support the no gondola in LLC movement | 32.2.9E | |
| 28204 | Samuels, L | As a resident of the [REDACTED], I am strongly opposed to the gondola. Why are we still considering spending \$550 MILLION dollars to build a gondola that only accesses two businesses and that will result in more pollution and traffic on 9400 S and Wasatch Blvd as potential users of such gondola fight to access the parking lot to search for parking spots? Why not encourage more users to use buses from their neighborhoods/ communities thereby limiting the number of cars on ALL Utah roads - not just in the canyon? If we toll at the base, create reservation based, pay to park lots in the canyons and increase the transportation hubs for buses throughout the valley, we can positively impact the air quality throughout the state. The LCC gondola will only serve to move the traffic from the canyon to the nearby roads, negatively impacting all nearby residents as they try to commute from their neighborhoods, while also costing taxpayers a ridiculous amount of money and ruining the beauty of LCC. STOP the gondola now, before it's too late!!! | 32.2.9E; 32.2.9A; 32.2.6.5E; 32.2.4A; 32.2.2K | A32.2.6.5E; A32.2.2K |
| 32310 | Samuels, Laurel | Residents are asking: Why widen a small portion of Wasatch only to end at the High T intersection, thereby creating a mass bottleneck? How will we residents be able to safely cross 4 + lanes of traffic to travel southbound/ northbound with the additional 50+ MPH traffic induced by those trying to park at the gondola station or going to/ from the canyons? If/ once we get across to make our commute, will we be stuck in line with those waiting to get into the parking lot for the gondola? Will canyon/ resort traffic continue to be prioritized over local users of this stretch of road? WHY WIDEN WASATCH? Why are non-motorized users of Wasatch Blvd not being discussed/ encouraged as the road plans move forward? We don't need more lanes of vehicular traffic and resulting environmental and noise pollution within our state that is already rated as one of the worst in the nation for toxic air. We need to create safe alternatives to driving. Would you feel comfortable sending a teen/ your child to work or school on their bike if they had to ride on the shoulder of Wasatch Blvd as it sits currently? If not, why not? We need to SLOW and DECREASE the traffic on Wasatch, create safe travel paths for non-motorized users, and quit bringing more cars onto the roads of this valley with nowhere to go. We need holistic solutions for everyone within this beautiful state, not band-aids with no healing measures. STOP THE GONDOLA and DON'T ADD ADDITIONAL VEHICLE LANES TO WASATCH!!! | 32.2.6.5E; 32.2.6.2.2A; 32.2.9E | A32.2.6.5E; A32.2.6.2.2A |
| 31796 | Samuels, Laurel | How do you constitute resident support for the gondola when the majority of residents near the base of the canyon DO NOT WANT the gondola and the associated traffic and problems that will come with it? How do you justify that you are "reducing pollution and traffic" yet creating what will become a parking lot of stalled traffic in a residential zone? Most residents surrounding the canyons DO NOT WANT and DO NOT SUPPORT a gondola. We need common sense solutions to reduce pollution in our state. That involves getting residents to leave their cars at/ or near their homes and utilizing mass transit, which must be easy, convenient, cost effective, safe and timely. If we prioritize access for buses up the canyons (and increase availability/ timeliness of said buses across the valley), create tolls at the base of the canyons, and stop making driving more convenient, we can help the health and lives of people across the valley. The gondola will NOT achieve this. Nor do we need to spend tax payers money on frivolous projects that do nothing more than move traffic, noise and pollution from within the canyons to the neighborhoods around them. STOP the gondola project before it's too late and our beautiful canyon is forever ruined! And STOP widening roads and instead focus on making it easier, safer and more convenient for people to use alternative modes of transportation! | 32.2.9E; 32.2.9A; 32.2.2I; 32.2.2Y | A32.2.2I |
| 35607 | Samul, Roman | I'm a home owner at the mouth of Little Cottonwood Canyon. I do NOT want a gondola. I greatly prefer a cog rail which connects to Trax and goes to Park City, as well as Brighton and Snowbird. It could be used to commute to/from anywhere in the valley, or even anywhere in the Front Runner service area. This is much better than a limited use gondola. And studies have shown that over time the cog rail is cheaper. Not to mention we can likely get the federal government to pay for most of it especially while we're trying to get another Olympic bid. | 32.2.9E; 32.2.9F; 32.2.2I | A32.2.2I |
| 32559 | Sanchez, Austin | This is an atrocious attempt to fix a problem that doesn't need a solution. No one wants a gondola besides those who don't have to pay for. Go [REDACTED] yourself in your own A utah government. | 32.2.9E | |
| 33169 | Sanchez, Christopher | 100% against the gondola. A more frequent bus option is preferred. | 32.2.9E; 32.2.9A | |
| 32928 | Sanchez, Whitney | The canyon's natural beauty needs to be protected. No gondola! | 32.2.9E | |
| 28062 | Sand, Ashley | I moved to this state for college and I was drawn to Utah for its activism in environmental issues. This is absolutely atrocious and I refuse to contribute my own money to damaging ecosystems, creating more greenhouse gases and building more infrastructure and our beautiful outdoors. I am fully ready to move my residency elsewhere in order to avoid paying for this million dollar eye sore. | 32.2.9E | |
| 32229 | Sandack, Susan | Discard Gondola B as an alternate transportation solution. Rather keep the charm of the canyon as a national treasure and the resorts as historic markers. LIMIT the number of people who can access the canyon and demand user respect of the water, land and experiences that feed the their souls. Prove that involvement in aerial transportation is a thing that UDOT has any expertise. Snowbird should not be that kind of a partner unless there is full buy-in from the stewards of that land. | 32.2.9E; 32.2.2K; 32.1.2B; 32.1.2F | A32.2.2K; A32.1.2B; A32.1.2F |
| 25934 | Sandberg, Alec | I am very against the gondola. It won't address all of the problems at hand appropriately, but rather just fill the ski resorts up while the canyon is still grid locked. It's never going to run on windy days and will still be in danger of avalanches. PLEASE DO NOT BUILD THE GONDOLA. THE VIEW WILL BE HORRENDOUS. | 32.2.9E; 32.2.6.5K; 32.7C | |
| 37760 | Sandberg, CHERYNE | I don't want the scenery ruined with a gondola. And it is horribly expensive. Just have limited number of people at a time in the canyon. Or do the reservation system like arches had. Also charge a little fee like mirror lake highway. | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28887 | Sandberg, Daniel | Maybe this has been submitted already. But why have we not proposed putting in extension lines of Trax? Why is it either busses and roads or gondola? | 32.2.2I; 32.2.9F | A32.2.2I |
| 25620 | Sandberg, David | \$550 million reasons to pause and consider other options. I'm sure there are all kinds of special interest pushing this along (Olympics). But I can't find many who truly want this bill as a partial fix to the problem. | 32.2.9E; 32.2.2PP; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 38161 | Sandberg, Jonathan | Increased construction in the canyons is not the answer to our congestion problems. Please implement improved bus service, fees, and other measures that do not encroach on the wilderness or wildness of the canyons. I am firmly against gondolas. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 28255 | Sandberg, Richard | NO gondola! I don't want to see the thing when I'm in the canyon. | 32.2.9E | |
| 28850 | Sandberg, Richard | NO gondola! I don't want to see it when enjoying the canyon. | 32.2.9E | |
| 29106 | Sandberg, Shawn | There's no need for the state to accrue this amount of debt for a project that only benefits the ski resorts and puts the burden of taxpayers money on those who cannot afford to ski. If you can't handle the traffic or don't want to take a bus, then don't go ski! Do not do the Gondola! | 32.2.9E | |
| 31793 | Sanders, Casey | I am completely opposed to the Gondola proposal for Little cottonwood canyon. Expanding bus service and limiting vehicle traffic to non-residents of the canyon are the only viable options. We need to protect the scenic beauty of the wilderness area, as well as the watershed. Can we also plz shut down the for profit ski resorts operating on public land. | 32.2.9E; 32.2.9A; 32.2.2K | A32.2.2K |
| 25330 | Sanders, Casey | ANY gondola plan going up little cottonwood canyon is going to destroy the scenic beauty of the canyon. I am strongly opposed to any gondola option | 32.2.9E | |
| 34628 | Sanders, Julie | I am a SLC resident who enjoys visiting Little Cottonwood Canyon. I am not in favor of the gondola. I have ridden in gondolas in Europe. They are huge and take up lots of space. Aesthetically it will detract from the natural beauty of the canyon. I cannot figure out how it will load and unload passengers to and from Snowbird/Alta in a timely manner. At best, you would add at least an hour to your ski day by using the gondola. In addition to the cost of a ski pass, locals and visitors would have to pay for the cost of a gondola ticket and parking at the base of the canyon. This makes skiing extremely costly, which will affect who uses the resorts and the bottom line for the resort itself. What about the rest of the year after the ski season is over? Hikers and bikers won't use it. Traffic congestion will continue. This idea does not solve the problem at hand. UDot is making a canyon visit unaffordable and a good part of the state's revenue depends on the tourist trade. I as a SLC resident don't want to pay for a poorly thought out idea that benefits the minority of our population. I suspect this is a done deal and no matter how many anti gondola comments there are that this will go through. Someone (who owns the parking lot land?) will make a mint of money off a bad and expensive idea. | 32.2.9E; 32.17A; 32.2.4A | |
| 34637 | Sanders, Julie | I am not in favor of a gondola. It makes more sense to me to widen the road and buy more busses that are energy efficient (natural gas, electric). Busses can be used in other parts of the valley when not in use in the winter in the canyons. Busses can depart from different parts of the valley, not just at the base of the canyon. This would cut down on car congestion. This idea does not pad peoples pockets and is energy efficient and is usable for everyone. Long term it is probably less costly, too. UDot seems to not want to consider anything other than what they want to do...why? local mayors are against the idea! And at what cost to the taxpayer? and who is really benefitting? Not the consumer, not the wildlife, just whomever is making money off of the project. | 32.2.9E; 32.2.9B; 32.2.2I; 32.2.7E | A32.2.2I; A32.2.7E |
| 37136 | Sanders, Mel | I appreciate you allowing comments from the public regarding the gondola. As a cottonwood heights citizen I strongly appose the gondola. I believe the gondola would deface the beautiful mountains and is a shorty sighted solution. Please come up with a different plan. | 32.2.9E | |
| 37009 | Sanders, Paul | I support the gondola and look forward to it's ability to reduce traffic | 32.2.9D | |
| 32454 | Sanders, Phil | I am strongly opposed to the gondola option. This option has about as high of a likelihood of being on budget as the Utah State Prison was. And for the amount of money we're talking about you can run a lot of buses for many years which would serve people who want to visit other parts of the canyon instead of simply the ski resorts. If the ski resorts are the primary benefactor of the gondola they should be paying a lot for it--not the taxpayers | 32.2.9E; 32.2.7A | |
| 34593 | Sanders, Rachel | I'm writing in opposition of the proposed Little Cottonwood Canyon gondola to Alta and Snowbird. It has been clear from reading comments, attending public events, and being a member of the skiing and climbing communities that the vast majority of people who recreate within the canyon are also opposed to the gondola. This highly intrusive, environmentally insensitive proposal to mitigate traffic issues is not only a hugely expensive and inefficient solution, but it is likely irreversible in the event that it proves to be even more destructive to the canyon's ecosystem and wildlife than expected. If we are looking for a solution that addresses traffic congestion and pollution, we ought to look for a solution that truly serves the communities that utilize the canyons, not a select group of people. This is also a blatantly inappropriate use of taxpayer dollars, especially given that funds are not currently being utilized to fairly pay and retain bus drivers on existing routes of the canyon. As a resident of Salt Lake City, frequent visitor to the Cottonwood Canyons, and voter in Utah, I will certainly be paying attention to who is continuing to steer this project forward and which of our elected officials are opposed/in support of this project, and use that information to inform my future votes. If you care about future recreation within the canyon, the opinions of taxpayers, efficiently spending funds, and protecting our already fragile canyon ecosystems, you will abandon the gondola and look for common-sense alternate solutions to traffic mitigation that better serve our community. | 32.2.9E | |
| 31452 | Sanders, Scott | I fully support the Gondola option. We need to reduce car | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 38155 | Sanders, Taitwoine | The gondola is going to be an eye sore. The plan is to serve people from the mouth of the canyon to snowbird and Alta during the winter. It doesn't operate during the summer. And it doesn't offer any other stops. A gondola down the middle of the canyon doesn't make sense as it is not going to do much to alleviate the traffic in the canyon and issues with the canyon. people forget bridal veil used to have a gondola and it was destroyed by an avalanche and never got rebuild. Also it's believed that some former representatives have financial interest in the gondola even though the city and county have also said no. The build is funded by taxpayers. There are taxpayers who don't want this. | 32.2.9E; 32.2.7A; 32.2.6.5F; 32.2.6.5G | |
| 36976 | Sanders, Theyvena | The gondola is not going to serve a useful purpose in this canyon. It seems like a business move with intentions that will be unsustainable | 32.2.9E | |
| 28866 | Sanders, Tjaden | The proposed solution to traffic in Little Cottonwood Canyon will change the experience that every person has when recreating in the canyon. People go to LCC to feel the magnitude and solitude of our mountains and having a gondola that runs through it will drastically change the scenery and feeling that many of us go there for. Traffic is of course a major concern with recent growth and the resorts that are drawing people can only sustain so many people as it is. I fear this solution will take away the character and rawness of what LCC offers and cause many of the locals that love and advocate for the protection of this wild place to recreate/relocate elsewhere. There are other solutions to improving access and traffic flow while preserving the aspects of the canyon that draw so many. Thanks for reading. | 32.2.9E; 32.2.2PP | |
| 38634 | Sanderson, Allen | Please find attach my comments on the LCC FIES. <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.29D; 32.20B; 32.2.6.5E; 32.7B; 32.17A; 32.2.7F; 32.2.6.5K; 32.28A; 32.2.4A; 32.29R | A32.2.6.5E; A32.2.7F; A32.2.7C; A32.28A; A32.2.6W; A32.29R; A32.1.2H; A32.2.6S |
| 35345 | Sanderson, Taylor | The gondola will not solve winter traffic issues. Too expensive from tax payers that only benefits snowbird/Alta. There are simpler, more logical stepped solutions that won't destroy the canyon. | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 36782 | Sandgren, Amy | Our household is fully opposed to building a gondola in Little Cottonwood Canyon. Please consider other ways to minimize traffic flow. | 32.2.9E | |
| 36202 | Sandoval Lambert, Mallory | I am against UDOT's recommendation of installing a gondola up Little Cottonwood Canyon (LCC) as a way to mitigate the traffic up the canyon. The biggest issue with the gondola is that it would only serve one type of user: resort skiers and snowboarders. This is due to the fact that the gondola has one stop at Snowbird and one stop at Alta. There are a plethora of other outdoor recreationists up the canyon: backcountry skiers and snowboarders, snow shoers, rock climbers, mountain bikers, and sledders. With that many outdoor recreationists who are unable to use the gondola, there will still be traffic up the canyon. Thus, the gondola is 1) a publicity stunt designed to draw in EVEN MORE resort users from around the world and 2) not designed to truly address the traffic issue up the canyon. Further, the traffic is mainly an issue in winter and much less so in the summer. So, the gondola is a one-season "solution" that will compromise the glorious viewshed that exists today. Finally, as a wildlife ecologist that studies wildlife movement in response to human-induced land-use change, I have major concerns about how wildlife will respond to not only the footprint the gondola will create, but also the sight and sound of it. Previous studies show that wildlife (including mountain goats, black grouse, mountain hares, and others) alter their behavior in response to ski resort infrastructure (https://www.diva-portal.org/smash/get/diva2:1568670/FULLTEXT01.pdf , https://wildlife.onlinelibrary.wiley.com/doi/full/10.1002/jwmg.21243 , https://wildlife.onlinelibrary.wiley.com/doi/full/10.1002/jwmg.1028 , https://besjournals.onlinelibrary.wiley.com/doi/10.1111/j.1365-2664.2008.01547.x , https://besjournals.onlinelibrary.wiley.com/doi/full/10.1111/1365-2664.12174). Resorts and resort infrastructure, such as a gondola, reduce habitat connectivity and cause wildlife to avoid areas near infrastructure. This reduction in connectivity and avoidance behavior by wildlife interferes with wildlife's ability to 1) seek out mates and 2) capitalize on available forage, both of which can have profound effects on entire wildlife populations. I cannot argue against UDOT's recommendation without offering a better solution, luckily, Utah already has a great example of an inclusive, cost-effective, and environmentally friendly traffic mitigation method: Zion National Park. Years ago, Zion was facing a similar nightmare with traffic backing up the entire canyon as visitors waited in their cars to see the glory of the canyon for themselves. To mitigate traffic, Zion planners incorporated a shuttle system and increased available parking. Now, Zion has 4.5 million visitors each year (LCC has 5.5 million, for reference), there are no more traffic jams, and visitors are able to access all parts of the canyon that was previously available by personal vehicle. An improved bus or shuttle system combined with increased parking and tolls for single-occupancy vehicles is the best solution to address LCC's winter traffic issue. This solution is more inclusive, less destructive of the viewshed, less costly, and will use infrastructure that is already in place. I do not support UDOT's decision to recommend the gondola. It is a short-sided solution that will serve few of LCC's outdoor recreators and will ruin the incredible views up and down the entire length of the canyon. I tried to submit a comment earlier and it seemed like it did not go through. My apologies if this is my second comment. | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.1.2B; 32.1.2F; 32.2.2B | A32.1.2B; A32.1.2F |
| 36189 | Sandoval Lambert, Mallory | I am against UDOT's recommendation of installing a gondola up Little Cottonwood Canyon (LCC) as a way to mitigate the traffic up the canyon. The biggest issue with the gondola is that it would only serve one type of user: resort skiers and snowboarders. This is due to the fact that the gondola has one stop at Snowbird and one stop at Alta. There are a plethora of other outdoor recreationists up the canyon: backcountry skiers and snowboarders, snow shoers, rock climbers, mountain bikers, and sledders. With that many outdoor recreationists who are unable to use the gondola, there will still be traffic up the canyon. Thus, the gondola is 1) a publicity stunt designed to draw in EVEN MORE resort users from around the world and 2) not designed to truly address the traffic issue up the canyon. Further, the traffic is mainly an issue in winter and much less so in the summer. So, the gondola is a one-season "solution" that will compromise the glorious viewshed that exists today. Finally, as a wildlife ecologist that studies wildlife movement in response to human-induced land-use change, I have major concerns about how wildlife will respond to not only the footprint the gondola will create, but also the sight and sound of it. Previous studies show that wildlife (including mountain goats, black grouse, mountain hares, and others) alter their behavior in response to ski resort infrastructure (https://www.diva- | 32.1.2D; 32.1.2F; 32.2.2B; 32.2.9E | A32.1.2F |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | portal.org/smash/get/diva2:1568670/FULLTEXT01.pdf, https://wildlife.onlinelibrary.wiley.com/doi/full/10.1002/jwmg.21243, https://wildlife.onlinelibrary.wiley.com/doi/full/10.1002/jwmg.1028, https://besjournals.onlinelibrary.wiley.com/doi/10.1111/j.1365-2664.2008.01547.x, https://besjournals.onlinelibrary.wiley.com/doi/full/10.1111/1365-2664.12174). Resorts and resort infrastructure, such as a gondola, reduce habitat connectivity and cause wildlife to avoid areas near infrastructure. This reduction in connectivity and avoidance behavior by wildlife interferes with wildlife's ability to 1) seek out mates and 2) capitalize on available forage, both of which can have profound effects on entire wildlife populations. I cannot argue against UDOT's recommendation without offering a better solution, luckily, Utah already has a great example of an inclusive, cost-effective, and environmentally friendly traffic mitigation method: Zion National Park. Years ago, Zion was facing a similar nightmare with traffic backing up the entire canyon as visitors waited in their cars to see the glory of the canyon for themselves. To mitigate traffic, Zion planners incorporated a shuttle system and increased available parking. Now, Zion has 4.5 million visitors each year (LCC has 5.5 million, for reference), there are no more traffic jams, and visitors are able to access all parts of the canyon that was previously available by personal vehicle. An improved bus or shuttle system combined with increased parking and tolls for single-occupancy vehicles is the best solution to address LCC's winter traffic issue. This solution is more inclusive, less destructive of the viewshed, less costly, and will use infrastructure that is already in place. I do not support UDOT's decision to recommend the gondola. It is a short-sided solution that will serve few of LCC's outdoor recreators and will ruin the incredible views up and down the entire length of the canyon. | | |
| 26530 | Sandoval, Adam | Funding a "gondola" would be an egregious use of tax payer money and everyone's time. This is not a solution. Snowbird and Alta should invest in free storage on their properties so patrons who take the bus can bring up whatever they want instead of driving private vehicles. A small solution/idea such as that would already decrease traffic up the canyon. THINK. | 32.1.2B; 32.2.2A; 32.2.2PP; 32.2.7A | A32.1.2B |
| 30495 | Sandoval, Oscar | This proposal, if approved, would be a slap in the face to the communities of the salt lake valley. It has been and remains a wildly unpopular proposal and seeks to remedy a seasonal traffic problem through permanent year round destruction of our communities public lands. | 32.2.9E; 32.1.2B | A32.1.2B |
| 36698 | Sandstrom, Jackson | I don't believe that the Gondola is the way to fix this issue because of the all the negative impacts that it will have drastic impacts on climbing, environment (flora and fauna) and wildlife, watershed. It could be helpful but the cons out way the pros of this projects. | 32.2.9E | |
| 37912 | sanford, john | Vote yea for the gondola | 32.2.9D | |
| 31077 | Sansom, Whitney | I am opposed to the proposed gondola in Little Cottonwood Canyon. I grew up in Cottonwood Heights and have regularly frequented LCC my whole life. My reasons for opposing the gondola are as follows. -The gondola services the resorts, but does not provide access to all recreational activities within the canyon -In the winter the traffic on Wasatch Blvd is often the worst part and a parking lot at the mouth of LCC will not alleviate this congestion -A one-of-a-kind gondola from a busy city to a beautiful mountain range rings more of an expensive and intrusive tourist attraction than an air quality and congestion solution. I am 100% for improved bus service to the Cottonwood Canyons from throughout the SLC valley! When I lived closer to a ski bus route I always took the bus up the canyon to ski and would love to be able to do that more easily not only for skiing, but for hiking, climbing and biking as well. I now always carpool when I ski in LCC. Parking reservations seemed scary at first but they SERIOUSLY helped with the congestion. Reservations don't help when there are avalanche closures, but to me, that is not a frequent enough event to justify destroying the beauty of this unique and beautiful canyon for the rest of time. Please do not ruin this gem of a place within the Wasatch Front with a minimally helpful and maximally intrusive eyesore. PLEASE!!! | 32.2.9E; 32.2.2I | A32.2.2I |
| 34099 | Sant, Hanna | please keep nature wild. id rather introduce a toll road and/or shuttle system vs destroying part of the canyon to install a gondola | 32.2.2B; 32.2.2Y; 32.2.9E | |
| 33662 | Santana, Carlos | Don't build the [REDACTED] gondola with my taxpayer money | 32.2.7A; 32.2.9E | |
| 38158 | Santelli, James | Noooooo gondola! Why? I also don't think my voice will be heard. I submitted last time yet we are still here. Why! So pointless! Stop!!!! | 32.2.9E | |
| 35609 | Santiago, Eileen | No Gondola! | 32.2.9E | |
| 35518 | Santiago, Isabel | I think there are less expensive and less invasive options to try before such a big project that only helps the ski resorts. The traffic problem is mostly if not only during ski season. It doesn't make sense to to build a gondola that won't be use most of the year. Is the UDOT in the knowledge that the forest service is considering to start a fee system in Little Cottonwood canyon? Completely against this solution. Buses that actually stop along the canyon not just the resorts would be better all year round. | 32.2.9R; 32.1.2D; 32.1.2B; 32.2.4A; 32.2.9A; 32.2.6.3C | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B; A32.2.6.3C |
| 27894 | Santora, Steve | No gondola up LCC | 32.2.9E | |
| 34970 | Santora, Steve | No to a gondola | 32.2.9E | |
| 31365 | Santoro, Jennifer | I live between the two canyons and have a Snowbird pass. I have been using the bus for over 10 years, and in the last few with my kids. The bus is a great solution when we can find parking. The bus also goes to other trailheads, which many of us use all year for backcountry skiing and climbing. More parking and a circulating bus that runs from a hub to the canyon would be a great way to get people up. Additionally, having a "bus only" period in the morning (ex: 8:30-10) and afternoon (3:00 - 4:30) would make it much faster. | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |

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| | | Now that the 953 has been pulled, the bus system is not accessible to my family anymore without a drive in the opposite direction. I highly doubt finding a way to resume and improve the bus WITH existing infrastructure would cost as much as a gondola. And we, the people who live here, have already spoken against the gondola. It's a very expensive and destructive solution that has a much easier alternative. Please do not ruin our watershed and sully the view with a bunch of towers, access roads, and a very expensive toy that is even just a tourist attraction and not a responsible solution to this issue. | | |
| 35441 | Santos, Claudia | I'm not a supporter of the gondola after all the information that I read about the impact to our environment and the construction that is required to build the towers. | 32.2.9E | |
| 32998 | Santos, Colin | It's wrong to spend half a billion taxpayer dollars on a tiny sliver of affluent skiers. This gondola proposal should leave us embarrassed and ashamed. In any other country we'd call this plan corruption. | 32.2.9E | |
| 34538 | Santurro, Andrea | I don't believe for a moment that the Gondola is the least impactful of the solution. I believe it us just the solution favored by the ski resorts who have the most money. The gondola is ugly and it will ruin for ever the canyon. How about the Hikers? Will the gondolas stop at every beloved hiking spot? So it will only serves the skiers. What about the summer? Just stop all the traffic in and out the canyon except residents and resorts guests and everybody will get a bus. Busses will run every 5 to 7 minutes and stop at all major hiking spots. Maybe couple of express busses that that you straight up to the ski runs. Why the gondol has to be financed hy the tax payers? Let the resorts pay for it if they think is a great idea. | 32.2.9E; 32.2.4A; 32.2.6.3C | A32.2.6.3C |
| 34833 | sanzo, Gabriella | Improves busses would be way cheaper and more accessible to the community versus an expensive gondola that will only accommodate tourists, private companies, and other people in power? | 32.2.9A | |
| 34829 | sanzo, Gabriella | How are you going to monitor the construction to make sure no debris gets into our watershed? How will you hold those liable for damages to the watershed because of construction? | 32.19A; 32.19C | |
| 34839 | sanzo, Gabriella | Do the people of St. George, for example, know that their tax payer money is going into the gondola to benefit few companies 300 miles north? How do they feel about this gondola? | 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 34824 | sanzo, Gabriella | In a few generations from now, there won't even be skiing due to global warming. Why even build a long term gondola when there will be no use for in in a couple hundred years? | 32.2.2E | |
| 34835 | sanzo, Gabriella | Why are you allowing for more people to overpopulate our lands than it's meant for? These places are being loved to death and a gondola would only make things worse. | 32.1.2B | A32.1.2B |
| 34826 | sanzo, Gabriella | Why can we not work on renovating the interior of the busses to make them more compatible for skiers with lots of gear and a place to sit? | 32.2.6.3E | |
| 34820 | sanzo, Gabriella | Why would there still even be a chance of continuing on with the gondola plan with this amount of backlash from the community? | 32.2.9N | A32.2.9N |
| 34823 | sanzo, Gabriella | What would the avalanche mitigation look like with a gondola? | 32.2.6.5H | |
| 32861 | Sapiro, Heather | I do not believe that a gondola is the best solution for our community. It does not take into account all users of the canyon at all access points and will damage and disrupt other recreational uses of the canyon (like hiking and climbing). I'm in favor of other solutions that can be implemented at less expense to the tax payer, like 'no car days', tolls for canyon users or single occupancy vehicles (along with an annual pass for users, like millcreek), bus only days and expanded bus options. I don't see how the gondola will benefit anyone other than tourists and the ski resorts themselves. | 32.2.9E; 32.2.2L; 32.2.2Y; 32.2.9A | |
| 26566 | Saracino, Jennifer | I am opposed to the plan for the Gondola. It only addresses congestion on certain days in the winter, and is a taxpayer gift to private companies - since those are the only stops on the gondola. It also would completely ruin the views of one of the most spectacular canyons in the state. I hope the legislature is more conscious of taxpayer dollars and considers investment, like dedicated bus lanes, that can benefit all users of the canyon, year-round. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9B; 32.2.9E | A32.1.2B |
| 30442 | Sarcona, Sadie | I demand increased bus service, and am furious to hear bus services have been decreased. There is \$600 million on the table, and I demand to see the cost breakdown structure for the bus service as well as the reason for bus reduction. I am vehemently opposed to the gondola, as it is a poor and maximally invasive decision. | 32.2.9A; 32.2.6I; 32.2.9E | |
| 27231 | Sargent, Brad | The gondola should stop at multiple locations to serve more than two private businesses, otherwise it's obviously nothing more than corporate welfare from the taxpayers. | 32.2.6.5G; 32.2.9E | |
| 28645 | Sarver, Jim | There are some needed improvements for parking in the canyon; especially at the Red Pine trailhead. However most of the benefits of reduced travel time will be seen during the winter when a different set of users frequent the canyon. The problem with this project is equity. People who use the canyon for hiking or climbing don't need the expensive alternative. The benefits of this project will be to winter users with expensive pursuits. The others who benefit the most are those who make money at the upper end of the canyon. Costs need to be assigned to those who accrue the benefits; the skiers are upper canyon dwellers and businesses. If there is a toll, it should be surge tolling with a much higher charge when there is snow on the ground at Snowbird. | 32.2.4A; 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.6H | A32.1.2B |
| 37664 | Sather Brogna, Sam | I am against the Gondola option in Little Cottonwood Canyon. Building a gondola in the canyon would be destructive to our precious watershed, the habitat for the flora and fauna, as well as compromise and, in some places, destroy areas of decades old recreation. The visual eyesore alone would be detrimental to the value that Little Cottonwood Canyon currently offers to so many varied user groups. The gondola would change the serene beauties of the natural canyon to one likened | 32.2.9E; 32.2.6.3F; 32.2.4A | |

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| | | <p>only to an amusement park. This canyon is loved dearly, and almost to death by so many. If the gondola were to actually move as many people as it claims to be capable of, and there are that many that would fork out the fees to ride it to the ski resorts, the end result would be more miserably crowded than it already is. How many is too many? Remember, this is a canyon, not a city that requires trains, subways and gondolas. Relevant perspective seems to be lost on this issue.</p> <p>As the cost for the gondola listed in UDOT's EIS is much less than is currently being reported in the news, it is not as cost effective as the other options. I do not support the gondola option as it will be limited to only those that can afford to pay for parking at the LaCaille Base Station as well as the fee to ride the gondola. This cost on top of the cost for a ski pass is even more limiting. Those that currently ride the UTA buses up the canyon pay for a bus pass that benefits them every day of the week anywhere along the Wasatch. The fiscal benefit of the gondola benefits the owners of the proposed base station location and Alta and Snowbird Ski Areas only. To expect the tax payers to pay for an option that is exclusive and not benefitting the majority is egregious.</p> <p>Other options without the large environmental impacts that the gondola option brings with it should be implemented first instead of going straight to such a detrimental and exclusive option. I support funding with my tax dollars enhanced (electric) buses and appropriated lanes, widening the road where necessary for peak period driving. I support tolls (similar to Mirror Lake Hwy format) as well as incentivizing those that carpool as well as locals that steward the canyon. Ultimately, I support preserving the natural canyon as best as we can and that should be the top priority. Following that, providing transportation up the canyon that is available and feasible for the majority is key.</p> | | |
| 26553 | Satterlee, Alison | It is shocking how UDOT could come to support such an obvious boondoggle. For every reason already and repeatedly stated, the gondola should not be built. Full stop. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 30779 | Saucedo, Tara | I do not support the gondola aspect of this option. The enhanced bus service provides a reasonable alternative. The gondola would provide limited capacity at a high cost. | 32.2.9A | |
| 31905 | Saunders, Christie | I have been a regular user of Little Cottonwood Canyon for over 60 years. I no longer ski but am in the canyon often for hiking and mental health. I feel that the gondola will mainly benefit the ski resorts but is being paid for by taxes of non skiers. I would prefer working on all other suggestions for limiting cars in the canyon. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 27761 | Saunders, Fredric | Please do not go with "gondola" as the solution. The only people that benefit from a gondola are a few rich developers. Their commercial says "nobody wants to ride a bus." A better question is "who wants to ride a gondola" [at \$50 estimate I have seen. One way?? \$100 round trip to ride?? Who can afford even \$50 to ride it?] A gondola is a permanent scar on the beauty of the canyon. Bad solution for a problem that only exists a few days a year. A better solution is to limit the number of cars that can go up during ski season. | 32.2.9E; 32.2.2K | A32.2.2K |
| 26166 | Savage, Jo | Have you heard the people who live near, love & recreate in this canyon? The real people who really don't want this Gondola. Once it's there, the canyon is forever changed and there is no going back. And who does it benefit? Certainly not the people who live, love & recreate in this canyon. Please, please reconsider and please don't put this permanent monstrosity of a change in our beloved canyon. | 32.2.9E; 32.2.9N; 32.2.2PP; 32.6A | A32.2.9N |
| 33956 | Savage, Jo | Please don't put this irreversible monstrosity in our canyon!!! We don't want it. There are other solutions. We should be leaving places better than we found it. Not destroying them for profit. Please don't do this. | 32.2.9E | |
| 30069 | Sawdey, Ron | <p>I have two comments regarding the proposed, preferred alternative for Little Cottonwood Canyon.</p> <p>First, none of the discussion to date has been around what might be the maximum number of people allowed in the Canyon at any one time? In other words, what number can be in the canyon and not seriously impact the quality of the user experience and the watershed? The assumption appears to be to get as many people up the canyon as quickly as possible, regardless of the impacts. This is ignoring how environmentally sensitive these watershed lands are.</p> <p>Second, the Gondola proposal is primarily benefitting two large corporations, Alta and Snowbird. How much money have these two corporations pledged towards the construction of the Gondola? Using over \$500M in taxpayer money to create a transportation corridor that benefits these two entities smacks of blatant corporate welfare. I do not want my taxes spent for their benefit.</p> | 32.2.7A; 32.2.7G; 32.2.9E; 32.6A; 32.20B | |
| 36751 | Sawmill, Old | 1. Utah taxpayers should not have to fund a gondola for the benefit of Little Cottonwood Canyon users and Snowbird/Alta. Let Snowbird/Alta pay for it and bake the cost into the price of their passes and lift tickets. 2. The solution to traffic in Little Cottonwood Canyon is to turn it into a toll road. Then the people who use it will be the ones paying for it. | 32.2.7A; 32.2.4A | |
| 26080 | Sax, Cole | Voicing my opinion of NOT in favor of the Gondola. Please revisit and propose shoulder lane for bus only access. | 32.2.9E; 32.2.9B; 32.2.9N | A32.2.9N |
| 29252 | Sax, Deborah | There must be another way. This seems a cost prohibitive and inefficient solution for locals and residents who moved here to ski, climb, ride etc. | 32.2.2PP | |
| 31280 | Saxey, Brandt | Please continue to support the gondola option that was chosen through the review process and do not let extremists change the outcome of that process. | 32.2.9D | |
| 36117 | Sayasith, Tom | The gondola is an awful idea. The fact that there is so much public outcry and it is still being selected or highly considered demonstrates those with financial interest influencing the consideration of the gondola. The gondola only satisfies traffic for the resorts and not the rest of the users of the canyon. The UTA busses are well utilized and demonstrates that with more service and better bus infrastructure, more users are willing to use the busses year round. | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.9A | A32.1.2F |

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| | | The gondola pollutes the landscape and scenery. The development and maintenance of the gondola will destroy the canyon and require new maintenance roads that is destructive to the current watershed and landscape. The public does not want the gondola. | | |
| 35937 | Scanlon, Addison | Canyons are public lands. | 32.29D | |
| 32880 | Scanlon, Doug | Please do not go forward with the gondola plan. | 32.2.9E | |
| 34508 | Scarpulla, Mike | Like everything mechanical, The gondola will break down periodically. There will then be no way to carry the same number of people. You can't just run another cable up to start going again. Busses on the other hand can be switched out when broken and surge capacity can be easily added for busy weekends and holidays. The capacity can be dynamically adjusted even hour by hour. The gondola is a boondoggle and will ruin the wilderness of the canyon while improving the road and adding busses is incremental. | 32.2.9A; 32.2.9E | |
| 27379 | Schaaf, Chris | I do not support the proposed Gondola B addition. Instead, of the options presented, I believe the Peak Period Shoulder Bus Lane is the best option. | 32.2.9B; 32.2.9E | |
| 32975 | Schaar, Shane | Why should my tax dollars help our a already bloated ski industry? I ski 2-3 time a week in little cottonwood but not at the resorts. This is not the correct solution!! Cost over a half billion dollars (not considering inflationary cost increases); Only make stops at two private ski resorts: Snowbird & Alta; Remove no more than 30% of car traffic from the canyon road; Operate only during the winter ski season; and Permanently mar the inherent beauty and public lands of Little Cottonwood Canyon. | 32.2.9E | |
| 25412 | Schaefer, Douglas | This is actually insane. Alternate means of traffic alleviation have been proposed, and yet you still choose to destroy nature. | 32.29D | |
| 30163 | Schaefer, Kevin | At this point it is utterly clear that the comments, voice, and opinion of the public does not matter. The choice for a gondola has already been might despite majority of the public being against it. "Face" must be shown, thank you for acting and pretending like our voice is heard, and like our voice matters. But it doesn't. If it did, moves forward for the gondola wouldn't be happening. Better solutions would actually be entertained. Better ideas and solutions such as avalanche tunnels over common slide paths. But hey, does it really matter. We live in a capitalist nation, and don't get me wrong- I think capitalism is great, but when greed becomes the driving force for change over what the people want, then there is a problem. So I say, sincerely, [REDACTED] you, [REDACTED] you kindly, please listen, and don't put in a gondola. And to speak freely, you [REDACTED], go take a long walk off a short pier and get out of government. Eat a bag of [REDACTED]. A local, who won't be listened to over the sound of corporate money and greed. Thanks. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.2.9R | A32.1.2B; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 27936 | Schaefer, Kevin | Are you [REDACTED] [REDACTED] ??? Why are we taking tax money to support private business? The gondola only runs in winter. Doesn't stop at trailheads and to top it off, there isn't the capacity or infrastructure at the bottom of the canyon to make this not a [REDACTED] show. How about go get [REDACTED] Who is in charge of this? Have you listened to the public at all? Here is an idea- build tunnels over the road in common slide paths like the rest of the world has done such as rogers pass and all of Europe. I know, we're America, and we do things our way, but maybe instead of being thick headed and ignorant we actually do something correct the first time and follow the rest of the world. Build snow tunnels. ? | 32.2.9E; 32.2.9K | |
| 30222 | Schaefer, Kevin | So after taking a half billion dollars of tax payers money to build a gondola to support private business we have to pay to park and pay to use the gondola that we already paid for? | 32.2.4A; 32.2.7A | |
| 37093 | Schaefer, Scott | Hello My family and I are winter and summer outdoor recreation users of Little Cottonwood Canyon. We are also residents of Salt Lake City. We strongly oppose the construction of the gondola as access the ski resorts in this canyon. The gondola will only serve the ski resorts and not the other users of the canyon. This is a beautiful canyon that will be forever changed with the construction of the gondola. We would rather see a bus system similar to what has been successful in Zion National Park. | 32.2.9E; 32.1.2D; 32.2.2B | |
| 29816 | Schafer, Lorelee | I feel than an improved bus system would help to improve the traffic situation in the canyon. Buses are used very well in zion canyon and park city. Buses would be able to take passengers to many stops within the canyon. The gondola is expensive and would not serve the needs of as many passengers. | 32.2.9A; 32.2.9E | |
| 33313 | Schafer, Tara | This will be detrimental to the beautiful wildlife and habitats for these creatures. People need to learn to enjoy the beauty of nature in its purest form. Go hike! | 32.13A | A32.13A |
| 28871 | Schake, Jenifer | I am against the gondola. I am against widening roads and taking homes. This is a reckless misuse of taxpayer's funds to spend 500 million on something that benefits 2 ski resorts. | 32.2.9E; 32.2.9L; 32.2.9A; 32.2.2L; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |

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| | | I am for adding sufficient busses and closing LCC to cars during peak times and powder days. The gondola is overkill and seems almost criminal. Why is an expenditure of this magnitude not up for public vote? This is just wrong. | | |
| 29207 | Schallheim, Jim | I like the Gondola plan. | 32.2.9D | |
| 29013 | Scharlow, Thomas | Please, no gondola, no highway widening. Find a better way. | 32.2.9E; 32.2.9C; 32.2.2PP | |
| 28433 | Schatten, Richard | I think so called phased in solution is best. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 34177 | Schaub, Carly | I am against destroying Little Cottonwood canyon with a gondola. And the ski resorts in little cottonwood canyon should be paying for it. This should not be something that taxpayers foot the bill for, especially when the overwhelming majority, DO NOT WANT a gondola through little cottonwood canyon. | 32.2.7A; 32.2.9E | |
| 28655 | Schaul, Charlie | I believe the gondola is for the benefit of snowbird and alta only. As a long time skier there's just no more room on the slopes of either resort to handle anymore people. Yes, the traffic on premium days is frustrating but it does keep all of the masses from being on the slopes at the bell. As a tax paying resident and lover of everything Little Cottonwood Canyon provides I oppose the gondola concept. The simplest solution is more buses. I've tried several times to ride the bus from 9400S and Highland with the same results. The buses are over capacity by the time they get to this stop. I gave up and continue to drive myself and anyone I can get in my vehicle. The other side is that most of us early to rise skiers are only on the mountain for 2-3 hours then we go about our lives. The gondola will not help this large group of patrons. | 32.2.9E; 32.2.9A; 32.7C | |
| 31953 | Schaul, Charlie | I am very much opposed to the gondola solution. I feel that this options is strictly a tourist attraction that will do nothing but make the mountain resorts even more crowded. The resorts do not have enough room space for more people and the ski runs most definitely cannot handle anymore people. More people will ruin the experience that the resorts have had in the past. Gondola tours that are 280' tall is absolutely an eyesore and will ruin the solitude of hiking and biking in the canyon. A better solution would be to do tolls with a frequent user pass as many of us locals go to recreate for limited time each day. Once the frequent users leave it opens up more parking space. Greater bus frequency would help, however overcrowding of the resorts will negatively impact everyone except for the pockets of the resort owners. | 32.2.9E; 32.20C; 32.2.9A | A32.20C |
| 30139 | Scheer, David | UDOT's criteria emphasize that the preferred alternative must benefit ALL USERS of the canyon. The gondola only benefits patrons of Alta and Snowbird and, not incidentally, the owners of these resorts who would be receiving, in effect, an enormous public subsidy. The gondola towers would deface the natural beauty of the canyon, diminishing the experience of all visitors, including those who derive no benefit from the gondola. Traffic delays and crowds foreseeable at the gondola base will cause many prospective users to drive instead. Better and much cheaper alternatives would be to implement either alternate day access depending on a vehicle's license plate number, or mandatory carpooling enabled by an app (similar to Uber's) to match drivers and riders to meet at a designated place near the bottom of the canyon. It's understandable, although not in the public's interest, that the ski resorts would object to such arrangements for fear they would reduce the number of skier-days. However, they, and all of us, must realize that the only way to save LLC is to limit the number of people who use it. Finally, it is short-sighted to spend half a billion public dollars on an industry whose economic importance will decline as our snowpack thins. By the time the gondola is finished, it is entirely possible that Utah will no longer be the ski destination that it has been in past decades. Of course, the ski resorts refuse to consider this future. Whatever solution is adopted, it should minimally impact the experience of the canyon in case this future becomes reality. If the gondola is built, we will have permanently defaced the canyon and spent a huge sum of money for no purpose. | 32.1.2D; 32.2.6.5E; 32.17A; 32.2.2K; 32.2.2E | A32.2.6.5E; A32.2.2K |
| 31966 | Scheetz, Jessica | With Utah being in a dangerous, life-threatening draught situation because of the lack of mitigation amongst agriculture, it's quite shocking what companies are willing to do in order to bring more people here. If the money earned were going to support the ecosystem of the state, then perhaps it could be justified. However, this project only supports private companies. Construction has amplified in this state as a whole and this project only seems an opportunity for the state and private companies to make money. Perhaps this money would be better spent on organizing a proper infrastructure that operates efficiently. The gondola only presents itself as a hedonistic financial conquer. | 32.1.2B; 32.2.9E; 32.2.7A | A32.1.2B |
| 33414 | Scheetz, Jessica | It is a fact that for Park City School District, 96% of our own tax money is sent out to support other Utah school districts because they are so under funded. It's hard to accept that and watch the county or state fund a \$550 million gondola when their own schools are suffering and Utah's public education and teacher salaries are some of the lowest in the nation. The gondola is not for the good of all tax payers, in fact it's not even to support skiers. It's a feature driven by private companies that are greedy, manipulative, and those who do not respect the land or the ski community. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9N | A32.1.2B; A32.2.9N |

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| 30586 | Scheetz, Jessica | This sounds exactly like pure greed. Greed from UDOT and greed from ski resorts. There are many cost efficient ways to better the canyons, the gondola being the most flashy. Utah has consistently been one of the worst ranked education states in the nation (bottom 20%, paying teacher horribly and including health care as a part of "salaries". Perhaps spending \$600 million on a gondola that we already know is only to benefit private companies and not the local community. | 32.2.9E | |
| 26951 | Scheetz, Jessica | This should not ever be something to consider for LCC. There are many other options that are less expensive, and fulfill the need just as much. How can the the plan be to spend nearly a half billion dollars on a gondola, while Utah public schools remain an embarrassment to the nation? Fix the long-standing issues, not the issues with ski resorts upset because the don't have parking. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 34423 | Scheetz, Jessica | I would like the state and county to put pressure on the ski resorts. They are the ones creating this issue mainly because they're included on the Ikon Pass. They have made money in the past before the Ikon, so I'm wondering why the urgency to commit to Ikon. The only logical explanation is greed. | 32.2.2K | A32.2.2K |
| 31297 | Scheetz, Jessica | What has been asked of the privately run ski resorts to solve this problem without disrupting the canyons? | 32.2.7A; 32.2.2K | A32.2.2K |
| 34088 | Scheetz, Sarah | I am with doing the busses and not the gandola. We do not need to disturb the canyon any more. Please please please do not instal the gondola | 32.2.9A; 32.2.9E | |
| 27905 | Scheid, Jake | I am in favor of the gondola solution. I would love to be able to use a gondola all year to access the canyon with my kids. In fact, I think we should develop a network of lifts and gondolas that go from Park City all the way to Mt. Timpanogos. Imagine the terrain that could be accessed year round, and especially during the winter season for skiing/snowboarding. | 32.2.9D | |
| 32769 | Scheid, Jake | I support the gondola. Thank you Jenny Wilson for the reminders to come and leave a public comment. | 32.2.9D | |
| 30786 | Schein, Allan | <p>The following letter was submitted to Gov. Cox a few days ago. I believe it appropriate to share it with UDOT. Thank you. Allan Schein Dear Governor Cox, September 29, 2022 I am writing regarding the Gondola and Wasatch Blvd widening proposed for Cottonwood Heights, Sandy and LCC. I have read in the news that you support the Gondola as it is a potential economic benefit to the state. However sir, traffic mitigation up canyon is the publicly stated reason for the proposed development, yet the studies show that won't change much with a tram going up canyon. What will change is having a 5-lane state road going through the heart of Cottonwood Heights to a base station industrial complex and 2,500 car parking garage. Yes, it will be great benefit to the ski areas and LaCaille, and an opportunity for Snowbird and Alta to stretch a tentacle down into the valley. It will even expand their tourist base as this will be presented like a theme park activity, both on and off season. More people will take trips just to say they rode the Gondola. But it won't be of benefit to Cottonwood Heights or Sandy. Unfortunately, it will be a strong negative and alter lives more than anyone has expressed. It will be the commencement of a Park City-esque commercial development benefiting 2 ski areas that have outgrown their boundaries. This is a huge mistake and frankly an opportunistic endeavor from a small group of creative business people selling a so-called solution to an otherwise fixable traffic issue.</p> <p>The EIS mentions nothing about the impact to residents by this enormous complex in a quiet neck of the valley. Contemplating water impacts, safety, visual and related considerations in the canyon is an imperative. But the omission of what this will do to the neighborhoods and individuals living immediately beside and adjacent to the proposed infrastructures cannot be ignored or set to side. If our residents wanted to live in Park City, they would have moved there. The impact to citizens will be tangible, yet it is being ignored in favor of economics and heavily influenced by the politics of business.</p> <p>It is reported that 14,000 letters were received by UDOT with 80% against the Gondola. Residents were told the parking garage would be for 1,500 cars. That there would be a parking hub to shuttle skiers to the base station from the Wasatch Gravel Pit by Big Cottonwood, and a hub at Highland and 9400 South in Sandy. Now these have been eliminated and the garage expanded for 2,500 cars. This was a sneaky surprise and although it may seem that as citizens we have a voice, it's quite obvious we have no say. That's a betrayal to every home owner that moved to or built their homes near the mouth of Little Cottonwood Canyon (LCC). Their decision to reside in the LCC vicinity was for its beauty, peaceful environment, access to the canyon and outdoors, and still being close to shopping and schools. It's not right to plant 240' tall towers in their front yards. It's ludicrous to build an industrial complex beside homes in a zoned residential only community. By ignoring the will of the residents and simply deciding against them without giving us a say is rather nefarious and very wrong. This should be voted upon, and not dropped in citizens laps to both accept and pay for when so unwelcome. It's not right to split our neighborhood by building an east side version of Bangerter Hwy right through it. It's not right for the ski areas to so visibly impact and influence our environment just because they have outgrown their own boundaries and have few if any places left to expand into.</p> <p>Governor, since it is the plan by UDOT to build avalanche sheds and commence the use of electric buses in LCC, I encourage you and UDOT to implement phased alternative solutions before irreparably moving forward with the widening of Wasatch Blvd or building a tramway. With today's technology there are better and practical solutions that will more suitably serve all members of our community.</p> <p>Thank you.</p> <p>Respectfully,</p> | 32.20A; 32.20C; 32.4F; 32.4M; 32.2.6.5J; 32.29R | A32.20A; A32.20C; A32.29R; A32.1.2H; A32.2.6S |

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| | | Allan Schein Cottonwood Heights cc: Mayors, Representatives and Legislators as appropriate | | |
| 29005 | Schein, Allan | <p>Having read the Final EIS for the Little Cottonwood Canyon Gondola B alternate choice, I am amazed that there is absolutely no discussion of the impacts to our neighborhoods. Economic and traffic considerations seem to be a major driver to facilitate the ski areas to have a tentacle down canyon into the valley. But there is no indication this study and UDOT have considered what a massive industrial transportation hub will do to our neighborhoods. We're not zoned for a major industrial complex, did not move to this corner of the valley to have our living environment radically changed, and believe this decision was based on political, economic and preferential decisions that will forever diminish quality of life for residents in this vicinity.</p> <p>With the Gondola come the opportunists. The people that have bought the land on which to situate this out-of-place ski area attraction. No mention of the planned hotel and shopping center adjoining the base station is made. No mention of the size of the parking structure itself, or the base station, or how the influx of vehicles and people will affect the daily lives of residents. All the expansion and planned build-out will destroy the peace and tranquility of these neighborhoods. Make them more dangerous and radically alter the character of our community.</p> <p>The plan for Wasatch itself is ridiculous. UDOT is planning to funnel all traffic now, not through our neighborhoods but right into them. Widened roads, sound barriers, overpasses and more will now alter our neighborhoods with the overflow growth from and for the ski areas. And the attractive nuisance which the Gondola will prove to be. People utilizing it more in summers just for an activity. Mitigating traffic issues does not mean increasing it with the introduction of an amusement park style attraction.</p> <p>Not only that, but the economic rather than residential focus is a mistake from the start. Whatever happened to the concept of "quiet enjoyment" of our homes? UDOT and Snowbird want to run a major highway up to the canyon mouth and seem to have forgotten how Bangerter Hwy has destroyed and made neighborhoods radically different, and more dangerous thanks to the increase in traffic.</p> <p>Wasatch Blvd is a major recreation corridor. Runners, walkers, cyclists, and dog walkers rely on this corridor. The Tour of Utah bicycle race has been held on this route numerous times. Canyon recreation in general exceeds visits to the ski areas but the focus is on economic development. Residents should not have to suffer personal changes to their environment in order to allow the ski area expansion, which due to continuous growth have outgrown their useable boundaries.</p> <p>The extensive advertising Gondolaworks bought presented numerous exaggerations, half lies and outright [REDACTED] it to the general public. The claim by Mr. Fields that the gondola will only require 2 acres is false, and the EIS shows a number greater than 200 acres required. Depictions of deplorable conditions riding buses were publicized. Yet, Gondolaworks's cable cars are sky buses, boxcars with seats suspended on a cable rather than wheels. Giving it a romantic name evoking some other culture doesn't change what it is.</p> <p>This entire concept is economic based with freeloaders looking to take a profitable ride on taxpayers money. It's not a solution unto itself, but a planned development designed to benefit the ski areas and land owners near base station while parading itself as a realistic traffic solution. It will increase traffic and the corresponding noise in our neighborhoods, diminish our quality of life, include a large industrial parking lot and hotel/mall complex due to the opportunity for profit. This is another unsuitable development disguised as a solution to a problem created by allowing uncontrolled expansion and growth of the ski areas. Let them have the mountains. Keep them out of the valley. If [REDACTED] residents wanted to live in Park City they would have moved there. Do not facilitate such growth in this quiet residential community.</p> <p>Allan Schein. [REDACTED]</p> | 32.4A; 32.4E; 32.4F; 32.4L; 32.20H; 32.2.9L; 32.1.2B | A32.20H; A32.1.2B |
| 37693 | Schelin-Davis, Kristin | Don't waste your money on something people won't ride. Trax, UTA busses, front runner are all barely full. Especially if it will take 1 hour to get to the top! No one will ride it. Why waste your time. | 32.2.9E | |
| 33126 | Schenck, Kylie | My name is Kylie Schenck, I've been a Utah resident for 28 years and my family and I spend a significant amount of time in the canyons. Putting a gondola in Little Cottonwood canyon is not only a negative to a beautiful environment, but it will not fix the issue of crowding in the canyons. The best solution to this is increasing bus availability up the canyons. Please do not move forward with this project that will affect our beautiful canyon! | 32.2.9E; 32.20C; 32.2.9A | A32.20C |
| 27153 | Schenck, Truman | NO GONDOLA!!!!!! | 32.2.9E | |
| 38599 | Schenerman, Josh | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 33408 | Schenk, Austin | As a Utah voter I am against the gondola! We go to the canyon to try and escape the clutter of the city. Don't destroy our canyon to serve the few ski resorts at the top. I use the ski resorts and would rather deal with the traffic than have our canyon ruined. Add more busses, put a toll booth at the bottom. Limit the number of vehicles allowed to go the the resorts and mandate the rest use the busses. So many simple solutions that don't turn our canyon into a mess of a construction site. Give it some thought don't just play the dirty politicians game | 32.1.2B; 32.2.2B; 32.2.2K; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |
| 29541 | Schiavone, Amber | I do not support the gondola as a solution to canyon traffic. I do not support 550 million dollars going into infrastructure that only serves two ski resorts. | 32.2.9E | |
| 26569 | Schiff, Hailey | UDOT, I am extremely disappointed to see the complete disregard for the public opinion surrounding the traffic issue in Little Cottonwood Canyon. I think it is extremely | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; | A32.1.2B; A32.2.2K |

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| | | <p>irresponsible to jump straight to the most expensive, environmentally degrading, visually disruptive and short term solution when other solutions have not been tried yet. A proper, free bus schedule with a toll booth for private vehicles at the mouth has not been implemented yet and quite frankly seems wildly easier and more cost effective to at least TRY before ripping apart the canyon for a gondola.</p> <p>I am not okay with my tax dollars going towards a gondola that will be fully utilized for, at most 4 months out of the year to serve two private businesses. The resorts cannot handle more people than they already serve and the ability to gondola more people up to an already at capacity resort seems wildly shortsighted.</p> <p>I am not okay with the environmental degradation and visual disruption a gondola will create in the canyon. Little Cottonwood is a gorgeous canyon and the gondola will be a scar of destruction to the visual landscape.</p> <p>I would like to remind you that you work for the people of Utah not the personal interests of Powdr Corporation and the Laughlin/Quinney/Bass families.</p> <p>Sincerely, Hailey</p> | 32.2.6.5F; 32.2.7A; 32.2.9E; 32.6A | |
| 29319 | Schimelpfening, Kelly | Don't do the gondola. It's too expensive and almost exclusively benefits private companies and high income individuals. This money could be used to improve the existing UDOT infrastructure and services for the whole metro area, which would decrease general traffic and pollution if it worked better. | 32.1.2B; 32.2.9E | A32.1.2B |
| 33839 | Schindler, Sheryl | <p>Alternative low cost such as frequent electric buses, tolls, and limiting number of people going into the canyon after a storm should be tried before jumping to a gondola. A gondola is a poor choice given the expense to taxpayers, it will only stop at 2 private resorts who are not paying for it, people will still drive cars congesting the road, and</p> <p>Operate only during the winter ski season; and it will permanently scar Little Cottonwood so a few more people can ski on powder days. We need to try low cost alternatives first before taking such a drastic step for such little benefit.</p> | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.29R | A32.1.2B; A32.2.2K; A32.29R; A32.1.2H; A32.2.6S |
| 28015 | Schjelderup, Bill | I've had a Snowbird season pass since 1972. I don't fight the traffic any more, so I only go on days I think won't be busy. Wasting time parking, riding the gondola, carrying skis etc, when I can only ski 3+ hours due to my back. Sure I hate all the traffic and crowds, but this seems like a huge waste of money, when far cheaper alternatives are available. Why spend over 500 MILLION, assuming no cost overruns for such a little benefit. If they put this in and force usage, I won't be skiing Snowbird, with the wasted time riding it, I'll just drive somewhere else, even if it's further away. I also wonder WHO is going to pay for this, clearly the skiers in the long run. | 32.2.9E | |
| 33658 | Schlaefke, Sarah | <p>Please remove the gondola as an option for solving the traffic problems in Little Cottonwood Canyon. The act of building such massive infrastructure is irreversible and will permanently damage and destroy ecosystems, our water shed, and our public land. The gondola will only serve a very niche user group, perpetuating inequity and inequality, and inaccessibility in the outdoors.</p> <p>This is OUR COMMUNITY'S public land, not Big Ski's, not just resort skiers'.</p> <p>I will absolutely be holding the outcome of this decision in mind come this and future election seasons.</p> <p>Thanks, Sarah Schlaefke</p> | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.9N; 32.13A; 32.5A | A32.1.2B; A32.2.9N; A32.13A |
| 35039 | Schlaepfer, Victoria | Irreversible damage for a temporary problem. We all know that traffic demand has peaked in Little Cottonwood Canyon. There is no way to deny it. However, to what extremes are we going to allow humans to go to fix what is potentially a very temporary problem? As climate change continues to effect our precipitation and droughts only get worse, ski resorts and their related recreation are only guaranteed to generate customers for another 15 or so years. At the time when winters are no longer producing the snow that we all know and love, we will see a dramatic decrease in traffic in the canyon. Additionally, I think we have to ask why humans continue to think that we have the ultimate control over undeveloped land and continue to build on it. The beauty of cottonwood canyon will be overshadowed by a gondola and the gondola will be unable to be taken down without significant damage to the natural ecosystem. At some point, we have to realize that we can't build our way out of all our problems. I would encourage UDOT to further explore the tolling option and work cooperatively with the resorts to help ensure only a limited number of cars can come up the canyon. | 32.2.2E; 32.2.9E; 32.2.2Y; 32.2.2K | A32.2.2K |
| 34140 | Schlegel, Nycha | <p>I'm delighted that the gondola alternative from La Caille has emerged as the preferred alternative. The gondola will provide safe transport unencumbered by road conditions and provides a second access to and from the canyon in the event of most emergencies. Starting the gondola from La Caille rather than from the park and ride area is a significantly better alternative inasmuch as it eliminates greatly exacerbated traffic issues on 209 and 210 were the gondola to begin at their intersection. I must say, though, that I continued to be troubled by the financial gain likely accruing to political insiders who have purchased land in the La Caille area.</p> <p>I remain totally opposed to the construction of snow sheds and the berms required to funnel avalanches to the snow shed areas. I can I envision no circumstances that their construction would not significantly alter the beauty of the canyon and would not result in significant harm to the environment of the canyon.</p> | 32.2.9D; 32.2.9J | |

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| 27363 | Schlehuber, Anna | I don't think a gondola is going to solve or even alleviate the issue. i really think that making a third lane that runs bus only would make the most sense. The lane could run up the hill in the mornings and then down the canyon in the afternoons. It makes me sad to think about the way a gondola would change the view of the iconic canyon and how it may not even move that many people that quickly. | 32.2.9E; 32.2.9B | |
| 35169 | Schlesinger, Richard | What is wrong with you people. There is no way this project will cost less than \$850-900 billion. This is an unnecessary fiasco for tragic snarls that occur about 18 days each winter. I question what will be the cost of parking in order to access the godola. Apparently owners of property who can charge vehicles allow parking, members of the government with a vested interest in this project and the owners of the two ski areas will be the ones who will benefit financially from this unnecessary fiasco. Wake up you obvious mercenaries. How disgusting and unnecessary. | 32.2.9E; 32.1.2B; 32.1.2D | A32.1.2B |
| 30759 | Schlesinger, Richard | Absurd. The final cost will definitely approach \$1 billion. There is no reason to spend this amount of money, there is absolutely no need for this monstrosity and will do nothing positive except line the pocket of a handful of corrupt elected officials, potential parking lot owners, other land owners and entities which will be involved. Unbelievably dumb idea | 32.2.9E | |
| 28409 | Schlesinger, Richard | You people are sick. Besides the many other comments you have received over the years I guarantee the godola will cost closer to \$1 billion dollars, accomplish nothing except be very expensive for users and is a mechanism to make enormous profits for many corrupt politicians and other proponents. | 32.2.9E; 32.1.2B; 32.6A; 32.7C | A32.1.2B |
| 30058 | Schlesinger, Richard | pure garbage. Who is to gain other than the contractors, the ski area owners and some very corrupt politicians. Virtually no one else wants this for 20 crowded roads each year | 32.1.2B; 32.2.9E; 32.6A | A32.1.2B |
| 30762 | Schlesinger, Richard | This entire project reeks of corruption for people whose sole purpose is to line their pockets. Shame on all of you | 32.2.9E | |
| 34490 | Schlichter, Alisha | I would like to submit my formal opposition to the Little Cottonwood Gondola plan. I am a registered voter, a Sandy resident of over 20 years, a Snowbird season pass holder, a UTA ski bus user, and a year round hiker in the Little Cottonwood area. My greatest opposition to the gondola plan is the impact it would have to the natural beauty of the canyon. Little Cottonwood is a gorgeous year round destination- not just in the winter for skiing. A gondola would be destructive to the canyon, and an incredible eyesore. My second opposition to the gondola is that I feel it is completely unnecessary. Over the past few years the resorts have been able to implement changes such as parking reservations that have greatly alleviated the traffic issues. The ski bus is a fantastic resource that could be greatly improved to encourage use to make the gondola not needed. It is also truly only a few days a year where the avalanches are an issue- certainly not enough to warrant the expense and destruction of our canyon. I would propose channeling this money to improving the bus system with more frequent intervals during peak times- so the fear of not being able to catch a bus is alleviated). If a canyon fee is necessary to support this and encourage ski bus use this could be implemented with an improved service so that it actually works. Please keep this overly expensive, eyesore that serves only a limited population for a brief period of the year out of our canyon, and move forward with a different proposal that makes more sense. Thank you, Alisha Schlichter | 32.2.9E; 32.2.9A | |
| 35729 | Schlichter, Terry | Little Cottonwood Canyon is a local Treasure. Cutting a service road for a gondola is a horrible idea. A gondola with towers, cables and a service road would greatly detract from the beauty of the canyon. It would also drive wildlife away from their habitat along the creek. Humans have encroached into the wild and overdeveloped the Wasatch too much as it is already adds stress the local wildlife. I use the resorts and canyons often. I think the only option to alleviate traffic is a toll on busy days. I also don't want to see the bottom of the canyon become a parking garage. Leave our canyon alone. This is not UDOTs canyon, nor the development group from snowbird and Altas canyon, this is my canyon and everyone else who uses and loves the canyon. The future of the canyon should be decided by the people that live here and pay taxes. Not UDOT, developers or lobbyists. NO GONDOLA, NO ROAD EXPANSION. NO TAXPAYER FUNDS FOR ANY PROJECT IN LCC. SNOWBIRD SHOULD PAY FOR ANY PROJECT. Toll booth is the best option for the busiest days -E Sandy resident | 32.2.9E; 32.1.2F; 32.2.2Y; 32.2.6.5E; 32.2.7A | A32.1.2F; A32.2.6.5E |
| 34257 | Schlossnagle, Trevor | You came so close to getting it right, the actual solution is here, quoted from Proposed Phase Implementation: "Recognizing that safety, mobility and reliability are issues on S.R. 210 today, and that it may take years to secure federal, state and/or private funding for full implementation of Gondola B, UDOT is proposing a phased implementation plan starting with components of the Enhanced Bus Service. UDOT does not have funding to implement the proposed preferred alternative. The phased implementation plan will alleviate mobility, reliability and safety concerns that exist today while addressing the long-term transportation need in the canyon. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

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| | | <p>The proposed phasing would include increased and improved bus service as described in the Enhanced Bus Service Alternative (with no canyon roadway widening), tolling or restrictions on single occupancy vehicles, and the construction of mobility hubs. UDOT would also proceed with widening and other improvements to Wasatch Boulevard, constructing snow sheds, and implementing trailhead and roadside parking improvements, as funding allows.</p> <p>These improvements will improve air quality, protect the watershed, and increase the quality of life for residents and canyon users by reducing traffic congestion as private vehicles shift to transit."</p> <p>THIS is the solution, no gondola required. Cheaper, more effective, no eyesore. And in 50 years when the snowpack is dismal and Wasatch skiing is a ghost of its former self, there won't be irreversible damage to the canyon.</p> | | |
| 28268 | Schmaizl, Kenny | Who in their right mind thinks this is a good idea. What a waste of money. One of the main reasons I'm moving . Make Alta/Bird solve the problem they create instead of making more profit of if this stupid gondola. How has it even gone this far. \$750 million for something that is needed 30 days a year and will sit empty and used the other 335. WOW the insanity | 32.2.7A; 32.2.9E; 32.1.2B; 32.2.2PP; 32.2.9N | A32.1.2B; A32.2.9N |
| 34239 | Schmele, Mark | The public overwhelmingly and viscerally HATES this plan. To ignore them would be an embarrassing and wholly miserable failure on the part of UDOT from top to bottom. The job of public servants is as obvious as the name would suggest, and yet the public is being strongly rebuffed. Consider that what makes these canyons so special is how free from infrastructure they are, while still being very accessible. I, and several other friends of mine very well may leave this state, taking our taxable income with us if gondolas are built. | 32.2.9E; 32.2.9N | A32.2.9N |
| 26276 | Schmele, Mark | This is blatantly and brazenly ignoring OVERWHELMING public sentiment. If this gondola is built, it will show clearly that the state has no regard for its citizens. If this gondola is built, I will leave the state, taking ALL of my taxable income with me. | 32.2.9E; 32.2.9N | A32.2.9N |
| 30103 | Schmertzler, Kuni | I strongly support the gondola proposal. It seems to be the most effective and environmentally sound option. | 32.2.9D | |
| 31947 | SCHMERTZLER, MICHAEL | <p>As an Alta homeowner, I support the gondola plan and understand that it will likely require phased implementation.</p> <p>I have two concerns to raise.</p> <p>First, I am concerned this not become a nice idea that is never implemented for lack of funding. A funding plan with some committed City, State, and ideally Federal, dollars should be part of the plan. The ski areas should also make some contribution. Have a small surcharge on lift tickets or a parking fee implemented now and earmarked been considered?</p> <p>Tolls are mentioned, presumably to encourage gondola use and defer a portion of the cost. Will the toll booths be automated with something like EZ pass so they are not a bottleneck? I see no mention of how Alta residents will be treated. Some accommodation seems fair such as a pass with reduced seasonal cost.</p> <p>MS</p> | 32.2.9D; 32.2.9R; 32.2.7A; 32.2.4A | A32.2.9R; A32.1.2H; A32.2.6S |
| 29242 | Schmertzler, Michael | I am an Alta homeowner. I support the decision to build the gondola. I assume provisions will be made to permit Alta homeowners to drive to their homes from the mouth of the canyon. | 32.2.9D; 32.2.4A | |
| 37839 | Schmid, Renee | When there is a snow storm there is no way a car, truck, or bus can make it through the ice and snow in Little Cottonwood Canyon. The gondola is the answer, it does not need wheels on asphalt to go through ice, snow and avalanches. It is way safer and the better way to go up the canyon. My vote is gondola all the way! | 32.2.9D | |
| 31272 | Schmidt, Andreas | I'm dismayed that UDOT has chosen the Gondola as the preferred option despite public outcry against it. I understand UDOT's objective is to alleviate congestion without much regard to other considerations, but the Gondola is not the way to solve this issue. The traffic mess would still occur and be concentrated in the neighborhoods surrounding LCC. The Gondola would degrade the environment and watershed of the canyon. It would only serve one population (resort skiers) and basically be a huge appropriation of public money to benefit the two ski areas. Surely there are better ways to spend \$550M to address issues of transportation, climate crisis and equity in our state. With the climate warming, making such a massive investment in the uncertain future of winter recreation seems like a foolish gamble. | 32.2.9E; 32.1.2D; 32.2.6.5E; 32.2.2E | A32.2.6.5E |
| 25793 | Schmidt, Chris | I am all for the gondola especially if it runs year-round. I don't see how everyone can say it is so bad for the environment when the current situation which is driving thousands of cars up and down the canyon has to be just as bad if not worse long term. This does not even touch on the fact of how dangerous it is driving up that canyon when there is a storm. A gondola has to be safer than driving on ice and snow. | 32.2.9D; 32.2.6.5F | |
| 29096 | Schmidt, Cy | <p>Comments Gondola Project</p> <p>I am definitely opposed to the gondola project.</p> <p>Why should all of the Salt Lake Valley citizens, and maybe Utahans, pay for something that only 8-10%, at the most, will ever utilize. If the tax burden was carefully documented to the public, you would have many more letters of objection. We have many more critical places to put our tax dollars that would build the area, instead of cause harm. This is the wrong decision! The Gondolas do not alleviate traffic congestion. They only serve the resorts!! Not Utahans!!! They do not stop at the many destinations used in the Canyons.</p> | 32.2.9E; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |

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| | | <p>We do NOT want Gondolas to obscure the grand open view of these lovely mountains. This is not a resort like Disneyland. It is a NATURAL WONDER!! We want it to be a NATURAL wonder and resource for many, many years.</p> <p>It is our only source of water to this valley. With poor legislation and planning, the Great Salt Lake is disappearing. We give our water and environmental concerns poor consideration when we start talking big commercial money and influence. This will have a huge negative effect on the moisture that comes across the lake and into our mountains. We desperately need to secure our future mountain water resources.</p> <p>We also object to the devastation the building of the Gondolas will be to the floor of the Canyon. And to the many wildlife species that call it home. It will also be a source of pollution to our water system during the lengthy building process. There will be huge increase of dust, trash, foot traffic, machinery exhaust, machinery oil, and wreckage to plants, natural scenery and water. There will be noise pollution. There will be visual pollution. There will be loss of plant and animal species that may never recover.</p> <p>We do not believe the commercials. We do not believe the lies about only using helicopters for construction. Shame on you for letting the money of Snowbird \$\$\$\$ make the decision. People have not commented more because they tell me, "It is a done deal, there is nothing we can do to</p> | | |
| 28723 | Schmidt, Daniel | I am a season pass holder at Alta. I also hike in the canyon in the off season. Despite the advantage to me of having a gondola, I am against the proposal. I know there have been many thousands of hours put into planning, by some very good people, But I see this as a serious mistake, one that will have immense costs financially, and not produce a positive result for the public. | 32.2.9E | |
| 29268 | Schmidt, Joshua | I do not think that 500 million dollars of tax payers money should go to something that is a "preferred method" when it is servicing private entities. The access to the canyon should be for all, and more equitable and sustainable solutions should be priority. This is especially true if increased buses, ride sharing benefits, and yearly canyon passes would be a more appropriate solution that servicing two entities that already limit so much access to other user groups. | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 27243 | Schmidt, Kristina | I am completely against a gondola in our beautiful canyon. Public monies to benefit snowbird and Alta are an inappropriate use of those funds. | 32.2.9E | |
| 32304 | Schmidt, Luanne | <p>I am completely against this, short term and long term. Of the 30 people in my family only one would use this, if he could afford it.</p> <p>Further, I agree with the seven points against it listed in a recent op-ed: 40 poles, each 15 feet in diameter, serviced by new roads big enough for huge trucks, will cut through the wilderness of Little Cottonwood Canyon.</p> <p>The exact price has not been revealed by UDOT but it will be expensive to ride the gondola. (Between \$50- \$110 per trip)</p> <p>It only services two sites.</p> <p>It won't run in the summer.</p> <p>It's paid for by taxpayers but only benefits Snowbird, Alta, La Callie, The Tree Farm, and Chris McCandless and Wayne Niederhauser.</p> <p>It's taken from transportation money meant for the entire state of Utah.</p> <p>There's new evidence (from Hawkwatch International) that the gondola would kill and injure birds during night migrations through the canyon.</p> <p>For once, let your decision be made for a reason other than a few individuals' profit.</p> | 32.2.9E; 32.13A | A32.13A |
| 33276 | Schmidt, Matt | <p>I am strongly opposed to the LLC gondola project. I grew up in Cottonwood Heights and frequent LLC for recreation including skiing, hiking, and rock climbing.</p> <p>I believe the gondola will not solve the traffic and transportation challenges of the canyon. It seems to be an expensive and complicated solution (the engineering required blows me away). I am in support and believe that we can address the issues through alternative means. I would support tolls, parking fees, annual pass programs, increased busing. All of which would require less disruption of the natural landscape.</p> <p>I would like to thank UDOT for getting to the bottom of the issue and for considering my comments and accurately representing the desires of our community.</p> | 32.2.9E; 32.2.9A | |
| 27587 | Schmidt, Mike | <p>Please, please, please reconsider your proposal of the gondola. As a citizen of the Sandy community, this is something that many of us here who I have talked to, myself included, do not want. Not only will a gondola be an eyesore to the natural beauty of the canyon we love, but it will also be a tourist trap we don't want or need. We do not want to pay for it either with our tax dollars. How dare you put something in our community like this that we do not want. There are far better, less impactful ways, to help fix the needs of transportation in Little Cottonwood Canyon - for starters, just look at the shuttle system in Zion National Park to see a great solution that works to serve a similar transportation need for millions of people. You think a gondola is a better idea down there? Well, it's not a better idea up here either.</p> <p>I have ridden the busses up and down the canyon during the winter season and find them to be a great service. If you can upgrade that with more parking, pick up stations, direct lines, and more busses (like a shuttle system) I will ditch my car. I will never ditch my car for a stupid amusement park gondola ride.</p> | 32.2.9E; 32.2.2B; 32.2.9A; 32.2.2I | A32.2.2I |

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| 28585 | Schmidt, Sheri | I do not want a gondola. My family will not be able to afford the ride. Tax payers money should not benefit private businesses. I would support a toll booth, or busses. I want to be able to stop along the roadway and hike, take pictures, camp and enjoy nature. Let the big businesses kick in to help cover the cost of improvements to the canyon. | 32.2.9A; 32.2.7A | |
| 36776 | Schmidt, Steven | <p>From: Draper resident and property owner since 2013.</p> <p>Note: My family had season passes at Alta ski resort the past 3 seasons.</p> <p>Comments: I strongly believe that a series of phased approaches to the traffic issues in LCC are appropriate and cost-effective. The current proposal states this approach as well. Organized carpooling, snow sheds in avalanche prone areas of the canyon, tolling or user fees and enhanced bus service should be employed first and evaluated for their effectiveness. Further, the parking reservation system in season 2021-22 at Alta improved crowding and parking issues. For holidays and weekends this reservation system should be employed for all available parking.</p> <p>The two evaluated all-in alternatives can be kept on the shelf until the lower impact and cost ideas can be evaluated.</p> <p>In the preferred alternative, the Wasatch Blvd traffic and parking capacity issues, solutions do not make sense and deserve further refinement. The bottlenecks are simply shifted upstream.</p> <p>I am also a frequent user of Millcreek canyon that has a fee structure- \$25 per year for seniors. The fee for use of that canyon is reasonable and customary (go to any National Park). A simple tolling feature is also another way to control traffic flow and intensity.</p> <p>The major deficiency of the gondola is that there are only 2 stops (the ski resorts). Many users of the canyon cram the available parking at trailheads to hike, run, boulder or simply get away from the hustle-bustle. The gondola does not serve those citizens.</p> <p>If the gondola moves forward in spite of the many governmental and public comments voicing opposition to it, funding is a major issue. As many others commented, the cost of the gondola SHOULD NOT be borne by the general public. It serves the ski resorts and skiers. They should fund it. I would vote no if it comes to a ballot initiative.</p> <p>Thank you</p> | 32.2.29R; 32.2.4A; 32.2.6.5G; 32.2.7A | A32.2.29R; A32.1.2H; A32.2.6S |
| 35307 | Schmidt, Tracy | I am not in support of the Gondola option. I feel the only long term solution is restricting the amount of folks who can go up the canyon on any day. | 32.2.9D | |
| 35433 | Schmith, Angela | While I understand the money those canyons bring in for out of state, I would still like to see a free option or a discount for residents, be it Sandy or Utah, so that we can continue to enjoy the benefit of living in Sandy and the ease of going up the canyon.Thank you | 32.2.4A | |
| 28780 | Schmitt, Sandra | <p>Utah Physicians for a Healthy Environment notes, "the state proposes a public subsidy of two ski resorts, coming at a time where the future of the skiing industry is at serious risk due to climate related warmer winters and diminishing snow pack. The congestion is only a problem for 15-20 days a year, and as the skiing season will undoubtedly continue to contract in the future, the problem will become even less frequent. A gondola does little to reduce canyon traffic generated by non-skiers, and it will only push the congestion further down into Cottonwood Heights.</p> <p>The 262 ft towers would be a permanent blight on the beautiful, natural scenery that is the canyon's greatest, and irreplaceable public asset. The blasting, digging, and construction of the gondola will almost certainly contaminate the water in the stream."</p> <p>There are so many better things, with real benefits to the public, that half a billion dollars of taxpayer money could do. there are a host of issues in Utah that could use \$500 million to ensure the most vulnerable have access to basic needs, such as housing, food, employment and utilities. Please abandon the gondola in Little Cottonwood Canyon and enable the state to prioritize the needs of people who are struggling.</p> | 32.2.9E; 32.2.2E; 32.2.6.5E; 32.1.2B; 32.7B; 32.7C | A32.2.6.5E; A32.1.2B |
| 37230 | Schmittle, Chris | Permanently altering little cottonwood canyon for the benefit of private (ski) industry at taxpayer expense makes no sense. Although the ski industry obviously brings in tons of money & tourists, this industry is not guaranteed to be profitable forever. While we all hope for the greatest snow on earth for years to come, Climate change, the drying of the salt lake, and other factors may not guarantee this forever. A gondola through the canyon is a permanent, destructive solution to a temporary problem that only presents itself on a few days a year to a small subset of the local population. Hiking, rock climbing, and other activities are skyrocketing in popularity, and the proposed solution does nothing to benefit these users while actually hurting access to some of the best climbing and hiking in the canyon. Further, the vast majority of local residents oppose the gondola and a non destructive solution that benefits local users must be implemented first. Tolls for private vehicles and increased clean/electric bus service will benefit all users, increase revenue, and decrease traffic, pollution, congestion, and overuse. Though tempting to increase revenue and drive tourism, history will show that the proposed solution will be a mistake. | 32.2.9E; 32.1.2D; 32.2.2E; 32.1.2B; 32.2.4A; 32.2.6.3F | A32.1.2B |
| 25833 | Schmitz, Austin | This is an absolutely atrocious final decision. I can't believe the influence that a greedy few can have against the entire population of recreational users. This gondola should not be happening! | 32.2.9E; 32.2.9N | A32.2.9N |
| 29619 | Schmucker, Katie | I would be against the Gondola plan for little cottonwood canyon . Want to keep it as is . | 32.1.2B; 32.2.9E; 32.2.9G | A32.1.2B |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31017 | Schmutz, Emily | Focus on the real problem of our drying Great Salt Lake! Gondola is only going to get more people up the canyon. It does not favor locals, it favors making the ski resorts money. Look out for your locals first! | 32.1.2B | A32.1.2B |
| 28171 | Schnarr, Diane | <p>1. It is foolish to increase the capacity of people who can go to Snowbird and Alta when Snowbird and Alta are not increasing their capacity. They are full now.</p> <p>2. Paid parking at the resorts has already helped to control the problem. More paid parking could be used and would not cost anything.</p> <p>3. A toll for powder days may be a good idea - but I don't know that it will have much of an impact. People who are willing to sit in a line for 1 hour on powder days are probably willing to pay a toll.</p> <p>4. The gondola is ugly, destroys the beautiful canyon, and really does not solve the overcrowding problem.</p> <p>Diane Schnarr</p> | 32.2.9E; 32.20C; 32.2.2K; 32.2.4A | A32.20C; A32.2.2K |
| 29753 | Schnarr, Diane | I have commented before, but feel I have to re-iterate my concerns after reading the article about SLC future water resources. We are already pushing our canyons to the limit. We were smart enough to not include Little Cottonwood in the Olympics. Let's not try to get more people up the canyon. That is not the goal. | 32.1.2B; 32.12A; 32.2.9E | A32.1.2B; A32.12A |
| 29172 | Schnarr, Diane | I have lived in the area for over 40 years. I can't tell you how much LLC means to me and the neighborhood. It is pristine in the winter but lovely also in the summer. It's a treasure and shouldn't be open to total commercialism. There are many such ski areas. Let's preserve the special place that we have. | 32.2.9G | |
| 28341 | Schnarr, Diane | I don't think Wasatch needs to be 4 lanes unless the gondola goes forward. It would be a terrible waste of taxpayer money. Do not widen wasatch to 4 or more lanes until after funding is approved (which I don't believe it should be). | 32.2.9L; 32.2.7A | |
| 28817 | Schnarr, Diane | This is a canyon we want to preserve - not get more people into it. That's why we have Park City. We don't want to speed people up the canyon. Please find a better use for this money | 32.1.2B | A32.1.2B |
| 34264 | Schnarr, Diane | Please use this money for a better transportation purpose. No one wants to ride it, and no one wants to pay for it. Please use electric busses. | 32.2.6.3F; 32.29D | |
| 28820 | Schnarr, Paul | waste of tax money will increase congestion on Wasatch blvd | 32.2.6.5E | A32.2.6.5E |
| 34170 | Schneggenburger, Mark | I am a long time Alta/Bird skier. I don't think that Little Cottonwood Canyon is the place for a Gondola, especially at taxpayer expense. Let Alta and Snowbird pay for the problem that they created. Let's look at the ski experience in the canyon as a 55 gal drum. Right now we fill it every day with a garden hose. The gondola will fill it with a firehouse, thereby ruining the ski experience for everybody. By the time it's finished, the nearly \$1 Billion gondola will only be needed for maybe a dozen days per year. Get rid of UTA and establish a more reasonable small shuttle system, build snow sheds on slide paths, institute a toll for high traffic days, widen the road and other solutions are less costly in \$\$\$ and environmental damage. I say "NO," to the Gondola. | 32.1.2B; 32.2.2Y; 32.2.7A; 32.2.9E; 32.2.9K | A32.1.2B |
| 36907 | Schneider, Ann | I am opposed to the gondola in Little Cottonwood Canyon. There need to be fewer people in the canyon, not more. Ways to limit people are with user and parking fees to those wanting to drive their own cars to the resorts. High-tech, energy-efficient, and frequent public ground transit is the answer. Let the climbers, hikers, backcountry skiers, cyclists, leaf peepers, and other silent sports enthusiasts have their beautiful no-gondola views and the quiet serenity of the canyon. We are not Europe which has had vernaculars, cog trains, and gondolas in their valleys for a long time. Keep Utah unique. Keep the financial interest of the resorts at the lowest priority and the pristine nature of LLC at the top level in your decision. | 32.2.9E; 32.1.2B; 32.2.4A; 32.2.9A; 32.1.2D | A32.1.2B |
| 36255 | Schneider, Jared | The landscape will forever change. This will bring a huge scar on the canyon. I am NOT for this. I urge to find other solutions to solve the transportation challenges. | 32.2.9E | |
| 32919 | Schnell, Katie | Hi there - I am against the proposal of the gondola as the transportation solution for Little Cottonwood. I believe the damage/disruption it would cause to the environment and its cost outweigh its benefits. The only people that would benefit from the gondola are those skiing at either resort (those that can afford that leisure), but the financial burden of the project would land on all of us, including those with no interest or investment in Alta or Snowbird. I would encourage you to continue researching more environmentally and financially sustainable options, such as carpool incentives, tolls for those that do not want to take the shuttle, or closing the canyon to be "shuttles only" at certain points in the winter. It feels ridiculous to put in a gondola that will only be used a few months out of the year primarily and by a certain group of people. Please reconsider. | 32.1.5C; 32.2.2L; 32.2.9A; 32.2.9E | A32.1.5C |
| 27801 | Schnurpfeil, Maria | Dear UDOT team, Since carpooling and bus traffic have proven to be an effective alternative, why waste money on building the gondola. Much more cost efficient would be improving the current system. Decaying forsaken shopping mall spaces could be used for garage/ parking spaces. | 32.2.9A; 32.2.2FF | |
| 35421 | Schnyder, Rory | Don't understand why we would settle on a solution the the people it is meant to benefit are so against. The gondola will not fix this issue and will only create more problems. There are so many simple improvements that could be made to the bus system that is already in place. The gondola is so clearly meant for politicians and corporations to profit and not serve the best interest of the people who love & use the canyon | 32.2.9E; 32.2.9A | |
| 28522 | Schocker, Rob | The gondola is an awful idea! Ive lived in the [REDACTED] for 20 yrs. There only became an issue with traffic at a standstill on Wasatch when the Ikon pass was initiated. If there was a giant parking structure at the base of little cottonwood, there would still be mass traffic jams on Wasatch waiting to get into the garage in snow days. | 32.2.9E; 32.2.6.5E; 32.2.7B; 32.2.7A | A32.2.6.5E |

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| | | Why should the public pay for so called improvements to a canyon that would only serve two private companies. Snowbird and Alta. I'm VERY opposed to the gondola!!! | | |
| 25448 | Schocker, Rob | What an awful decision!!!!!! How about getting rid of the Icon pass or charging to go up the canyon???? There was never the traffic issue that there is now, until the Icon pass came out. Why are the ski resorts not paying for this??? They are a private business keeping rewards from public funds. And a giant 2,500 car parking lot at the mouth of the canyon?????? How utterly abhorrent is that, for this beautiful area. SHAME!!!!!! Traffic | 32.1.2B; 32.2.2K | A32.1.2B; A32.2.2K |
| 32485 | Schockmel, Kate | I am a resident of Holladay and think that the Gondola is a very bad idea. It is reckless to spend so much money to benefit an industry (the ski resorts) that is already in danger of disappearing due to global warming which we are ALREADY experiencing. This, like the "Inland Port" is another example of reckless pursuit of short-term profit at taxpayers expense, in a rapidly shifting global environment. NO! NO! NO! | 32.2.9E; 32.2.2E | |
| 36223 | Schoenbrunn, Fred | A gondola is the most environmentally friendly way of getting people up and down the canyon as it avoids driving cars and busses up and down the canyon and avoids the damage from adding a lane to the whole canyon. With that said, an alternative electric bus system with the same 2500 car parking garage at the bottom could be very effective at moving people up and down in good weather conditions without the damage of adding lanes or a gondola. it doesn't solve the winter storm situations the way the gondola does, but adds considerable parking capacity. | 32.2.9D | |
| 26745 | Schofield, Jon | Please do not build the gondola. I am an avid user of LCC. I spend approximately 60 to 100 days in the canyon each year. I was born in SLC and learned to ski at Snowbird in 1979. I continue to hold a Snowbird season pass and utilize the LCC backcountry on a regular basis. I do not think the gondola serves the interests of those who regularly use the canyon, but is merely a tourist attraction/gimmick that will not benefit anyone. From what I can tell, this will only create additional traffic issues at the mouth of the canyon, lines to board the gondola, and even longer lines to ride the gondola down canyon at the end of the day. Additionally, it will be an eyesore to the pristine canyon as is. And it costs a significant amount of taxpayer money, when there much are better solutions. Please consider additional buses, better park-and-rides throughout the valley. Use the funds to build a substantial park-and-ride in the mouths of the canyons with added traffic lanes on Wasatch Blvd to accommodate traffic into park-and-ride lots. Frequent buses would go a long way to encourage people to take the bus. Charge a toll for cars wishing to drive, and subsidize the bus system. Please do not support the gondola. And please listen to my voice. I truly have experience and use the canyon, unlike developers who just want to profit at the expense of ruining what so many of us have enjoyed for decades. Thank you! | 32.2.9E; 32.2.6.5E; 32.2.9A; 32.2.2I; 32.2.4A | A32.2.6.5E; A32.2.2I |
| 35809 | Schofield, Teresa | NO to the gondola! A far better solution is to add a BUS-HOV vehicle lane for winter use. The wider road could be used as a bike and pedestrian lane during the other three seasons! Regardless, the ski resorts need to pay for this very specific project that benefits TWO OVERPRICED RESORTS! | 32.2.9E; 32.2.7A | |
| 27817 | Scholes, Amber | I don't want the gondola in my backyard. I don't like the impact it will have on the look of the mountain. I don't like the idea of it sitting, wasting away as I don't believe people will want to use it as much as UDOT is trying to tell us. The cost is too much with too little benefit. | 32.2.9E | |
| 25276 | Scholz, Bayley | Keep the Gondola out of LCC. Place a toll booth at the bottom of the canyon to encourage carpooling. | 32.2.2Y; 32.2.9E | |
| 34656 | Schow, James-Erik | The footprint of a gondola is significant and offensive to the beauty of our state. Use existing infrastructure and have an express bus. | 32.2.9A | |
| 30017 | Schraidt, Claire | This is such a gross misuse of public funds and an tragedy for the canyon. The gondola, which only serves a select few, further perpetuates the notion the the outdoors are recreational hubs for the wealthy and the wealthy alone. This does nothing to aid access for hikers, climbers, or backcountry skiers. If UDOT goes through with the construction of the Gondola, it will be one of the great missteps of our time and we will be forced to live with it for decades to come. Shame on all of you that it's gotten this far. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 32533 | Schreiber, Eric | If the sky resorts, lawmakers, and UDOT want a gondola ...they can pay for, with money out of their pockets, not with the money that is so hard to earn for us citizens of Utah. THE GONDOLA IS NOT THE SOLUTION. | 32.2.9E; 32.2.7A | |
| 28325 | Schreiber, Patricia | Please do NOT build this monster of a gondola. Please, Please, Please DO NOT BUILD!!! | 32.2.9E | |
| 33302 | Schreiner, Bryan | This is a bad idea. If this gondola is built, I'll still drive my car whenever possible because it is way faster and more convenient. Please do not build this!! | 32.1.2B; 32.2.9E | A32.1.2B |
| 36463 | Schreiner, David | I oppose the gondola in any phase of the proposed solution. I support improved efficiencies of existing transit systems and requirements/incentives to use them. I support Mayor Wilson's common sense solutions. I support Salt Lake County Council's opposition to the gondola. | 32.2.9E | |
| 36450 | Schreiner, Kristin | I oppose a gondola in any phase of the proposed solution. I support improved efficiencies of existing transit systems and requirements/incentives to use them. I support Mayor Wilson's widely shared common sense solutions. I support Salt Lake County Council's opposition to the gondola. | 32.2.9E | |

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| 33872 | Schriber, Craig | I am wholeheartedly against the gondola plan. | 32.2.9E | |
| 37364 | Schriewer, Sharon | I have lived a [REDACTED] for 24 years. As someone in the medical field, I have travelled to downtown via Wasatch and I-215 for all 24 years and this has included most Saturday and Sunday mornings, summer and winter. Over this time, my ingress to Wasatch hasn't worsened during prime morning ski traffic time and actually the last couple of years has improved with less new powder days due to drought and the parking reservations systems at Snowbird and Alta. The gondola is a huge unnecessary, expensive effort for the 10-15 days a year when uphill traffic is busy. With drought and a shrinking Great Salt Lake there will certainly be fewer new powder days making a gondola outdated before it is even built to benefit only the 2 businesses, Alta and Snowbird. Please give the enhanced bus system, tolling and other options a chance before seeking gondola funding from legislature. With regards to Wasatch Blvd expansion, I walk on the west side 5 days a week for exercise. Please provide pedestrian safe, walkable space on both east and west sides of the road and please keep the speed limit at 35MPH so it remains safe for the ingress and egress of neighborhood cars, bikes and pedestrians. It shouldn't end up being a 50mph speedway for commuters with the safety of local residents on foot or bike disregarded. Thanks for your considerations of all options.... | 32.2.9E; 32.1.2B; 32.2.2E; 32.1.2D; 32.2.9A; 32.2.4A; 32.2.9L | A32.1.2B |
| 36437 | Schroeder, Bonnie | I vehemently oppose the gondola. It is obvious that real estate developers and politicians with insider knowledge invested in real estate that is necessary for the gondola infrastructure. The slickly-produced commercials and videos to garner public approval attest to this. If the gondola is such a good idea, why does it need an advertising campaign and budget to sway the public? It says in the EIS that the gondola has the highest visual impact of the options. Again, getting the public to accept such an eyesore had to be achieved by manipulation. The gondola should be excluded due to corruption and negative visual impact. During the ski season, close the canyon and allow mass transportation only. UTA should be considered the primary provider with electric buses. Private transportation companies can supply service, but the cost to the customer should be so outrageously expensive (\$1,000 r/t per person) as to make it unrealistic. | 32.2.9E; 32.2.2B | |
| 28037 | Schroer, Warren | Having lived at the mouth of LCC for 25 years, I can tell you that the only days in question are powder days at 8-9am. This equates to maybe at most 30 days per season- the canyon is closed for avalanche work and everyone is primed for a big powder day so the roads into the canyon Big and Little are clogged up. Making people wait to park in a different lot does absolutely nothing to alleviate this congestion but in fact makes it a longer more expensive day for all, not to mention the EYE-SORE forever more in the canyon- talk about destroying the canyon and at a cost (low end I'm sure) of 550m it certainly seems ill thought out. Taxpayers should not be on the hook for a 20-30 day solution to skiing the canyon. The ski resorts should charge BIG BUCKS to any Ikon pass holder to park and require all skiers to have passes to use the canyon- in other words- limit the amount of tickets sold, restrict the canyons to prepaid skiers, and you have solved your problem while enhancing the "on mountain" experience to Utah skiers. I've skied LCC for 60 years and what you have planned makes my skin crawl. JUST SAY NO!!!! Dick Bass would agree this is stupid- Snowbird has gotten very greedy and I'm very surprised that Alta would in anyway go along with this- Alf Engin would shudder in his grave at this proposal- We are not in Europe and frankly, don't want to be forced there. I am against the gondola- please can this idea. | 32.2.9E; 32.1.2B | A32.1.2B |
| 31674 | Schroerlucke, Catherine | Please build a gondola or tram. | 32.2.9D | |
| 31673 | Schroerlucke, Randall | Build the gondola, and do a better job of keeping the canyon open. | 32.2.9D | |
| 35106 | Schubach, Shar | As an outdoor lover, I believe there are reasonable, earth-friendly, and cost efficient solutions to the transportation issue in Utah's Little Cottonwood Canyon that DOES NOT involve a gondola system. I stand with Save Our Canyons and many others as I oppose the plans to spend \$600M of tax-payers money to install the invasive machinery. I support Salt Lake County's alternative common-sense solutions including tolling, rideshare programs, parking reservations, micro-transit, incentives and traction requirements. | 32.2.9E; 32.2.9A; 32.2.2I; 32.2.2K; 32.2.4A; 32.2.2M | A32.2.2I; A32.2.2K |
| 27015 | Schubert, Heidi | I do not endorse a gondola. I support increased bus transport, A wider array of park-n-ride options and bus lanes to circumvent traffic. When Brighton traffic backs up to the fire station, the bus should get through. Heidi | 32.2.9B; 32.2.9E; 32.7B; 32.7C | |
| 30211 | Schuck, Galen | Please do not even consider the gondola proposal.What a fiasco.Someone is going to make tens of millions building this but at what cost to the beauty of our canyons.The needs of the many outway the needs of the few. We want year round solutions at a much more reasonable cost. Electric busses would be a great solution.They are superior to diesel because of kinetic regenerative charging of the batteries on the way down the canyon reducing brake wear,noise and of course no pollution. Thank you Galen Schuck Sandy,Utah | 32.1.2B; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.2B |
| 28153 | Schuck, Galen | NO Gondola in our canyon.We don't care how much money whoever is going to make off this project.Its not the solution. I say expansion of the road and Electric busses.Did anyone read the article on how the borrowed electric bus going up and down Little Cottonwood used almost no energy because of the Regenerative braking on the way down?It captures the kinetic energy from braking and converts it into the electrical power that charges the vehicle's high voltage battery. Galen Schuck Sandy , UT. Regenerative braking | 32.2.9E; 32.2.9B; 32.2.6.3F | |

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|------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|----------------------------------------|
| 29552 | Schuck, Galen | A gondola is not a good year round solution.It would profit the ski resorts but not so much the public trying to reach trailheads without taking their cars up the canyon. The cost is massive. The resorts would get a huge amount of taxpayer money to build this thing. No- lets do Electric Busses and a few road modifications. That way a bus could run people up to the trailheads and resort year round. Galen Schuck Sandy,UT | 32.1.2B; 32.2.6.3F; 32.2.9B; 32.2.9E | A32.1.2B |
| 27951 | Schuck, Galen | NO Gondola.We need year round traffic solutions for one.Nobody wants to look at towers up our beloved canyon for the rest of our lives.I say Electric Busses year round with some lane expansion.They have been proven to work in the canyon with the regenerative brakeing the busses will recharge on the way down keeping electricity charging at a minimum. Don't let greed decide. Do whats right for the people and our canyons. | 32.2.9E; 32.1.2B; 32.2.6.3F | A32.1.2B |
| 35252 | SCHUCK, GALEN | No Gondola! Start ordering electric busses and get a plan ready to expand the road in places. Maybe go with one extra lane all the way up the canyon. Two lanes up in the morning and two lanes for down traffic in the afternoon. We want year round solutions to access the trailheads summer and winter.Gondola will patronize the ski resorts in the winter only. Thank you Galen Schuck Sandy,UT | 32.2.9E; 32.2.6.3F; 32.2.2D; 32.1.2D; 32.2.6.5F; 32.2.6.5G | |
| 28203 | Schuck, Galen | Everyone I've talked to has not agreed with building a gondola up our canyon.Who wants to look at ugly towers for the rest of our lives. Electric busses would be a year round solution to our ever growing population of outdoor enthusiasts.Getting people up and down both Winter and Summer. Don't let greed decide. Do whats right for the people and the canyon. Galen Schuck Sandy UT | 32.2.9E; 32.2.6.3F; 32.2.6.3C | A32.2.6.3C |
| 28999 | Schuck, Galen | We want year round transportation options for our canyons.Do not let the shortsighted greed of the resorts talk the taxpayers into building them a gondola. Start with a few electric busses and a widening of the road where feasible or just run busses every 10 minuets during the ski seasons rush hours. No ugly cable towers and lines in our tiny canyon. Galen Schuck Sandy,UT | 32.2.9E; 32.2.9A; 32.2.6.3C; 32.2.6.3F; 32.2.9B; 32.2.2PP; 32.1.2B | A32.2.6.3C; A32.1.2B |
| 35253 | SCHUCK, GALEN | Everyone I've talked to has been opposed to building this mammoth eyesore in our canyon. Don't let greed prevail. No gondola. What would UDOT do with 500 million dollars? What kind of canyon/valley trasportation system would that kind of money buy? Thank you Gaeln Schuck Sandy , UT | 32.2.9E | |
| 29466 | Schuck, Galen | Yes, hi. My name is Galen Schuck. I'm in Sandy Utah. I just wanted to comment about the gondola. I do not want to see a gondola built up that canyon, I think it would be a real eyesore and it's only going to profit the ski resorts. It's not or year-round solution. Thank you. | 32.2.9E | |
| 29142 | Schuck, Galen | No gondola up Little Cottonwood Canyon. We need your around solutions to get people to the resort in the winter and trailheads in the summer. | 32.2.9E; 32.1.2B | A32.1.2B |
| 29143 | Schuck, Galen | No gondola. | 32.2.9E | |
| 25667 | Schuh, Allison | Why can't we focus on creating a bus system that works well and reduces traffic? The gondola will cost so much that only tourists will use it. The gondola will disrupt the beauty and the ecosystems of little cottonwood canyon. The gondola is not inclusive or equitable for people. The public does not want a gondola. What are you going to do to make the gondola equitable so all people can have access to the canyon? | 32.2.9A; 32.2.9E; 32.2.4A; 32.5A; 32.13A | A32.13A |
| 28356 | Schuhmacher, John | Please stop this insanity. Skiing in this canyon since 1970. This will destroy winter skiing. It's all about money and destroying the environment. | 32.2.9D | |
| 29216 | Schuhmacher, John | 35 capacity is not a gondola. Don't do it don't need it. Big mistake. It will be a big flop. Thank you | 32.2.9E | |
| 25746 | Schulte, Chris | You guys could save the effort in staging these do-over comment periods if you just bought bots. No one wants the gondola. | 32.2.9E | |
| 37667 | Schulte, Phillip | I am for the gondola, due to the long range environmental impact and will attract tourists to ride it year long. | 32.2.9D | |
| 27731 | Schulthies, Don | I own a time Share at Snow Bird it is important to use my vehicle for move in and move out. Will we be able to drive up with luggage to stay at the resort? I think the Gondola will work great if access to the Canyon is possible by car for staying at the resort and camping and hiking in the canyon. Thanks | 32.2.6.5D | |
| 27991 | Schulz, Brandie | A gondola IS NOT the solution to our canyon traffic problems. Increase bus service and keep fares low AND charge every non-employee personal car AT LEAST \$20 (or the future cost of a gondola ticket) to drive their car up the canyon. If they are a private shuttle company or cannot show a Utah DL, charge them \$50! People will carpool and ride the bus. It is ridiculous to spend that much tax payer money for two ski resorts. Not to mention the damage it would do to our precious watershed. NO GONDOLA!!! | 32.2.9E; 32.2.4A | |

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| 36336 | Schulz, Patrick | UDOT is ignoring the needs of all other users of LCC and BCC to service and enrich only the two ski resorts at the head of the canyon. The "preferred solution" amounts to not much more than negligence, taxing taxpayer dollars to ignore taxpayer needs and ruin the viewshed, destroy recreation opportunities, and if that weren't enough, it fails to solve the problem! UDOT should make improved bus access, tolling, and inventive traffic patterns a priority, rather than lining the pockets of the resorts. NO gondola in LCC! | 32.1.2D; 32.1.2F; 32.1.2B; 32.2.2Y; 32.2.9E | A32.1.2F; A32.1.2B |
| 26748 | Schulze, Madeline | The gondola should not be built!!! | 32.2.9E | |
| 30101 | Schumacher, Nicholas | Spending this much and running this gondola for about 30 days per year (weekends are probably the only time people have issues going up and down the canyon) is absurd. As a Utah tax payer, I pray this isn't what will be expected of us. | 32.1.2B | A32.1.2B |
| 29310 | Schutt, Nancy | I resent that so many of my taxpayer dollars will be spent on a gondola that will really only benefit two resorts by increasing skier traffic while pricing out more locals who can't afford the costs to ride. While it may result in less traffic on the canyon road, the traffic that will build up on local streets from cars attempting to reach the parking hub will create a even more untenable situation than we already have and negatively impact the quality of life in the adjoining neighborhoods. Why not encourage car pooling by instituting a toll or requiring parking reservations I am strongly opposed to the gondola. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.6.5E; 32.2.9E; 32.6A | A32.1.2B; A32.2.2K; A32.2.6.5E |
| 29928 | Schutt, Richard | Simply put, the EIS put forth by UDOT is not only not for the benefit of the public,, it is actually just the opposite. In reality it is designed to benefit a very tiny portion of the population, while with every new addition ie: the change and increase in access to the parking facility, worsens the overall situation. Added to this is the fact that the overall plan, while not only does it not improve things, it actually makes that which it will affect environmentally worse. All that at the expense of the public for the financial benefit of just a very few. This can't be UDOT acting in the benefit of those it serves. Sincerely, Richard Schutt | 32.29D | |
| 26674 | Schvaneveldt, Elisa | This study doesn't show consideration for decreasing snow pack levels. The Utah Avalanche center has data going back to the 80s for Alta snowpack. Since the 90s, our snow levels have been decreasing. UDOT released a memo in 2020 that hardly addressed this - it only featured a 7 year study and said visitors did not decrease in bad snow years. 7 years is not a long study. If snowpack levels continue to decrease, at some point people will stop buying passes. Not within a year or two of a bad snow year but over time. Why are we building taking on such an expensive project when we know our snow levels are only going to get worse as the lake dries up? Additionally, 960 people per hour is not going to get enough people up that mountain to mitigate traffic. We have so many more visitors than that. And the gondola works video claims green energy but how are the gondolas going to be run? Most likely coal from Utah plants when solar or wind isn't feasible. This is not a green gondola and this is an incredibly expensive undertaking for an uncertain future for our ski tourism. Let's focus on the small changes first. | 32.2.2E; 32.1.2B; 32.2.4A; 32.10A; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 26736 | Schwam, Allison | I fail to see how a gondola will be a transportation solution for locations outside of the two ski resorts. Also how will that address a lack of car parking at the base? More people would ride the existing bus if there was convenient parking. | 32.1.1A; 32.1.2B; 32.2.1X | A32.1.1A; A32.1.2B |
| 31427 | Schwanke, Garrett | A gondola doesn't serve public interest or the environment or basically anyone else. It servea a narrow economic interest at extraordinary cost to taxpayers and the environment. It will destroy the scenic nature of the canyon as is. We're tired of bailing businesses out. They exploit is as consumers and tax payers. No more. Do not proceed with this folly. | 32.2.9E | |
| 26339 | Schwartz, Matthew | I live in utah and recreate weekly in LCC. The gondola will ruin the user experience for everyone other than the tourists visiting the resorts. Not only will this be an unsightly project that will ruin the lcc feel (alpine, nature, ya know not having 250+ ft tall polls with a tram running along then creating even more noise pollution). LCC can really feel out there in some areas, with just a view of the beautiful canyon. This project is not what we need. Make the road more efficient, add bussing. There are less drastic and costly steps before this gondola. I also really don't enjoy my tax money going to support snowbird and alta. I love them as mountains, but I like to choose when to give a corporation my money, not be forced into it by the tax collector. You clearly arent going to read this because [REDACTED] the people you've got someone greasing the wheels with the piggy pig slime. So I'm speaking to the ether. The gondola is not the solution for LCC. | 32.1.2B; 32.2.7A; 32.2.9A; 32.2.9E; 32.6A , 32.11D | A32.1.2B |
| 35796 | Schwartz, Ronald | Utah DOT identified the Gondola Alternative B with phased in implementation as the best way to improve transportation in the canyon. I do not agree and am disappointed with this choice. The traffic gets backed up on S.R. 210 during the ski season on powder days and on some weekends. The proposal is very expensive to solve this problem of traffic delays that occur during 3 months of the year. Traffic the last couple of years improved when the resorts used a reservation system to park on-site. This is a proven method and inexpensive. The biggest problem on S.R. 210 is that the road is not safe for all users. People who ride bikes and walk or run along the road are not safe due to high speeds along the road and the narrow bike lane. If UDOT were serious about making the road safe lowering the speed limit and widening the bike lane should be top priority. I do not like our tax dollars being used to support two resorts and private landowners. I am handicap and no longer ski. I do like to visit the canyons and find it difficult to enjoy it due to accessibility issues. The resorts have only a few handicap parking spots which are always full during the winter and I cannot ride the bus. There are tolls to enter the national forest. Parking to access the trails along S.R. 210 do not meet my needs. I do enjoy the ride up the canyon and building a gondola will impact the beauty and esthetics of the canyon that I enjoy. I support alternative ways to improve traffic and safety along S. R. 210 and some of these alternatives have been utilized to improve traffic flow. 1. Ski resorts require reservations to park on site. I live along Wasatch between the two canyons and have noticed a dramatic reduction of traffic along Wasatch when this policy was implemented. 2. Maintain 1 lane of traffic each direction with a center left turn lane for side streets. In addition to these three defined lanes, a separated bike lane needs to be built for bikers and hikers who use the street for transportation and recreation. | 32.2.9E; 32.1.2B; 32.1.2D; 32.2.2K | A32.1.2B; A32.2.2K |

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| 29233 | Schwartz, Steven | I'm in favor of widening little cotton wood canyon rd. To accommodate a fleet of electric busses. V | 32.2.9B; 32.2.6.3F | |
| 30501 | Schwarz, Armin | I'm all for Gondola Alternative B. I live south of 9800 S and use Wasatch Blvd to get to work. Several days last winter I was not able to cross the mouth of LCC or BCC because cars were blocking intersections when the canyons were closed for avalanche control. I had to turn around and go as far as 110th South to go north on 1300 East. I'm also a skier and a gondola will be welcome to eliminate traffic backups for miles with idling cars that pollute the air for hours while waiting for the canyons to open. Go for it! | 32.2.9D | |
| 25766 | Schwarz, John | I'm glad to see that the roads won't be widened, however the impact of a gondola will negatively impact the canyon as a whole and serves the ski resorts more than it does citizens. Public lands are more important than business interests and it's disappointing that we are in this position. | 32.2.9E; 32.2.9C; 32.1.2B | A32.1.2B |
| 37391 | Schwarz, Toni | The gondola is not a solution to the year round parking and traffic issues that LCC experiences. The gondola only stops at the ski resorts and spans the entire valley floor, not what you would expect to see in Europe for example. Gondolas typically take skiers, non-skiers, etc to the top via the steep slopes too difficult to tackle from the valley floor. There will be no benefit for the tax payer who does not ski or does not ski at Alta/Snowbird. There will be no benefit for those people who want to visit other parts of the canyon. Let's develop a better solution for everyone. | 32.2.9E; 32.2.6.5G; 32.1.2D | |
| 36003 | schwenke, Aly | We do not approve of our tax dollars being involved whatsoever in this SUPER expensive & invasive project that would forever change a beautiful landmark area Utah can be proud of now. Other solutions need to be seriously considered for the sake of our future generations never knowing the majesty of this canyon as it is. | 32.2.7A; 32.1.2F; 32.2.9E | A32.1.2F |
| 27552 | Scopes Anderson, Leslie | <p>\$550 million dollars is too much money to spend on 15-20 bad traffic days a year and that will only benefit a select few. It will only run 120 days a year. There are better sustainable and cost effective options such as reservations, tolling...etc</p> <p>The gondola is limited to two stops in the canyon, whereas buses would operate all year round and can service multiple popular spots in the canyon.</p> <p>Instead of spending \$550 million dollars on one gondola ride that only serves two businesses, why not invest in transportation hubs and infrastructure to move people in a more economical way that would benefit all Utahns, not just skiers.</p> | 32.2.9E; 32.1.2B; 32.2.4A; 32.2.2K; 32.1.2D | A32.1.2B; A32.2.2K |
| 29534 | Scott Reichard, Lawson | <p>Dear UDOT and UT Legislature,</p> <p>Thank you for the opportunity to comment. My suggestion is to please look at a Total Return on Investment (ROI) before committing to a half billion plus, plus project. Also, create a Taxpayer ROI.</p> <p>First please compile all the costs from planning, construction, maintenance, years of legal battles, water quality mitigation, delays, etc... there are many more. Second, quantify realistic benefits and revenues for reduced congestion in the canyon, tourism increases, additional jobs, and taxes generated etc...there are many more. Then create an estimated baseline ROI.</p> <p>Next, you need to do a similar exercise for other Staged Options. Stage 1, minor improvements to LCC road, adding tolls, increased snow tire checking, carpooling, improved buses and schedules etc... and many more. You also need to measure select data and quantify results. Stages 2 & 3 would include bigger investments with continued measurements.</p> <p>Compare ROI's.</p> <p>Then create a Taxpayer ROI by comparing the Gondola ROI to similar cost Infrastructure improvements to I-15 that gets folks to work more efficiently with less pollution. Or homeless shelter solutions that get people back into the system or select education improvements to created an even stronger workforce.</p> <p>There is no way you could fudge the numbers to the point where the Gondola wins.</p> <p>Lawson Scott Reichard</p> | 32.1.2B; 32.1.2F; 32.2.2PP; 32.2.7A; 32.2.7J; 32.2.7C; 32.2.9N; 32.2.9R; 32.6B; 32.6D; 32.6F | A32.1.2B; A32.1.2F; A32.2.7C; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 25346 | Scott, Adalayde | When I was 10 years old, I went bouldering for the first time in Little Cottonwood Canyon. I loved it. Now, you want to built a gondola to take away the beautiful hikes, boulders, and views by building a massive silver industrial eyesore to block the views of the granite slabs and canyons. I highly encourage that you preserved this are and think of future generations rather than the temporary income that Snowbird will make from the small amount of tourists that want to pay that price. Maybe explore better solutions that allow for an ongoing fostering of environmental care rather than a destructive money machine | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 31546 | Scott, Austin | Do not proceed with the gondola project. Resources would be better suited elsewhere. Thank you. | 32.2.9E | |
| 28892 | Scott, Bill | i think the gondola the gondola is a bad idea. to have the government spend so much money to support private business is wrong. the bad congestion in little cottonwood canyon only happens about 10-15 days a year. there are many other potential solutions like a toll road, and many more buses that would run much more frequently. requiring more than one person in a vehicle would also be very helpful. there also seem to be some behind the scenes agendas by snowbird and members of the legislature that make one wonder what is really going on. there is also no place at either snowbird or alta to accommodate all the people arriving that will need to store equipment if they arrive on a gondola. in addition nobody has ever said what the charge will be to park a vehicle at the bottom of the gondola and how much it will cost to ride the gondola.i believe we need to slow down and rethink the whole proposal. | 32.2.9E; 32.2.9A; 32.2.4A; 32.1.2B; 32.2.2PP; 32.2.2Y; 32.2.9N | A32.1.2B; A32.2.9N |
| 37042 | Scott, Dallas | NO GONDOLA! | 32.2.9E | |
| 38136 | Scott, David | Of the choices presented, I believe all three will need to be done. Gondola will really help in the winter. Improving the road is needed for both winter and summer months. Bus service is only a solution if they have a way to by pass the private vehicles, especially the access roads to the canyons. This applies to Big Cottonwood also. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

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| 37727 | Scott, Elizabeth | The gondola is a great solution to the congestion in the canyon. I had a brother who was almost killed in the 1000 warriors bike race associated with the professional tour of Utah race about 13 years ago and it was a direct result of too much congestion in the canyon-cars going down and coming up the canyon, swerving in each others lanes. His accident took place in American Fork canyon, but I know there have been other bike accidents in the cottonwood canyons as well. The gondola would not interfere with the beauty of the canyon, and it would probably make it even easier to see the beauty from above as you don't have to worry about navigating the busy turns of the road as you drive. Buses don't make a lot of sense as they are slow, and they cannot run in high enough numbers or on fast enough scheduled to meet the needs of the canyon. They will also add to a lot more air pollution which is a legitimate concern in Utah. | 32.2.9D | |
| 29899 | Scott, Eric | As someone who has been visiting and enjoying a variety of activities in Little Cottonwood Canyon for over 20 years, 100+ days per year, I just want to say that in my experienced opinion, building a Gondola is not necessary. The traffic issue exists on a handful of days each winter and can easily be solved with the following measures - -institute mandatory parking reservations for all resorts (this has already made a huge impact and eased travel in LCC to Alta Ski Area in the 2021/22 season) -increase parking at the base of the canyons (the LCC park and ride does not even function as a bus stop currently???) -build snow sheds under major avalanche paths to increase safety -increase bus service and make it an enjoyable experience to ride the bus on snow days (shelters and warming huts at stops, increased service so people don't have to stand during the entire bus ride) The Gondola would, quite frankly, be a boondoggle of epic proportions. Not only will it be a huge burden on tax payers but it is a MASSIVE CORPORATE HANDOUT, but it would essentially ruin the aesthetic of the canyon with its giant towers. These eyesores will ruin the ambiance of the canyon for hikers, climbers, bikers, etc. In closing, I IMPLORE UDOT TO RECONSIDER. The canyon DOES NOT NEED A GONDOLA!!! Listen to the people or put it to a vote with the taxpayers who will be left footing the bill FOR DECADES!! | 32.1.2B; 32.2.2K; 32.2.9A; 32.2.9N; 32.2.9E | A32.1.2B; A32.2.2K; A32.2.9N |
| 37529 | Scott, Greg | I'm extremely disappointed in the likelihood of a gondola being built in Little cottonwood canyon. It would be an excessively high engineering cost with low cost benefit value to local residents and even tourists. Being stuck on a gondola for 45 minutes to get to the top of the mountain without bathrooms seems like a nightmare, both in riding up with people we don't know and for the resulting condition of less occupied gondola cars. How that would be prioritized over the creation of a middle road lane for high occupancy vehicles that switches between uphill and downhill traffic based on time of day with extra buses to ferry folk, seems like a far less expensive, more convenient, and socially more enjoyable option. My Hope is a more realistic review of the human factors behind these options leads to remove all of the gondola proposal entirely. | 32.2.9E; 32.2.9A; 32.2.2D | |
| 31637 | Scott, Jeffery | World class climbing areas will be ruined and in the name of more technology and growing destruction of natural areas. Once it is gone it is gone forever. Please don't do this. It isn't necessary at all. Leave it natural. | 32.2.9E; 32.1.2D | |
| 35425 | Scott, Jen | The gondola makes NO sense. We must keep and improve the road anyway. No to the Gondola!! | 32.2.9E | |
| 38144 | Scott, Joleen | We need a gondola to help with the traffic jams especially in winter, but the summer is getting busier too. Buses are stuck in the traffic. | 32.2.9D; 32.2.6.5F | |
| 29488 | Scott, Kris | Do not use taxpayer money to build a gondola. | 32.2.9E | |
| 32038 | Scott, Lawrence | I am totally in favor of the Gondola option. Other options with buses and increased lanes don't help during Winter weather. It makes so much sense to use the unique and efficient Gondola option. | 32.2.9D | |
| 28377 | Scott, Martha | I'm not in favor of a gondola. I don't see how the traffic getting to the canyon will be any better. There will just be chaos getting to the parking. Where are rider's supposed to store/change into ski gear? If Alta and Snowbird are on board why aren't they paying for this? I haven't heard anything about the cost to ride the gondola. This is a bad idea! | 32.2.9E; 32.2.6.5E; 32.7C; 32.2.4A | A32.2.6.5E |
| 27462 | Scott, Peggy | Please do not put in a gondola. It will be unsightly expensive and make enjoying our canyons nearly impossible. | 32.2.9E | |
| 26585 | Scott, Rayna | I'm against the gondola. I think it's important to start with a phased approach. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 32924 | Scott, Rayna | We should invest in common sense solutions and not the gondola. | 32.2.9E | |
| 26022 | Scott, Sarah | I think the gondola is a mistake. Considering it's tax payer dollars we should choose a plan that's not at the top of the pricing scale as well as one that is scalable in implementation. If I wanted to ride novelty rides, I'd live in Anaheim and go to Disneyland. However, I've chosen to call Utah home for 30 of my 35 years on the planet because of its natural beauty. I understand that change is inevitable but I feel this is a regrettable solution. I urge you to listen to the people, this is not something we want. Please reconsider the more reasonable option of Enhanced bus service with road widening. Sincerely, Sarah Scott | 32.2.7A; 32.2.9B; 32.2.9E | |

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| 28934 | Scott, Sheryl | I strongly oppose building a gondola in Little Cottonwood Canyon, and strongly support increasing clean bus service in the canyon. I oppose the gondola because congestion is only occasionally a problem, making the gondola a permanent solution for a transient problem. If global warming continues, ski season may be so compromised that there will be no car congestion, and no need for the gondola. The gondola benefits 2 private businesses at tax payers expense. I do not want my tax dollars supporting these wealthy private businesses. The gondola will benefit only skiers, and not the many other people who enjoy the canyons. Lots of people who cannot afford or have no interest in skiing use the canyons. The gondolas will be a permanent blemish in our pristine canyons. Increasing clean bus service will benefit all users of the canyon and can be adjusted seasonally as needed. Stop the gondola! | 32.2.9E; 32.2.9A; 32.2.2E | |
| 32146 | Scott, Susan | I am opposed to the gondola. This seems like the worst of all possible solutions. It has one pickup point, and so does not solve the traffic/bottleneck problem, while buses could easily pick up people from various locations. It is expensive, and so would likely restrict the canyons to only those able to pay for an expensive gondola ride. It does not solve the problem up big cottonwood canyon. It seems like a very expensive, difficult solution that only solves a tiny bit of the problem, yet creates new problems. Wouldn't a fleet of electric buses with a dedicated lane provide better service? | 32.2.9E; 32.2.6.5E; 32.2.6.3F | A32.2.6.5E |
| 27453 | Scott, Tony | Does not matter and has nothing to do with what is the best option for the canyon. All the public commenting is just a fraud. What decision will be made is what is best for UDOT financially. In this case the decision will be the work, contract work, favors paid and being paid and tax money. Comment all you want, go to the meetings and waist your time.....Gondola will be the decision regardless of public input and/or what's best for the canyon. It's like the meetings about all the apartment complexes.....community meets and complains about traffic, too many people, influx of low income questionable people, crimes etc etc. the county adds up all the extra tax money and guess what ... poof apartment complex approved. By law they have to hold the meetings, public comment on and on. The decision is already made. Follow the dollar ALWAYS. | 32.2.9N | A32.2.9N |
| 33244 | Scott, Travis | I am a voter, long time resident and user of Little Cottonwood Canyon. I am against the Gondola and any other plan that alters the canyon. We do not need to use tax payer dollars to build something that only benefits ski resorts. There are other better options like forcing the ski resorts to monitor how many people can come to the resorts or creating a ticket/metering system for the Canyon during peak times or events. | 32.2.9E; 32.2.2K | A32.2.2K |
| 35085 | Scott, Warren | I am making this comment in opposition of the proposed Gondola. There are any reasons to oppose the Gondola but I will start with one- and likely my most compelling reason. This Gondola will be funded through Udot and local taxpayers. The only benefactors of this system are private companies and people who do not live and pay taxes in the area. The publicly funded gondola will then only benefit private companies. In addition to that, the resorts then charge season pass holders for their passes as well as a ride up the gondola. In essence, the public is paying for the gondola three times, while the only people to benefit are resort executives. This type of mental gymnastics is unfair, wrong and takes advantage of taxpayers. | 32.2.9E; 32.2.4A | |
| 33659 | Scotten, Joseph | Please do not construct the gondola in Little Cottonwood Canyon. Increases in traffic are detrimental to the overall health of ecosystems such as this one, and providing such easy access to people will certainly have a negative impact on such a fragile ecosystem. | 32.1.2B; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 38043 | Scoville, Benjamin | I do not want to see the gondola built in the canyon at public expense benefitting the resorts and mostly wealthy individuals | 32.2.9E; 32.1.2D | |
| 37998 | Scoville, Marcia | Don't destroy the beauty of Little Cottonwood canyon so a relatively small number of elite skiers and two ski companies can benefit at cost to all citizens. We are paying for this. Don't do it!!!! | 32.2.9E; 32.1.2D | |
| 31587 | Scrivano, Ryan | While I understand the idea that a toll would reduce traffic up the canyons, it also serves as a punishment for those who are not upper class. There are many individuals like myself who are middle class and ski every weekend (60+ days a year) and that's what makes us love Utah. If someone skis 60 days a year and you average 20-30 dollars a day to go ski on top of a pass thats already over a thousand dollars, its essentially punishing those who cant afford it and are already being squeezed by high inflation. Assuming an average of 60 ski days per year at 25 dollars, thats \$1,500 in parking, \$2,800+ when you add in the price of the pass, nevermind gas. All I ask, as I am sure many people are, is to take everyone into consideration and look into alternatives first of the gondola which I support or the bus system before the toll option. Both options will reduce traffic significantly, even I would consider them instead of driving. The resorts generate a large amount of taxes on behalf of the volume of customers each year and that revenue through state income tax should be allocated to benefit the community, not taxing the citizens another toll ontop of the current taxes we as citizens already pay and not having the resorts be held responsible at all. Utah will not be utah if this happens. So many people moved here and live here to enjoy nature and this idea will ultimately favor the wealthy who can afford it and no one else. If the toll is implemented, there should be an annual toll pass for under \$100 for a Utah resident and charge out of state visitors a daily rate. Many people will likely move out of state who are here to ski if this happens, including myself. At the end of the day, its your decision, your in the role to make the best choice for the community. In my view, if a toll system is put in place, it will benefit the rich to make it more of a private resort for them and make people like myself not afford to ski anymore. Something has to be done to resolve the traffic issue, I 100% agree with that, but it shouldn't be a punishment that prevents others from affording to ski. The Utah Bus Transportation system is already cutting back staff and bus volume which would not leave efficient options to get up the canyons if you cant afford to pay the toll. | 32.2.4A; 32.2.9A | |
| 25859 | Scruton, Graesyn | 9990 is a popular lift at park city. tourists see they can leave the resort and do so, then die. The solution is then to close the backcountry. So when a gondola is put in to superior, people die and then the backcountry gets closed. As a backcountry skier I made the choice to not be a part of the resorts and to go ski off piste, but now I have to be involved with the resorts, and now I'll have to pay with money I don't have for my freeski desires. Utah Avalanche Center had 0 deaths this year, I can guarantee that when this lift opens, it'll be at least 10 dead no questions asked off superior once this thing opens. Alta and Bird are not big enough to contain the amount of people you hope to put on the hill, the dangerous side affects of the money here is too dangerous for an enjoyable time for guests. nobody is safe 2023! | 32.2.6.5G; 32.20C | A32.20C |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 36438 | Sczurko, Joseph | <p>No to the Gondola!</p> <p>I am deeply concerned by and DO NOT under any circumstances support the plans for a gondola up Little Cottonwood Canyon.</p> <p>The public and local residents as references by data also overwhelmingly do not support this plan. To anyone who has been following the money and paper trail, the ski areas along with two prominent Utah residents who have used their political power within the legislature and local government to put the stones in place for this gondola, as an attempt to milk taxpayer money into private entities pockets.</p> <p>The gondola would be a huge environmental eyesore, and would negatively effect the ecosystem and natural beauty of little cottonwood canyon. The proposed tower locations have been show to directly effect popular recreation areas for climbing and hiking. Furthermore, Little Cottonwood Canyon has the same issues as Big Cottonwood Canyon in regards to traffic and there is no pull to get a gondola there.</p> <p>I support a HIGLY INCREASED bus system with a dedicated bus lane up Little Cottonwood Canyon with MORE busses both in terms of frequency and stops, as well as DIRECT busses to alta or snowbird. Tolling the road is also acceptable if these measures are to be taken.</p> <p>As a Utah resident and taxpayer I do not support this gondola for the reasons stated, and would much rather see a push towards an efficient and effective bus system for this beautiful canyon we all hold near and dear to our hearts. Thank you.</p> | 32.2.9E; 32.2.9A; 32.2.4A | |
| 33824 | seager, olivia | Ugly just ugly. Who ever came up with this idea is stupid | 32.29D | |
| 29196 | Seager, Zach | DONT DO THE GONDOLA ? | 32.2.9E | |
| 36632 | Seal, Marshall | No to the gondola. It will permanently scar our canyon. It is not a good solution. Get rid of the lkon pass. That's a start. The gondola is too expensive And for the use that it is intended. I won't use it. | 32.2.9E; 32.2.2K | A32.2.2K |
| 26747 | Seamons, Christie | No one wants the gondola. There are other options to make transportation/traffic in the canyon better. Please do not put the gondola in. | 32.2.9E | |
| 28476 | Seamons, Nancy | I applaud UDOT for making the most environmentally conscious and economic solution to the traffic congestion in Little Cottonwood Canyon. | 32.29D | |
| 36068 | Searle, Cason | A gondola in little cottonwood would be built using public tax dollars and would primarily benefit private businesses (ski resorts). Let's create a solution like tolling and bussing where the public and the forest will benefit from the generated revenue. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2Y | |
| 27324 | Searle, Mackenzie | <p>I support the common sense solutions approach proposed by Mayor Jenny Wilson and described here: https://mcusercontent.com/cd45be9655184a589ee4d23f0/files/730ac101-68cb-bed9-2b47-d07e86309227/LCC_EIS_Common_Sense_Solutions_Handout_v3_kf.pdf </p> <p>The Common-Sense Solutions Approach offers a more fiscally conservative AND sustainable option. Fiscal conservatives and environmentalists agree that a \$500 million-plus, environmentally harmful infrastructure project that benefits an extremely narrow population of people is a BAD idea.</p> | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 34056 | Sears, Spencer | I say NO to the gondola. | 32.2.9E | |
| 27206 | Sechler, Kylee | This is a lazy negligent made decision. Not even giving an increase for busses or added bus times a chance/test drive, and immediately resulting to an outlandishly expensive and environmentally destructive decision blatantly shows lack of respect to the community. I have yet to meet someone in favor of the gondola. The voice against this idea is much louder than those desiring for this unnecessary solution. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 25742 | Secunde, Will | Improve buses, gondola is a dumb idea | 32.2.9A; 32.2.9E | |
| 27521 | Seeber, Mady | I have been enjoying recreating in the LCC since I was little, and am moving finally to Utah this winter. The backcountry, climbing, and alpine skiing scene in the LCC are fully unique, and while I believe that there are high traffic rates, I do not think a gondola is the appropriate solution. It is not fully accessible, as it only services so many locations and May likely destroy natural areas that make the canyon unique in the process. I believe tolling, improving public transport, asking for parking reservations at resorts among other things will make the biggest differences in traffic in the canyon and a gondola is not the solution we need. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 34401 | Seebohm, Clarissa | It seems like UDOT is unwilling to consider other alternatives that don't drastically change a canyon many people use and love. Has UDOT considered the impact of construction time? The gondola solution is by far the most invasive and expensive. It would be best to exhaust all other options first. At this time, I oppose a gondola in LCC. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 27799 | Seebohm, Jack | I am a resident of Summit County and an avid outdoorsman. It is only my 3rd year playing in the Wasatch, but I have quickly fell in love with its solitude and beauty. I am afraid the approval of the gondola in LCC is only the beginning of a corporate takeover of our beloved range. I understand the public value in allowing more people to access the Wasatch, but I wonder at what cost to the environment and if it will stop at a gondola. Once you give the corporate interests more revenue, they will continue to lobby for expansion into different areas of the Wasatch at the detriment of the local users. I am still young, and I hope to be able to share the untouched beauty of the Wasatch with my children in the coming decades. I ask that you not think about the corporate interests that will bring unnecessary dollars in the pockets of the wealthy, and rather the great value in preservation of our beautiful mountain range. | 32.29G; 32.1.1A | A32.1.1A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34047 | Seeger, Steven | I am against the gondola. It will prevent people from freely accessing little cottonwood canyon. I know that the traffic gets bad, but forcing people to pay to access driving up the canyon isn't a just way to handle the issue, especially when it is a resource and activity for people without a lot of money to experience nature for the cost of a car drive up the canyon. | 32.1.2B; 32.2.9E; 32.5A | A32.1.2B |
| 31778 | Seegmiller, Kirk | I strongly believe that the gondola is the wrong choice for the following reasons: 1. The gondola proposal has unacceptable impacts on Little Cottonwood Canyon's iconic natural character and aesthetic. 2. Access to climbing areas will be compromised during years of construction. 3. The gondola equals the destruction and/or removal of irreplaceable and historic world-class climbing resources and views. 4. The current views of pristine granite and pines will be interrupted by towers and cables; the rush of the river replaced with the consistent hum of machinery and construction. 5. The gondola is designed to serve only ski resort users, ignoring dispersed use recreators and other year-round canyon users. Sincerely, Kirk Seegmiller | 32.2.9E | |
| 33595 | Seegmiller, Steve | Please do not put a gondola up the canyon. The paid parking has done a great job in managing canyon traffic. The gondola will only benefit those who own property where the gondola will be installed. This will not bring in more money to the state and will destroy a lot of the summer attractions. | 32.2.2K; 32.2.9E; 32.4B; 32.6A | A32.2.2K |
| 37109 | Seeley, Elizabeth | I would like to see a fiscally conservative approach to the traffic congestion problem. It seems that Zion National Park is able to efficiently handle large volumes of tourists daily. The buses are an easy solution. I understand that ski gear complicates the issue for some individuals and families. The ski resorts could offer free lockers to those that ride the buses so people have places to stash items. Maybe season ticket holders could even have seasonal lockers. Another idea would be to restrict cars during the peak hours of 7-9am and then 3-5 pm. I think with some creative thinking there are many less invasive and less expensive options than a gondola. | 32.2.2B; 32.2.3A; 32.2.2L; 32.2.9E | |
| 35963 | Seeley, Robert | Don't deface the canyon for a lousy dollar! The uncluttered beauty is worth far more! | 32.2.9E | |
| 30186 | Seeley, Tim | I don't think the gondola is economical nor eye appealing. It only benefits the ski industry. No on the gondola, we don't want to be like Europe. | 32.2.9E | |
| 33900 | Seeley, Tom | This gondola project does nothing to solve the traffic problem in our canyons. Cars will still need to navigate to the base of the canyons which is where the problems truly exist. This gondola idea looks like a tax payer funded pet project for Snowbird and Alta. If they want it, they can pay for it and maintain it. Build a train, run more busses. These are real solutions. | 32.1.2B; 32.2.2I; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E; 32.7B; 32.7C | A32.1.2B; A32.2.2I |
| 37153 | Seely, Matthew | we have got to do something, the gondola is the first out of the "keep relying on fossil fuels and cars" there is. hopefully it won't just cater to the ski resorts but have stops at other hiking areas too. | 32.2.9D; 32.1.2D; 32.2.6.5G | |
| 37393 | Seewer, Stephanie | Putting in the gondola is not the option we want or need. I am an advocate for the environment and I am here to say this is not the choice you should choose! No gondola!!!!!! | 32.2.9E | |
| 36173 | Seguin, Mark | Please allow time to let alternatives to the gondola take root and show their effectiveness. A gondola is an irreversible option. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 28697 | Sehloff, Jason | I would strongly encourage UDOT and all other interested parties involved here to NOT support the gondola. Spending a preliminary estimate of \$550 million (which is not realistic, this will be double that) for a "solution" that will only be used two dozen times a year is irresponsible and unnecessary. That's my biggest concern is why are we building this - we don't have that many powder days or avalanches that truly require an alternative means of transportation that will otherwise side idle or empty for most of the year. A more effective means of fixing traffic in that canyon would be to toll the road on weekends, holidays, and the random powder days, while simultaneously increasing buses on those days. For avalanche concerns, if the road is bad enough that people can't get up to the resorts, then the resorts probably aren't going to be open anyways! Which just reinforces how unnecessary this entire venture is. In conclusion, this is a colossal waste of dollars (regardless of who pays for it, but especially if it's taxpayer money), all for something that will garner minimal use, destroy the beauty of the canyon, and simply should not be built. | 32.2.9E; 32.2.9A; 32.1.2B; 32.2.2Y; 32.2.7A | A32.1.2B |
| 35819 | Seibert, Christopher | I am a long time Sandy resident. At one time I had tepid approval of the gondola. I am now firmly against it. Its arrival seems to be a foregone conclusion. If what I am hearing about the involvement of state legislature members and the construction companies for the gondola is true, then the solution for our canyons has just become another money grab. Also, recent studies have shown the Big and Little Cottonwood congestion only occurs 20-25 times a year. Is the gondola really the answer if this is true? | 32.2.9E; 32.1.2B | A32.1.2B |
| 31011 | SEIFERS, LEONARD | The gondola would definitely reduce impact on the canyon from buses and car traffic | 32.2.9D | |

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| 26990 | Seifers, Leonard | I am totally in favor of the tram it will change pollution in the canyon | 32.2.9D; 32.2.5.4 | |
| 34889 | Seipel, Tonya | The world is on a warming trend, with or without man's help. In 20 years it is predicted there will not be enough snow to ski at the PC resorts, but PC will have a large supply of skiers. Is it logical to build a western slope tram, to have all the PC skiers travel Down the hill to a western slope tram, or build the tram to snowbird from the Eastern slope. Forget about the canyon environmental impact, what is more logical. Is anyone on this committee old enough to remember the GSL pumping project? By the way, those pumps are still maintain yearly, for the great return of our snow pack. Build the tram, but build it were the skiers are. | 32.1.5B | |
| 27025 | Seldin, Robyn | I support the gondola as the end result to the transportation problem in LCC, but in order for the initial phasing of buses to work, there needs to be parking at the base of the canyon for cars. Since Snowbird owns the land for the 2500 parking stalls at the base, the parking garage should be built so that people have easy access to the canyon's bus transportation. As a LLC skier and season pass holder, I have never used the "free" buses because of the limited parking at the base of the canyon. | 32.1.2B; 32.2.9A; 32.1.2X | A32.1.2B |
| 32863 | Seldin, Robyn | Today, October 13, I read that UDOT is proposing to charge \$25-30 for people who want to drive up Little Cottonwood canyon. Parking problems at all resorts rose with the introduction of the ikon and epic passes. I have noticed that parking lots are filled mostly with cars having out-of-state plates. Why not charge those with out-of-state plates, since they are the ones that have the less expensive ikon and epic passes. | 32.2.4A; 32.2.2K | A32.2.2K |
| 34962 | Selfridge, Nicole | Please NO Gondola. | 32.2.9E | |
| 37571 | Selfridge, Will | Widening wasatch boulevard will cause long lasting problems like erosion, destroying more of the canyons beauty as well as our ability to use it. | 32.2.9L | |
| 25422 | Seliger, Carlie | I do not want this gondola to go up. It will massively impact outdoor recreation and i do not support this. | 32.2.9E; 32.4B | |
| 31772 | Selin, Kelsey | <p>NO TO THE GONDOLA. The gondola is an idea that only benefits two ski corporations without recognizing the impact to many other outdoor communities. This will change the canyon forever and the impacts cannot be reversed once the project is underway.</p> <p>I am an avid boulderer in the climbing community who cherishes the world class bouldering that Little Cottonwood has to offer. I have a growing group of friends that meetup every week to project climbs together in LCC. The gondola tower locations themselves will remove many boulders that people enjoy and this doesn't account for the impact to the area that the construction alone would cause.</p> <p>LCC is one of the most alluring canyons in the world with its shear granite cliff sides, looking down canyon from one of the many hikes offers immense beauty. People get away to the mountains to...get away; get away from the busy SLC valley to find solitude and peace. The gondola, with its 200 foot towers and cables, will have a constant visual impact throughout the canyon.</p> <p>The primary goal of this project is to alleviate traffic concerns for 6 of the 52 weeks in a year; that's 10%... a half billion dollar project for 10% of the year to get people to two relatively small areas at the top of the canyon. What about the people in 90% of the year who don't have any traffic problems and want to enjoy the entirety of the canyon.</p> <p>Who's to say that people will even ride the gondola. The gondola is asking people to drive to an offsite parking location, get in line for a bus ride to the base of the gondola, wait in line to get on the gondola, then wait the time it takes for the actual gondola ride. Why wouldn't someone continue to drive their car up the canyon because it will take less time and effort. This doesn't sound like it will alleviate that much traffic.</p> <p>This project will be paid for by tax payer dollars to funnel more money to two ski resorts who already make millions of dollars. Of course Snowbird and Alta are willing to contribute insignificant amounts of money to help fund a project that will pay many times over in increased customers.</p> <p>UDOT please listen to everyone's comments. This is not a project that benefits everyone.</p> | 32.2.9E; 32.1.2D; 32.1.2F; 32.1.2B; 32.2.4A; 32.2.6.5J | A32.1.2F; A32.1.2B |
| 35534 | Sellers, Charles | <p>Opponents of the gondola make the argument that a better bus system will solve the traffic problems in LCC. However, they ignore the fact that PEOPLE HATE BUSES! That is just a reality. I live very close to the bus parking lot and never take it. I don't understand the routes, there is never a place to park and the bus is uncomfortable. I live at the entrance of the canyons and the traffic to go up the canyons to see the leaves has been crazy. I believe the gondola could help improve traffic during the fall and in the summer in addition to ski season.</p> <p>Millions of tourists come to Utah to visit the national parks in southern Utah. Why not make a marketing push to have them fly into SLC, take a day to ride the gondola up LCC before jumping on a motor coach down to the big 5 parks? I think we could have the gondola used for much more than skiing.</p> | 32.2.9D | |
| 34735 | Sellers, Steven | I support the gondola. To not have an alternate route up the canyon when roads are dangerous seems irresponsible to me. | 32.2.9D | |
| 36037 | Seltzer Stitt, Jennifer | <p>I've submitted a comment before today, but the more I hear, the less I like the Gondola. Count this as a second vote (consistent with my first comment) in the "no way" column.</p> <p>I love these mountains. They are the reasons I am here. I support reducing congestion. UDOT isn't helping reduce traffic through recent actions to limit the number of ski buses, not expanding parking options, not closing the canyons to skiers and running shuttles from parking lots to resort (a solution used by many other resorts). Instead you are limiting access in the short run, potentially, by placing a toll on mountain access (which, if you look at skiing demographics, is already accessed at lower levels by historically minoritized communities) and , in the long run, essentially cutting down trees, destroying habitat, reducing the wildness of our</p> | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | wild mountains. You can do better than this. We can do better than this. Thank you for your consideration. | | |
| 26734 | Selzman, Zach | I can't believe that we would rather invest 500 million into infrastructure that is "needed" only a few times a year. Further, we won't even have snow in 40 years, so what's the point? We need to think about the future. Don't you think that 500 million would be better spent towards our education system? | 32.1.2B; 32.2.2E | A32.1.2B |
| 27091 | Semon, Johanna | I'm vigorously opposed to the gondola proposal. Climate change is here. Our days of large winter snowfall are a thing of the past. Using public funding to support the dying business is offensive to the general population. Let's find a green solution, such as ev powered buses, car sharing. Our state has many innovative citizens, let's use them to find a better solution. | 32.2.9E; 32.2.2E | |
| 29726 | Sendle, Kailee | Dear UDOT, I oppose the gondola because of high capital costs, the high environmental impact compared to not constructing in LCC and the negative repercussions for our drinking water. | 32.2.9E | |
| 31137 | Sennesael, Menno | UDOT, As a full time ski area employee I am well aware of the problems we are facing with SR 210. However, I am in strong disagreement with your choice of Gondola B for the preferred alternative. My reasons for disagreement are as follows: -I don't believe in a massive, landscape altering infrastructure project that will only be utilized for an efficient purpose a few weekends per year. -I don't think we should have a wildly expensive taxpayer funded project that will benefit private business without them contributing significantly to a solution for our transportation issues. -I don't think that we have thoroughly attempted properly funded expanded bussing. If that doesn't work then tolling should be implemented on top of expanded bussing. -The state is losing public trust by not funding transportation solutions that address transportation issues in a timely manner. Please reconsider your chosen alternative and in the mean time shift all available money to expanding peak day bussing. | 32.2.9E; 32.2.9A | |
| 29840 | Seppi, Matthew | The private resorts are already reaming the public on lift ticket prices. Now I have to give them my taxes too? No way. | 32.2.7A; 32.2.9E | |
| 26490 | Sepulveda, Alison | I am against the Gondola in LCC. I am disappointed with UDOT's decision. There will be irreparable damage done to the canyon for the benefit of those that ski, not to mention the fiscal irresponsibility. Please reconsider. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.6A | A32.1.2B |
| 35059 | ser Clayton, JoAnnBus | Bus services would be more equable. This is an elitist plan for the rich. | 32.2.9A | |
| 34202 | Serena, Elise | Pls don't. We are begging what more do you want from us. | 32.29D | |
| 27128 | Serrano Bellido, Luis | Please, let's try to find new options to avoid building a gondola or widening the road. These two options are terrible and would create the biggest impact in Little Cottonwood Canyon. Let's hear what users in this canyon would like to have for their recreational activities, and not only focus in one sector, skiers. There are many more users in this area, climbers, hikers, mountain bikers... One option can be to manage canyon capacity during peak traffic periods. It would keep the canyon cleaner, less traffic would avoid air pollution, car accidents, and please consider not to build the gondola, it would ruin this fantastic place forever. | 32.2.9E; 32.2.2PP | |
| 38786 | Serrano, Francisco | Dear Utah Department of Transportation, I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low-income communities. They will have less access to the gondola station and less access to Little | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2i; 32.10A | A32.1.2B; A32.2.6.3C; A32.2.2i |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low-income residents live.</p> <p>Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening.</p> <p>Thank you for your consideration. Sincerely, Francisco Serrano [REDACTED]</p> | | |
| 28349 | Service, Rick | Hi I strongly want the Plan B. The gondola. | 32.2.9D | |
| 30681 | Service, Rick | Gondola | 32.2.9E | |
| 34392 | Seth, Anil | I strongly oppose the gondola plan. A frequent busing + tolling approach seems like the most feasible and least impactful way of addressing issues in the canyons. Paying for the gondola with taxpayer money is not acceptable -- Snowbird and Alta are the only real beneficiaries, and if they want it built (as they've been lobbying for), they should pay for it. | 32.2.9E; 32.2.9A; 32.2.7A | |
| 31850 | Sethi, Pavandeep | I am strongly against the gondola proposal. Little Cottonwood Canyon serves a multitude of users with many locals, as opposed to tourists, being heavily involved in non-skiing activities such as hiking, climbing, etc...The irrevocable loss of landscape and availability of these resources will be catastrophic to the local community, and the gondola is only servicing one group (skiers). Other less invasive solutions to the Canyon congestions should be employed first and assessed before permanently scarring choices such as the installation of a long gondolare system are contemplated. | 32.2.9E; 32.1.2D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 30380 | Severson, Tennille | Not only is this an irresponsible use of tax payer dollars to build and only benefit a very specific demographic.... But the fact that it will cost another additionally \$7 million a year is ludacris [ludicrous]. \$550 million could go into a better bussing situation that won't affect the snow shed, the views of the mountains, the seclusion of the hiking and camping and completely destroying another demographic's usage of the mountain. It would completely impact the usage and enjoyment of the Wasatch. No one person's enjoyment or usage of recreation in the canyon should trump everyone else's. Get real with this insanely wasteful and irresponsible use of money and power. | 32.2.9E | |
| 36072 | Sexton, Shawn | Please DO NOT widen road. As a long time resident of Litle Cottonwood, No change is desired, but if one is needed, TRAM option would be preferred. Thank you. | 32.2.9D | |
| 34090 | Seymour, Kendall | Buses are a much more effective and much less expensive solution for transportation issues in the canyon. Having "the longest gondola in the world," is an idiotic point of pride to gain by ruining the skyline and quiet for an ineffective solution. | 32.2.9A; 32.2.9E | |
| 27463 | Sferas, James | I oppose spending public money, tax money, to build a Gondola. | 32.2.7A; 32.2.9E | |
| 33967 | Shackelford, Eli | Please please please. No Gondola! My family will invest in almost any other solution. | 32.2.9E | |
| 26280 | Shackelford, Raelyn | There are more efficient and less destructive ways to figure this out. Why would we destroy our canyon? | 32.2.2PP; 32.1.2B | A32.1.2B |
| 30817 | Shade, Jess | I am an avid skier and opposed to the gondola. Please do not build it. Let's start with snow sheds and a better bus system. The current options do not serve our community adequately. | 32.2.9A; 32.2.9R; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S |
| 33474 | Shadrach, William | No gondolas in the canyon. Use hydrogen fuel cell busses instead. | 32.2.2PP; 32.2.9A; 32.2.9E | |
| 27097 | Shaffer, Westley | The proposed solution only benefits one user group, two private companies, but negatively impacts larger and more numerous groups and through construction destroys other user groups natural infrastructure like boulders and cliffs | 32.2.9E | |
| 33270 | Shah, Jennifer | It is ridiculous that the preferred alternative (Gondola B) would be one that costs much more money to build and that serves a small percentage of the population (mainly tourists without kids). I am a climber, hiker, biker, and skier at resorts serviced by the proposed gondola as well backcountry locations. I am confident I will NOT use the gondola for the following reasons: it doesn't stop at all the locations I intend to frequent, I can't bring my bike with me (or it won't even run in the winter), | 32.2.9E; 32.2.9A | |

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| | | I don't want to deal with multiple transfers carrying all of the ski gear my family and I bring to the resorts. I also live in the vicinity of the proposed gondola. It would be an EYESORE. I know this from living in Albuquerque, NM for 6 years during which time I used the gondola just once but hated the sight of it every time I was near the foothill trails. If Wasatch is to be altered no matter what, why can't we enhance the existing bus system with preferential lanes and stop lights for buses to leap frog traffic? It would be so much more cost effective and incentivize people to use the bus if it could bypass cars stuck in traffic. It also would be more equitable, as I suspect the cost of the gondola will be more expensive than a bus pass. Finally, I hate the idea of multiple lanes of fast moving traffic (> 35 mph) on Wasatch Blvd and the proposed sound walls. You will isolate those of us who live east of Wasatch. The only safe way to commute will be by car rather than active transportation. Thus, we will all be contributing more to poor air quality in the Salt Lake Valley. And, with more cars in the more lanes of traffic, our neighborhood will have reduced air quality. This equates to an environmental injustice just to better serve others who commute from Sandy and Draper or to serve people who want to access the canyons on powder days. Already, we have more traffic in our neighborhood as a result of people using side streets to circumnavigate Wasatch. Please enhance existing bus services to deal with the problem of canyon traffic congestion. NO GONDOLA! | | |
| 28109 | Shah, Saloni | Please, for the sake of our environment, our children, and our grandchildren, NO GONDOLA. Please improve public bus transportation. | 32.2.9E | |
| 32032 | Shaha, Stacy | No. No. No. Please no. | 32.2.9E | |
| 33245 | Shanin, Anatoliy | Absolutely No to Gondola. Gondola will benefit just 2-3 businesses and out of state people. It will not benefit hikers and cross-country skiers and it will destroy the LCC beauty forever. Big NO to Gondola. We need to start using electric busses even in the summer on weekends or during Octoberfest with additional stops at most popular areas. | 32.1.2C; 32.2.9A; 32.2.6.3C; 32.2.9E | A32.2.6.3C |
| 30347 | Shanklin, Connor | We need to advocate for the entire process of improvement without jumping directly into the gondola! An expanded bus system could be the answer but we will never know until we try! | 32.2.9R; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S |
| 35266 | Shannon, Daniel | Please don't install the gondola it's not what the people want and will do damage to the ecosystem. | 32.2.9E | |
| 30086 | Shannon, Mike | Hello UDOT, I'll just get straight to the point. The idea of stringing a gondola all the way up Little Cottonwood Canyon and forever blighting the landscape with this monstrous eyesore is one of the most ridiculous ideas that I've ever seen in my 51 years on this earth and my 30 years in the Wasatch. It is truly an absurd and asinine idea of epic proportions for many, many reasons. Chiefly among them is the further Disney-fication of the Wasatch Mountains with this massive abomination strung all the way up an otherwise mostly natural looking canyon. And then there's the at least 600 million dollar price tag. Ridiculous. And for what? A handful of days each winter when conditions make for a difficult traffic day in the canyon? It's a taxpayer-funded gift for the ski areas. That's all it is. And as for it being some kind of tourist attraction, that's not your job. You are not Disney, you are UDOT. Please listen to the taxpayers instead of Snowbird and Alta and abandon this laughable nightmare idea. Thank you. -Mike | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 33396 | Shapiro, John | I am an avid user of little cottonwood canyon and am opposed to the LCC gondola. The gondola is a costly and permanent solution to a problem that affects only a small portion of LCC users during one season of the year. The gondola would negatively impact the visual aesthetics of LCC and the activities that take place in the canyon during the rest of the year. | 32.1.2B; 32.1.2D; 32.2.9E; 32.4B | A32.1.2B |
| 27679 | Shapiro, Kim | I completely disagree to construct a gondola up Little Cottonwood Canyon and widen Wasatch Blvd. There are much less drastic solutions. The gondola would only be useful for a handful of days each year, only has two stops, is expensive, and would completely ruin the visual beauty of the canyon. Pollong suggests the vast majority of Utahns do not want the gondola. | 32.2.9E; 32.1.2B | A32.1.2B |
| 26383 | Sharkey, Cyndi | Thank you UDOT, for conducting an intensive review applying subject matter expertise to the transportation question. I appreciate the fact that our experts chose to seriously address current and future transportation problems in LCC rather than ignore them. I support the selection of the gondola for its superior mobility, reliability, and safety aspects, as well as its reduced environmental impacts. I support UDOT's recommendation as the alternative that best serves the needs and interests of everyone whose goal is to preserve to the greatest extent possible the natural canyon environment, its beauty, its recreational attributes, and wildlife and watershed protection. | 32.2.9D | |
| 35057 | Sharma, Ravi | I am very worried about the environmental and financial impact associated with the proposed model. I think this would be detrimental to the climbing and hiking community's ability to access recreation spaces. This is also a method that only serves one aspect of recreation while ignoring other access points in the canyon. I would prefer to see a shutdown of private vehicles and an priority if buses/shuttles akin to Zion National Park. | 32.2.2B | |
| 33011 | Sharp, Carole | Please do not implement the gondola as an option. It is fiscally and environmentally irresponsible. I suggest only allowing buses up Little Cottonwood and Big Cottonwood Canyons-less hazardous, less polluting, less crowding-it's the truly responsible answer. | 32.2.9E; 32.2.9A; 32.1.1A | A32.1.1A |
| 37614 | Sharp, Emily | The gondola is not good for the majority of Utahns. Air quality from construction to water quality to the fact that traffic wouldn't diminish just because some wealthy few can ride to ski slopes that may not even be snowy in a few decades. A colossal waste of public money which will benefit a few landowners. | 32.2.9E | |
| 37460 | Sharp, Eric | Easy solution. Limit the number of passes that are sold. If you don't have a parking reservation you don't get up the canyon. This goes for backcountry users as well. Skiing/snowboarding is a finite resource that can't be available to everyone. If you try to open it to everyone it will ruin it for everyone. Skiing now vs even five years | 32.2.2K; 32.2.9E; 32.2.0C | A32.2.2K; A32.2.0C |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | ago is such a different experience and not in a good way. For once care about us Utah natives and do the right thing. Don't destroy the canyon just for moneys sake And especially don't use our tax dollars to do it. | | |
| 25865 | Sharp, Eric | How dare you use tax dollars to support the ski resorts, destroy the beautiful canyon for something that won't solve the problem! Alta and Snowbird can't support any more people. This will ruin it for everyone! | 32.29D | |
| 37532 | Sharp, K | No gondola! | 32.2.9E | |
| 31672 | Sharp, Robert | Save the taxpayers money, limit the number of people in the canyon | 32.2.9E; 32.2.2K | A32.2.2K |
| 31053 | Sharp, Tory | Stop the gondola. Crooked politicians will profit from the project. But most importantly, it would have a horrible environmental impact. | 32.2.9E | |
| 27922 | Sharpsteen, Catherine | I am opposed to building a gondola in the Cottonwood Canyons, and I am especially opposed to using public money to do so. I go into the canyons to hike, and the gondola would not help me and millions like me at all. Instead, there should be convenient, economical and frequent bus service that departs from various parts of the Salt Lake Valley, supported by storage options for skiers at the resorts. Buses should run year around with some express routes and some that serve trailheads and picnic grounds. Some sort of reservation and fee system needs to be set up to prevent over usage of the canyons. This would also reduce traffic. | 32.2.9E; 32.2.9A; 32.2.2I | A32.2.2I |
| 32834 | Shaskey, Cedric | The preferred primary option serves the ski industries coffers and not the people of Salt Lake City and Utah. While the gondola would be spiffy, it would not mitigate traffic effectively and would have drastic negative impacts on the environment and other recreation activities (ie climbing, backcountry skiing, snowshoeing, etc). An improved bus system with a bus dedicated lane and selective closing of the canyons to car traffic during peak hours would be more effective, less expensive and less damaging. | 32.2.9B | |
| 27501 | Shattuck, Donna | I do not support spending tax dollars to build a gondola because it will serve only people who can afford to ski. I think tax money should be spent to benefit all Utahns. Homelessness is a bigger problem here than traffic congestion to ski resorts ~20 days each winter. If the ski resorts want to spend their own money, I don't like the idea of building a gondola but if they pay for it I cannot object. I just won't use it. | 32.1.2B; 32.2.9E | A32.1.2B |
| 36734 | Shatz, Sallie | This is a waste of tax payer money. Why are taxpayers paying to solve a problem that Alta and Snowbird have created? SLC might not even have snow by the time this gondola would be finished! Where would people park? Our tax dollars should go towards saving the Great Salt Lake so we can live here. | 32.2.9E; 32.2.7A; 32.2.2E | |
| 36732 | Shaub, Martha | I do not support the gondola. I believe it is an environmental assault for that canyon, too expensive for tax payers - especially since many do not travel to the resorts. I believe there are strategies that were not considered that would be better. | 32.2.9E | |
| 35612 | Shaw, Clayton | I do not support the gondola option for Little Cottonwood Canyon. The canyon is a very important watershed for the valley, and construction on a gondola of this size will surely have negative impacts on that ecosystem. As someone who cares deeply about the environment, I do not support the gondola. Additionally, this gondola only benefits the ski resorts in the canyon and those that ski there. Such an expensive project for Utah taxpayers should not only benefit a select few. I don't ski at either resort, and recreate in the canyon via other trailheads. As a Utah taxpayer and backcountry skier, I do not support the gondola. Finally, construction of the gondola will result in the destruction of many classic bouldering problems along the road. These problems have great significance to the climbing community. As a climber, I do not support the gondola. Less impactful options exist and should be explored. | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.2PP | A32.1.2F |
| 29458 | Shaw, David | We really can't come up with a better solution than a gondola? You added extra buses (after the number of stops has been reduced for years) and tolling. Why not try that first so there is real incentive to take the bus? Won't the lack of incentive to ride the bus just transfer to the gondola without the tolling? It's slower and has a cost per ride that at this time won't be included in a ski pass like the bus currently. Also this does nothing to fix the BCC traffic which is usually worse than LCC. Also this only really benefits two private companies but it requires at LEAST \$500 million dollars of tax payer money? You know those rich people all along Wasatch and in the mouth of LCC are going to sue UDOT to stop this from going forward. This is going to continue to drive up the cost before any construction ever takes place. What happens when no one takes the gondola? Does it ever recoup that money? Or are taxpayers just stuck with the bill for a mediocre transportation method that only solves problems in LCC a handful of days a year. There has to be something better than the gondola. | 32.1.1A; 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.6A; 32.29R | A32.1.1A; A32.1.2B; A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 30146 | Shaw, David | Spending tax payer money on the gondola and not on something like saving the Great Salt Lake is irresponsible and stupid. No one will visit to ski Alta/Snowbird and use said gondola if they are worried about toxic dust that will be everywhere if the lake continues to dry up. If the lake dries up then even less snow will fall in the mountains. The gondola might only help with traffic a few days a year but if there isn't snow or it is unsafe to visit Salt Lake City because of toxic dust, then who cares. | 32.1.2B; 32.1.2F; 32.2.9E | A32.1.2B; A32.1.2F |
| 33575 | Shaw, David | We don't need to spend tax payer money for a gondola that only benefits two private corporations. They can foot the bill if that is what they want. | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 36239 | Shaw, Isaac | Funds should be allocated to increase access for everyone by expanding mass transit. The gondola won't solve anything and will impact our watershed. Please keep the gondola out of our canyon. | 32.1.2D; 32.1.2F; 32.2.9E; 32.2.2I | A32.1.2F; A32.2.2I |
| 38600 | Shaw, Peter | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; | A32.1.2F; A32.2.6.5E; A32.2.2K |

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| | | | 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | |
| 34442 | Shaw, Robert | <p>Thanks for taking the time to hear a proposal for a possible solution to the little cottonwood canyon traffic issues. I have lived at the mouth of little cottonwood canyon for more than ten years and I deeply care for the area. I understand the desire to mitigate the winter dangers, medical evacuations and ever increasing traffic that exists in the resort areas in particular the little cottonwood canyon. I have been following the news about the gondola project being proposed and I have some concerns. The gondola carries an enormous price tag (taxpayer funded) and will likely sit idle the majority of the year. The project may suffer further from adverse weather conditions including high wind often associated with our worst traffic days. Passengers may become stuck on the gondola during these times creating a greater problem. I think adding a tollbooth, tire checks and greater carpool incentives would have a meaningful impact for a fraction of the price. These solutions also have their limitations. It looks like a great opportunity to look at other solutions for our state. Federal funding could be utilized for a more innovative project. I propose having tunnels connecting the airport as well as other strategically located access hubs with all six major ski resort areas in the Wasatch. Access to other recreational areas within the Wasatch front could also be addressed. The tunnels should only allow electric self-driving vehicles to be controlled by UDOT. With a number of strategic access points Utah could become a world leader in resort area access. The tunnels would provide uninterrupted access to all major economic areas as well as medical evacuation and less impactful goods transportation. Under UDOT's control the system could tremendously reduce the carbon footprint for accessing our recreation areas. Greater access from the valley will allow all resort areas including Park City to economically benefit not just Snowbird and Alta. The Boring company claims to be able to tunnel at a cost of 10 million per mile. I'm sure it would be higher through our tough granite but still very possible. Along with additional infrastructure projects the cost could be in competition with the gondola projects ever increasing estimate while providing considerably more access to all major Wasatch recreational areas. Medical evacuations would be tremendously improved with a link to a hospital. This is a project that could save lives and be a tremendous economic advantage for our area. I think we could showcase Utah as a technology and recreational access leader by looking into future not past innovations.</p> <p>Best, Robert Shaw</p> | 32.2.2Y; 32.2.2M; 32.2.2C | |
| 31868 | Shaw, Ryan | <p>We don't want a gondola.</p> <p>Just start tolling on busy days and run a bus every 5 minutes. Make it easier/cheaper to ride the bus than to drive. If you're going to spend money on anything, spend it on more busses and more parking somewhere outside the canyon for all the cars getting on the bus.</p> | 32.2.9E; 32.2.9A; 32.2.2Y | |
| 33434 | Shawback, Jacob | <p>I strongly oppose the construction of a gondola in Little Cottonwood Canyon.</p> <p>The cost of the gondola is quite high, and there isn't any multiplier effect with this expenditure of taxpayer dollars. The funds for this project will likely go to a few non-local contractors. Most gondola manufacturers are based in Europe, so this would result in taxpayer dollars going abroad. Instead, UDOT should spend \$500 million on building out bus rapid transit (BRT). BRT development has a much greater multiplier effect for the local economy, including: job creation for transit workers; the streamlined connection of commercial areas, businesses and ski resorts; and, more opportunities for local contractors to build and maintain BRT infrastructure. A large scale expenditure on BRT will also likely lower the cost of transitioning to EV buses. With energy and fuel costs likely to increase due to global economic conditions, UDOT needs to invest in widespread, networked, cost effective, and energy efficient modes of transit. A gondola by definition cannot be any of these things.</p> <p>Finally, and perhaps most importantly, the construction of a gondola would forever change - and diminish - the natural beauty and character of the Little Cottonwood Canyon. The natural landscape of this region is what truly makes it unique - and arguably more beautiful than most places in the world. This natural character of the landscape cannot be recreated with human ingenuity. Sadly, misguided human ingenuity can only lead to the permanent destruction of natural beauty.</p> <p>Please protect the Little Cottonwood Canyon and the Wasatch Range. Please do not move forward with the construction of the gondola. Please use the \$500 million in public funds for more effective, efficient, and productive transportation projects.</p> | 32.2.9E; 32.6A; 32.2.9B | |
| 25666 | Shawn, Michael | <p>Leave the canyon the way it is. Go play Tonka Trucks somewhere else. Go dig up the middle of the desert or the junk yard or your own home. Don't touch more of our canyons.</p> | 32.2.9G | |
| 33665 | Shea, Mason | <p>Hi, I am writing as a community member, skier, climber, and general recreationalist, against the current proposed transportation changes for LCC, of the phased approach with the gondola.</p> <p>I do not believe that building the gondola through LCC canyon, which will serve to only benefit two private organizations that lease public lands is the best method to reduce the traffic and congestion issue in LCC.</p> <p>I fully believe that by working with residents and resorts to make bus and public transportation more reliable, comfortable and feasible, while also adding incentives or all together restrictions for single occupancy or under capacity vehicles (residents, emergency and other well thought out exceptions not applying), we can solve the major transportation issue that we phase, without permanently changing the landscape of LCC.</p> <p>By improving bus service and speeds (via widening both in the canyon and on wasatch boulevard) bussing becomes immensely more attractive as an option.</p> | 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9B; 32.2.9E; 32.2.9Q; 32.7C; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

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| | | With additional incentives or carpool, in 2-3 years time we can have concrete and valid information about if further changes are indeed needed and what can be done about it. | | |
| 38202 | Shea, Patrick | <p>October 17, 2022 Mr. Josh Van Jura, Project Manager Little Cottonwood Canyon's EIA Utah Department of Transportation (UTA) Re: Personal and Friends of Alta (FOA) Comments for the proposed Final Environmental Impact Statement (EIS) Dear Mr. Van Jura and other UDOT employees involved in this effort, This letter is written both in my individual capacity and as a 42 year long legal representative of the Friends of Alta (FOA) regarding the proposed Final Environmental Impact Statement (FEIS) issued in early September with a closing date for comment of today, October 17, 2022. First, I recognize the legal gamesmanship that UDOT is attempting to achieve, that is, to avoid the error-prone process of the Legacy Highway. This desired goal thou aspired to, will not be achieved for the reasons enurated below. Before listing the various flaws and needed revisions, I want to state clearly, the entire UDOT EIS process has been corrupted by predetermination. That is, various individuals and organizations who will profit from the proposed "Preferred Alternative Gondola Plan B" (PAGP) have guided the process directly or indirectly from the onset. The actual details of this web of improper influence is not publicly known as the date of this letter, and the public's right to know weeps at this charade.</p> <ol style="list-style-type: none"> 1. The PAGP is predetermined. 2. A wealthy or wanting to be wealthy interested individuals and/or organizations stand to make considerable profit by having the proposed Gondola service on or near their private property investments, which will be refered to as the LaCamille Village (LCV). 3. The LCV is an aspirational effort to effectively create another Yellowstone Club (Yellowstone Club) like Charles Schwab and other ultrarich individuals created in Montana, where the minimum membership entrance fee is \$13 to !5 million dollars. For this sum, or larger, an individual or organization would be able to be a member of LCV which would feature private residents either in the form of individual domestic sites, condounums, time shares and/or hotels with accompanying accruements of exclusive restaurants and shopping opportunities. 4. It is not known who conceived the idea of the LCV, but three individuals have between intricately entwined in promoting, in my opinion, the concept with the prospect of significant private profit - former Sandy City Councilmen Chris McCandless, former President of the Utah Senate Wayne Neiderhauser and Kevin Gates, owner of LaCaille. These three individuals and possibly others acquired "mysteriously" the acreage of the Gondola base where it would be located, plus 23, and possibly 37.5 acres surrounding the gondola base. 5. Recently Snowbird, a private for profit ski resort, acquired the real estate where the gondola base would be located (https://mail.google.com/mail/u/1/#inbox/FMfcgzGqQwDMvGJkrXQdPRTtclVRchL?projector=1&messagePartId=0.1) 6. CW Management Corp (C is for Chris McCandless and the W is for Wayne Niderhauser) submitted a 73 page "LaCaille Center - Villages and Little Cottonwood Canyon Gondola Proposal on June 17, 2020. (https://mail.google.com/mail/u/1/#inbox/FMfcgzGqQwDMvGKDGPDgjLFRHHIVLTTI?projector=1&messagePartId=0.1) 7. Conjecture has it that the LCV would either finance the gondola or offer the State of Utah a private/public partnership to do the financing of the gondola. 8. With 2022 being an election year the known and unknown supporters are most likely making significant contributions to various state legislators who when re-elected will support the concept of the LCV in theory and with some type of State fianancing. 9. Sometime in late November just before Thanksgiving, or in late December UDOT will announce its Record of Decision (ROD) which will continue to choose the gondola. 10. When the Utah legislature convenes the latter part of Januaryl UDOT will announce there is no or little money available to fund the their designated choice - the gondola. At that point the LCV propopents will propose one of two alternatives. Either they will directly or indirectly privately finance the construction and operation of the gondola as an intrical and necessary part of the LCV project, or a private/public partnership, whereby the State will make an annual "contribution" for both the cost of construction and/or operation. 11. As a result public land owned and "managed" by the United States Forest Service will be reconnorited and used for a few ultra-rich individuals or organizations. 12. Besides the economic discrimination paragraphs 1 -11 above demonstrate, is the clear economic discrimination not just to the "least advantaged" but to the average citizen of the Utah and the United States. Either because as a private entity the gondola may restrict access to only members of the LCV or the price for use of the gondola will be so extragant that the ordinary citizen will not be able to afford it. 13. UDOT has an opportunity to correct this charade of an EIS process by stopping the present proposed FEIS, and starting anew with the true spirit of the National Environmental Protection Act. If such a corrective action is taken the following process and procedures would be recommended: <ol style="list-style-type: none"> a. The scope of the EIS should be the Wasatch Front and Back (WFB) where more than 85% of Utah's population resides. b. With a projected 33% increase in population along the WFB in the next 20 years there is a need for a significant, efficient and effective public dispersed mass transit system. To do such a plan piecemeal is not only inefficient, but unnecessarily costly. c. Modern technology, particularly in transportation, is developing quickly. It is an unworthy concept to create a 50 year operational system that service only a few, while alternatives such as electric buses, some of which may be driven automonously, are on the near horizon. The electric bus system would ge both in the short and long term would be less costly, more passenger friendly and help our increasingly polluted environment. 14. If the EIS process is not restarted UDOT should consider in its phased approach to clearly define each phase, both as to cost and projected effect on traffic in Little Cottonwood Canyon. And, establish a defined traffic flow number that would satisfy the stated "Purpose and Need" section of the EIS with the cost of each phase, and a statement that when the defined traffic flow goal is reached the gondola proposal would not be followed or completed. | 32.2.7A; 32.2.4A; 32.5A; 32.1.1A; 32.1.1C; 32.2.6.3F; 32.29R | A32.1.1A; A32.1.1C; A32.29R; A32.1.2H; A32.2.6S |

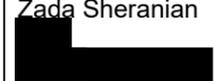
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| | | <p>In closing, Having participated in both Mountain Accord which began in 2013 and evolved into the Central Wasatch Commission. It is extremely disappointing that the monied and influential interests have guided, directly or indirectly, UDOT's EIS process to achieve the goals described in paragraphs 1-11 above. Behind the scene deals for individuals or organizational profits are deplorable and certainly contrary to the edicts of a free society. I hope UDOT will reconsider where they stand as of October 17, 202 and make the necessary corrections.</p> <p>In Hope,</p> <p>Patrick A. Shea</p> <p>Cc: Mayor Jenny Wilson Mayor Erin Mendenhall Mayor Roger Burke Mayor Zoltanski Mayor Weichers Mayor Silverstini David Whitakinend</p> <p>Patrick A. Shea Research Professor of Biology (Ret.) University of Utah & [REDACTED]</p> | | |
| 26544 | Shearer, Noah | <p>Hello,</p> <p>I would like to voice my opposition to the construction of this gondola. I do not believe it is the right attempt at a solution to congestion issues, given that it stands to disproportionately benefit wealthy skiers and the resorts, at the expense not only of other skiers, but all those who benefit from the canyon in all sorts of other ways. This seems detrimental to Cottonwood's diverse recreational use, as well as the local ecosystem in terms of not only destruction in its installation but permanent upset in its operation. I believe that superior alternatives exist in improved busing, mandatory carpool systems, etc, that if implemented properly, would better and more equitably serve this space and its community.</p> <p>Thanks for reading</p> | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 36586 | Shears, Bridget | <p>NO GONDOLA!!</p> <p>I am appalled by UDOT, developers and ski resort corporation's efforts to spend hard earned taxpayer income to supplement their already money-lined pockets to place this monstrosity in LCC. I am appalled because I, as a resident of the area which will be affected the most, will only become more congested and commercialized to support something that is not needed. Using electric buses and limiting automobile access are the most reasonable and cost appropriate solutions to this problem. The ski resorts won't suffer any financial loss and it won't cost the taxpayers as much. Having to watch what the development will do to the beauty and environment of the canyon is a great concern. I am also concerned about the impact a gondola will have on users during the most weather affected times of the year and there is the fact that it will be rarely used for nearly 6 months of the year. Once the gondola is built who will provide maintenance (because it will be needed once that canyon wind works on it) and what will be the ongoing cost to, once again, the taxpayers. Any benefits of the gondola, which I cannot think of, are certainly outweighed by the risks, specifically the financial and environmental costs. Please don't do this!</p> | 32.2.9E; 32.2.6.5E; 32.1.2B; 32.2.6.5F | A32.2.6.5E; A32.1.2B |
| 31557 | Sheetd, John | No tolls in the cottonwood canyons | 32.2.4A | |
| 30426 | Sheffield, Natalie | <p>With the selection of the gondola as the preferred alternative, and the recent announcement of the bus reduction, I am concerned on a number of fronts:</p> <p>Increased bus service was suggested as part of the phased implementation. I take the bus regularly. Why are bus routes into the canyon reducing service if this is a key part of the plan?</p> <p>How could funding be allocated to better bus services, especially with the staggering cost of building a gondola? If UDOT can allocate 600 million to a gondola, why</p> | 32.2.9A; 32.2.6I; 32.1.2B; 32.2.2E | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>can't they increase pay for bus drivers and the canyons bus service in general?</p> <p>Legislative funding to save the Great Salt Lake is currently at 45 million dollars. The declining GSL poses a much greater threat to our well being than an inability to access ski resorts in the winter. I'm wondering what kind of analysis has been done on the cost/benefit of reduced traffic in the winter, especially in light of the other issues facing Salt Lake City with the decline of the Great Salt Lake.</p> <p>Does the solution take into account the projected snow totals into the future based on climate modeling? I am concerned that even with increased access to the canyons, demand will decrease as we see less snow in a warmer future.</p> | | |
| 29004 | Sheffin, Kevin | <p>I support construction of a gondola up Little Cottonwood Canyon.</p> <p>Kevin Sheff </p> | 32.2.9D | |
| 34975 | shelby, judy | NO to the gondola | 32.2.9E | |
| 30932 | Shelley, Diane | <p>No gondola needed!</p> <p>1 Neighborhood Preservation (many) Better projects available to serve more taxpayers. Better projects with a greater return of investment. Better projects to help the tourism sector Better projects available with use for future large investment. Better projects to expand growth outside of SL while serving the tourism and Ski Industry. Why invest in a canyon road when we serve only a handful of businesses. These businesses have knowingly built their businesses and have been profitable for many years. If these few businesses need a Gondola or road improvement to increase their profits then we might be more open to a plan.</p> <p>It takes 30 min. from SL Airport to Kimball Junction. It takes 40 min. from SL Airport to Snowbird. Park City and surrounding are has so much more to offer tourism and the Ski Industry. There is a greater area for growth as well as tax base for the state. Let's look at greater Bus service to PC. Let's entertain ONE WASATCH to a greater option of linking All Ski areas by trails etc. This is less impact to existing neighborhoods and strive to preserve these neighborhoods. One Wastatch will enhance the Canyons while serving tourism and ski industryie.</p> <p>This project as it stands has many foundation problems. Conflict of interest betwwen individual at UDOT and the Businesses in the Canyon. Individual who own or purchased surrounding properties. Legislature leaders not following what the residents and taxpayer Wants and have been Demanding.</p> <p>This project is not needed. We have spent way to much of taxpayer funds when it was flawed from the beginning.</p> <p>Laughing at now tolling is being talked about. Tolling has cost the State and continues to cost the state by negative return and contracts with outside contract. Please adhere at least for Neighbor Preservation.</p> <p>Listen to the taxpayer.</p> | 32.1.2B; 32.2.9E; 32.2.2T; 32.1.1A | A32.1.2B; A32.1.1A |
| 27600 | Shelley, Royce | <p>To all concerned:</p> <p>I am writing to express my support for the Gondola B option for Little Cottonwood Canyon. It is time to look forward to the future and do something different that has been tried in the past. The gondola provides an opportunity to access the canyons without the headaches of traffic jams, snowslides, whiteouts, road closures, etc.</p> <p>The statement attributed to Albert Einstein, "Insanity is doing the same thing over and over and expecting different results" is applicable in this situation. We have widened and improved the roads in Little Cottonwood Canyon multiple times in the past and have never been able to resolve the traffic problems. With the cost estimates differing by less than 10%, lets do something new and different to solve the problem.</p> <p>Royce S. Shelley</p> | 32.2.9D | |
| 35596 | Shelnutt, Liz | As a community member who enjoys skiing and all activities in the canyons, I will not use the gondola system projected to be installed in the canyon as a protest to the hurt it will cause to our beautiful nature in the canyons. You will be destroying the very thing that brings people to the canyons. Trails, trees, habitats, river beds, | 32.1.2F; 32.2.9E | A32.1.2F |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | rock faces, mountains, etc, will all be impacted negatively. The large mechanics that are necessary to pull off such an elaborate system will deter people's viewing of the beautiful creation we are surrounded by. How ugly you will be making our beautiful canyon. It will not help people arrive to the places of activity any sooner, and I fail to see how anyone would choose to use the system over driving or bussing to places, because it is no more convenient. I have 4 children and there is no logistical way I can imagine that would entice me to lug me and my children and all our gear onto a suspended cube that will hang by a cable. I say no to the gondola. | | |
| 37740 | Shelton, Carla | Sadly, this state is entertaining the construction of a gondola in our overpopulated, scenic mountains only to remove and destroy more lands of this state for the entertainment of those that want their entertainment paid for by the citizens who do not ski but enjoy the serene beauty of our mountains. Our resorts have been overbuilt and over used. This state needs to stop and evaluate the density of the housing and condo' already invading our beautiful mountains. This state is already overbuilt, overpopulated, overtaxed and no water. We need to reevaluate our water resources, our infrastructure, our freeways, highways and recreational areas. I am opposed to any new development involving the destruction of precious mountains and water sheds. We do not need a gondola. With one will come more and more. We must stop with the development of our mountains.N The resorts are already overbuilt. NO TO GONDOLA(S). | 32.2.9E | |
| 37150 | Shelton, James | I believe that implementing the Gondola in Little Cottonwood Canyon would be a horrible and irreversible mistake made by this committee and our legislators. This project is unsupported by the only two ski resorts that it benefits while the entire SLC and Utah community is forced to pay the installation, upkeep, and operational price-tag of the Gondola. Having an expanded bus route would allow for a more flexible option based more closely on need (weather/climate/lack of snow) that could be increased or decreased without a huge chance in operational budget and expense on tax payers. I would be curious to see the ties and conflicts of interest that our law makers and committee members have with pursuing the installation of the Gondola in LCW. | 32.2.9E; 32.2.7A; 32.2.9A | |
| 37562 | Shelton, Michael | I don't think the citizens of Utah should have to pay for a luxury that few citizens can afford or would use. Since the road in the canyon has to be cleared, as happens now, adding more frequent bus service would be more economical and at a more reasonable cost. | 32.2.9E; 32.2.9A | |
| 27442 | Shen, Wei | As a Sandy city resident, like most people around me, I'm opposed of the gondola solution. And I believe the authority that will make the decision should listen to what people say. | 32.2.9E; 32.2.9N | A32.2.9N |
| 25818 | Shepard, Laurel | I disagree with using a gondola up the canyon. This primarily benefits only the ski resorts. And yet you ask the public to pay for this. With climate change occurring, we don't know if skiing will even be an option. To have the gondola only service those that ski during the winter sounds like a disrespectful use of the public's money. | 32.2.9E; 32.2.2E; 32.2.7A; 32.1.2B | A32.1.2B |
| 30733 | Shepard, Thomas | These proposed plans are both an atrocity to the wilderness and public lands. We need to reevaluate before spending a huge sum of taxpayer dollars on a project that services a few. The solution should be more public transportation and a limit on private transportation during peak traffic days. The proposed gondola transportation statistics are not feasible. If 2000 cars show up around the same time carrying 3 people that is 6000 people. At 35 people every 2 minutes that is over 5 hours to transport all those people. By the time the last car of people make it to the ski resorts it will be closed and they will have to wait 5 hours to get back down. The logistics do not make sense. Please do not approve either of these UDOT plans they are terrible. | 3.2.2.6.5D; 32.2.9B; 32.2.9E | |
| 28467 | Shephard, Sam | What a boondoggle. This is a horrible idea. I backcountry ski weekly in the canyon and this didn't serve anyone else except so resort skiers. For 4 months out of the year? This is such a waste of tax payers monies. | 32.29D | |
| 37610 | Shepherd, Arlene | Totally for the gondola | 32.2.9D | |
| 31271 | Shepherd, Chad | The Gondola is a great idea. We need something that functions, is fun and will probably be an attraction. If the gondola was built in another state, these naysayers would be the first to ask why Utah doesn't build something like this. We've got enough roads and busses and never working carpool ideas. What a great idea & solution to traffic problems... we need to get it done! | 32.2.9D | |
| 26561 | Shepherd, Kate | I am opposed to implementing the Gondola plan in Little Cottonwood Canyon. As an avid outdoor recreator in the Cottonwood Canyon, I feel I speak for many recreators whose voices have been ignored in this process. A gondola will do NOTHING to support the transportation needs of the people who recreate in the canyon year-round, and do not recreate at the 2 ski resorts. The gondola would only serve two ski resorts at the end of the canyon, forcing backcountry skiers and other winter sports enthusiasts to drive personal vehicles to desired trailheads and starting points. The long duration of the gondola ride, and its inevitable ticket price, will push skiers towards driving their personal vehicles. Spend money to take longer, or save money to take less time.... That is a no brainer. The push for the gondola by the ski resort coalition is driven by the desire for more skiers to be brought up the canyon to the resorts. Yet no one has stopped to think about the impact of more people in the canyon. There are always negative consequences to growth and increased ticket sales that no one talks about. Protecting the canyon's beauty should be a higher priority than putting more skiers on the mountain. And finally, I speak for the thousands of residents who will be impacted at the mouth of the canyon. The traffic congestion will be pushed to their already crowded neighborhood streets. Listen to the people of Salt Lake County. Listen to the residents of southern Salt Lake County. Listen to the thousands of people who use the canyon and DO NOT SKI. The future of Little Cottonwood Canyon should not be placed solely in the hands of ski resort owners. There are far more players at the table whose voices are not being heard. The only people who want the gondola are those who are poised to make money from it - and that is the smallest fraction of the involved millions. Listen to the people. NO GONDOLA. | 32.1.2.B, 32.1.2D; 32.2.5B; 32.2.9E; 32.7B; 32.7C; 32.20C | A32.20C |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34711 | Shepherd, Matthew | I live on [REDACTED]. I work at [REDACTED]. I see traffic congestion on Wasatch to be the worst symptom of LCC traffic problems. Covid had a positive effect on parking, and resort crowds by compelling local agencies and entities to create parking policies, and enforce existing. The intended goal was social distancing, the defacto result was fewer cars. When the parking wasn't available people didn't come. An organic limit was reached. Every proposed solution to LCC traffic is basically a bigger funnel to fill a small bottle. Everyone who is currently driving to Alta/Snowbird will still have to drive to the mouth of the canyon to ride the Gondola. If the Gondola costs more than driving then it places skiing even further out of reach of local families, all of whom are already contributing to the huge cost. I've personally watched the effect climate change has had on skiing. More ice, more avalanches, and less skiable terrain. Skiing is a diminishing resource, but everyone in authority seems intent on milking it for all they can rather than preserving the delicate mountain ecosystem. And those who have lived near the mountains are being trampled for the benefit of those who live far away. And with the local ownership of businesses and real estate vanishing, the revenue which skiing generates is also going away from here. I don't see how the gondola will help any of the problems for which it is the proposed solution. I have watched several of my good friends move away from Cottonwood area to escape the frantic atmosphere. This project will cost so many so much, and only seems to benefit the people who are involved. My entire livelihood, and Recreation/leisure time revolve around little cottonwood Canyon and the outdoors of Utah. I don't know a single person who supports the Gondola proposal. Salt Lake City is one of the greatest places in the world to live. The wishes and well being of her residents should be our guiding principle Thank you for this opportunity to share my thoughts | 32.2.6.5E; 32.2.4A | A32.2.6.5E |
| 32535 | Shepherd, Natalie | i grew up right on the bench of little cottonwood. i cant imagine it being destroyed by this proposed project. i remember driving up with my family to go on hikes or go see the fall colors. it is a beautiful place with so much wildlife and nature to see. harming this would not only harm the environment but also the lives of those who enjoy and rely on the canyon itself. | 32.2.9E | |
| 25376 | Shepherd, Patrick | We can waste money on something that benefits people who already have a higher income but we can't use state money to give students free meals anymore. Another shot showing Republicans in this state don't actually care about kids. | 32.29D; 32.1.2B | A32.1.2B |
| 37501 | Shepherd, Russ | Favor the Gondola | 32.2.9D | |
| 32982 | Shepherd, Sarah | I am an outdoor enthusiast, a back country and resort skier (Alta and Snowbird), and a climber, and your constituent. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective through significant, transparent and quantitative study process, that will take much longer study that what has been completed to date. Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction. The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered. I hope you will consider opposing the Little Cottonwood Canyon gondola in favor of better solutions. I also oppose the proposal of the gondola because this disproportionately benefits two private corporations and developers at the public's expense, as well cutting out more inclusive uses and groups of people who should be gaining more access to the canyon through these improvements, not less. | 32.2.9E; 32.2.2I; 32.2.9A; 32.2.9R; 32.2.6.3C | A32.2.2I; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.3C |
| 37261 | Shepherd-Gregg, Debbie | I am against building a gondola up LCC for many reasons: Cost to taxpayers Ongoing costs not disclosed Environmental impact of towers Only services private venues Increase traffic at base area Cost to ride and park not disclosed Private individuals who are directly link to Utah government will profit from it-shame on them and the legislature's who backed them Increased bus service, a dedicated bus lane with more available parking will help solve problem | 32.2.9E; 32.2.7A; 32.2.6.5G; 32.2.6.5E; 32.2.9B | A32.2.6.5E |
| 34380 | Sheppard, Collin | I do not support the gondola for many reasons. There are much better solutions, such as implementing efficient bus systems to all of the potential recreation sites in the canyon, or creating an efficient ride share system. Even the possibility of an automated transit system to reduce operations costs and allow for year round implementation. These can all be ramped up in peak season and utilized at lower capacity throughout the year. A fee or ban on personal vehicles or vehicles with fewer than X passengers should be implemented IN COMBINATION with the improved transit to ensure it is utilized. This will minimize traffic, accidents, AND keep the canyon beautiful, all with a much lower CAPEX. The gondola will be a primary voting issue for me and the majority of my friends. | 32.2.9E; 32.2.6.3C; 32.2.4A; 32.2.9N | A32.2.6.3C; A32.2.9N |
| 26431 | Sheppard, Collin | I do not support the development of a gondola in LCC. It's clearly aimed at bringing in more business to the ski resorts and not at reducing traffic or minimizing impact in the canyon. It is not only a huge eye sore in a beautiful canyon, but has significant environmental impact relative to utilizing the existing road, and does | 32.2.9E; 32.2.4A; 32.2.9A; 32.2.6H | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | not provide any benefit to the hundreds of daily visitors that are not going to ski resorts. A solution that discourages personal vehicles is needed, but this is not it. Technology easily allows for bus or vehicle systems that do not require drivers, primarily leverage the existing infrastructure, and could be run in frequent schedules and to nearly all parking areas, providing a far superior solution than the proposed gondola. | | |
| 29079 | Sheppard, Joel | No gondola. It only serves skiers and the resorts. This wouldn't stop for areas hikers, fisherman, hunters, picnicians, and climbers want to go. I'm worried about the environmental impact. I'm worried it will hurt world-class rock climbs. Please just add a toll to the canyon for now. The toll can be higher on snow days. That will reduce traffic and help. | 32.2.9E | |
| 28625 | Sheppard, Lesley | I stand by my earlier comments that it is the wrong direction to create a situation where more people can be brought up into the canyon. I still feel that limited the number of people will be better for the environment. This can be done via tolls and buses without the need for gondolas and widening the entire highway. With the Great Salt Lake shrinking rapidly due to over-allocation of ever decreasing amounts of runoff from the mountains, there will be less snow to enjoy anyway and thus, fewer people should be allowed into the canyon. | 32.2.9A; 32.2.2K | A32.2.2K |
| 36333 | Sheranian, Phoenix | I am a 15 year old who has lived in Little Cottonwood my whole life. I have witnessed the beauty and memories the canyon is capable of giving all of us. I have climbed, hiked, biked, skied and snowshoed all over it. The only thing the gondola is going to do is hurt. It will hurt alot of the amazing climbing we have access too. It will hurt the purity of the canyon we have worked hard to keep over all these years. And worst of all it will ruin the beauty of the canyon that is one of Utahs most beautiful and beloved landmarks. It makes me sick that future generations might not be able to see the gorgeous canyon in its prime and see the stunning views that we will lose if this gets built. | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 31181 | Sheranian, Trina | I do NOT support the gondola for the following reasons: 1) It does not address the traffic problem but instead worsens it by drawing people directly into the canyon to ride it. It also takes longer to ride the gondola than to drive up the canyon which will deter most people. If traffic truly is the problem you aim to solve, expanded bus routs, resort parking reservations and tolling during peak hours to promote car pooling are obviously better solutions, which leads me to wonder if UDOT is actually trying to solve the problem or if they have some other motive to build this expensive monstrosity. 2) It only serves the ski resorts and the people wealthy enough to afford passes while it DESTROYS popular back country and bouldering spots, physically and visually. This canyon is meant to be enjoyed by everyone who seeks the calming power of nature, and this is impossible if everywhere you turn you see 200+ foot metal towers filling the canyon. They are UGLY! The lights on top of each tower will create light polution that dim the stars radience, upset the wildlife and disrupt the majesty of this beautiful canyon. I SUPPORT the phased implementations approach to solving the traffic. It is inexpensive and, most importantly, EFFECTIVE! I also vote that when Utah has a "traffic problem" to solve, they hire professionally trained city planners that don't financially benefit from the solution. | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.29R | A32.2.2K; A32.2.29R; A32.1.2H; A32.2.6S |
| 38969 | Sheranian, Zada | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. Sincerely, Zada Sheranian  | 32.2.2BB; 32.2.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 38970 | Sheranian, Zada | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to | 32.2.2BB; 32.2.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |

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| | | <p>ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored?</p> <p>5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range.</p> <p>Sincerely, Zada Sheranian 4126 Sandy, UT 84092</p> | | |
| 36692 | Sherbotie, Nathan | Please reconsider and don't move forward with the gondola. As an avid outdoorsman and nature lover who enjoys skiing and dislikes crowds as much as the next person, this option is not the right one for Utah, Utahns, or our canyon. We need to focus on saving the beauty we have and adapting our lifestyles and land management around the gifts that our landscape provide. This gondola will forever change and scar the canyon and does not reflect the Utah I know and love and want to continue sharing with others for years to come. | 32.2.9E | |
| 26957 | Sherk, Ellen | The gondola will only service the resorts. What about those of us who snowshoe, hike or ski anywhere else in Little Cottonwood Canyon? Your gondola won't help us, we'll still have to drive up that canyon. Which will still cause traffic, which will still cause parking problems. Alta and Snowbird have you wrapped around their little fingers if you think this is the correct solution. | 32.1.2B; 32.2.9E; 32.2.4A | A32.1.2B |
| 26189 | Sherman, Brooks | Good decision on the gondola | 32.2.9D | |
| 28577 | Sherman, Emily | <p>I am opposed to the gondola in Little Cottonwood Canyon</p> <p>It will cost a fortune and really only benefit the ski resorts</p> <p>It will detrimentally alter the look of the canyon and will be expensive for users</p> <p>It would be better to charge tolls for cars, limit parking in the canyon, and increase bus service</p> | 32.2.9E; 32.2.2Y; 32.2.2K; 32.2.9A; 32.2.4A | A32.2.2K |
| 36258 | Sherman, Gabriel | Do not do the gondola. There are better solutions. | 32.2.9E | |
| 35098 | Sherman, Luke | <p>I am an economist and data scientist with an additional degree in public policy. I am writing to oppose the methods and conclusions UDOT's FEIS for Little Cottonwood Canyon. I would like to emphasize the following six issues that are insufficiently addressed by the FEIS as of October 2022:</p> <p>Issues:</p> <ol style="list-style-type: none"> 1. UDOT is missing an opportunity to evaluate the benefits of enhanced bus service. UDOT has already determined that they should increase bus service in the interim period before gondola funding and construction is able to take place. Prior to moving forward with the gondola project, UDOT should plan for a retrospective analysis of enhanced bus service to assess whether and how it has met constituent needs. A retrospective analysis is greatly superior to a prospective analysis and the opportunity to glean new insights from this interim experiment should not be overlooked. 2. UDOT is ignoring the impacts of the lengthy construction process. During the construction of the gondola there will be years of substantial delays in accessing the canyons, combined with visual disturbances. The enhanced bus service without road widening will not have the same delays due to lengthy construction. 3. Climate change will substantially impact tourism in the Wasatch and blunt the benefits of the gondola. Snow accumulation in the Wasatch and the number of skiable days are expected to decrease dramatically with a changing climate (Musselman et al., 2021). This will have large impacts on the number of peak winter travel days and has the potential to greatly affect the net benefits of reducing congestion during these periods. Because there is uncertainty around this impact, it may be superior to select projects that involve less capital investment. 4. The FEIS does not address congestion at the Alta and Snowbird ski lifts, which will partially offset demand. In the long term, the gondola options will dramatically increase access to the Alta and Snowbird resorts. However, this increase in demand for skiing at Alta and Snowbird will also result in longer wait times and congestion at the resorts themselves, especially on peak winter travel days. Longer wait times at Alta and Snowbird will necessarily result in other adjacent resorts (Brighton, Solitude, Park City, Deer Valley, etc) becoming more desirable. The FEIS suggests that the gondola alternatives, in particular, will increase tourism. If congestion at the resorts is not addressed, however, peak winter skiers will seek out alternatives to avoid longer wait times at the resorts. This may substantially limit ridership on the gondola during the peak periods when it stands to hold the most benefits. Increased tourism may instead result in spillover congestion in BCC and at other resorts. Senate Bill 277 calls on UDOT to address congestion, but the FEIS does not explicitly address how the spillover congestion effects of additional tourism nor they address congestion at the Alta and Snowbird resorts themselves. 5. Projected uncertainty around the projected cost of the gondola alternatives is far too narrow. According the EIS, Gondola B will cost between \$533 and \$550 million. This is consistent with a +/- 5% beyond the average estimated cost of \$541.5 million. UDOT fails to acknowledge the large and long-tailed cost overruns that are associated with large capital projects (Flyvbjerg et al., 2014). Because cost-overruns are almost only positive and, it is insufficient to use a +/- 5% uncertainty estimate for the gondola alternatives. This provides far too narrow of an estimated cost range. UDOT has limited experience with gondola construction and the scale of this project is unprecedented: there is no existing gondola that is nearly as long. For these reasons it is hard to overstate the number of unforeseen | 32.2.9A; 32.2.9R; 32.2.7C; 32.2.2E; 32.2.0C; 32.2.7F; 32.2.9I; 32.2.7E | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.7C; A32.2.0C; A32.2.7F; A32.2.7C; A32.2.7E |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>circumstances that will impact the final project cost. The FEIS is fundamentally invalidated by projecting such narrow uncertainty on a major capital project for which there is no existing corollary.</p> <p>6. The FEIS does not attempt to assess net costs and benefits in standardized framework. By electing not to conduct a formal cost-benefit analysis (CBA) in their FEIS, UDOT makes no attempt to quantify net benefits from the proposed alternatives. An ex-ante cost-benefit analysis would help UDOT to project whether alleviated congestion during peak periods is justified by the considerable capital and operating costs of the proposed alternatives (Boardman et al., 2018). Instead of formalizing net benefits in a manner that considers gondola ridership costs, the costs of delayed travel in the construction period, the strong preference that most travelers have to avoid public transit, and the declining number of peak periods due to climate change, UDOT frames the assessment of alternatives in an incomplete manner.</p> <p>References Boardman, A. E., Greenberg, D. H., Vining, A. R., & Weimer, D. L. (2018). Cost-Benefit Analysis: Concepts and Practice. https://doi.org/10.1017/9781108235594</p> <p>Flyvbjerg, B., Garbuio, M., & Lovallo, D. (2014). Better forecasting for large capital projects. <i>McKinsey on Finance</i>, (52), 7-13.</p> <p>Musselman, K.N., Addor, N., Vano, J.A. et al. Winter melt trends portend widespread declines in snow water resources. <i>Nat. Clim. Chang.</i> 11, 418-424 (2021). https://doi.org/10.1038/s41558-021-01014-9</p> | | |
| 31743 | SHERMAN, RICH | I SUPPORT the Gondola B alternative. Some of the negative comments talk about taxpayers paying for this - there is no indication that taxpayer dollars will pay for this - hopefully some Federal grants and private funding and advertising dollars. I appreciate your looking forward out to 2050 and see the traffic problems along the way - this Gondola should really help mitigate the future problems. | 32.2.9D | |
| 31508 | Sherry, Greg | <p>Time for reality. IKON pass causes Environmental impact. Æ</p> <p>Ikon pass has caused over crowding in Little and Big Cottonwood Canyons. Both canyons are dead-end canyons, meaning there is only one way in and one way out. This is why no Olympic events were allowed in the canyons due to evacuation issues. Æ Ikon passes in both canyons is irresponsible overcrowding for monetary gain Æ.</p> <p>What is your response? Do you believe the Ikon pass is "responsible usage" for the Cottonwood Canyons? What are the negative results from Denying the Ikon Pass or Epic Pass in Little Cottonwood and Big Cottonwood Canyon?</p> <p>https://www.ksl.com/article/50489075/salt-lake-county-narrowly-passes-resolution-condemning-the-little-cottonwood-gondola?utm_source=facebook_share&utm_medium=facebook&utm_campaign=news&utm_content=utah&fbclid=IwAR1ti-4swr8dyzuoKoO5r-dw-4zS48hvCANFsaRRxzg4nz-oHSWYvy4TWPM</p> | 32.2.2K | A32.2.2K |
| 29857 | Sherry, Greg | <p>Gondola people. We don't have powder days anymore. 5 road closures in Little Cottonwood Canyon 2021-2022 ski season.</p> <p>Hi Greg,</p> <p>Thanks for reaching out. There were six road closures (five in LCC/SR-210, one in BCC/SR-190) during the winter 21-22 due to avalanche mitigation. Please let us know if you have additional questions.</p> <p>Best,</p> <p>Cottonwood Canyons Communications Coordinator @UDOTCottonwoods Twitter/Instagram cottonwoodcanyons.udot.utah.gov</p> | 32.1.2B; 32.2.2E | A32.1.2B |
| 29858 | Sherry, Greg | UDOT has never Implemented a 2 lane road in Little cottonwood canyon. Very simple first two hours of the morning of a canyon closure, uphill traffic only both lanes. In the afternoon if needed for two hours down hill traffic both lanes. This will obviously evacuate the canyon twice as fast and in half the time. Æ Why has this never been done UDOT? | 32.2.2D | |
| 37620 | Shertill, Bette | I am against the Taxpayers paying for this project. Because most of the local citizens can not afford to even go skiing. Instead this UFOT proposed monies should be used to build a pipe to the California coast in order to fill the Great Salt Lake. This would help all people living or visiting the Salt Lake City & surrounding by having non toxic air coming from the Great Salt Lake. We should consider building a 2nd pipeline along beside the designed for the Great Salt Lake to be used for | 32.2.7A; 32.29D | |

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| | | our farmers land to water & to be used for the citizens usage in surrounding areas. Beside it everyone will leave Salt Lake City area. New businesses will not want be here either. Plus no use building new schools either as people are made sick. sick. No people will stay. They will go to another state. | | |
| 31284 | Sherwood, Julia | Putting a gondola in LCC is going to ruin the beauty of Utah. Utah is so special because of the beauty. People fly from all over the world to enjoy our nature and with a huge gondola in the view will just ruin it. I understand that we need to change something but the gondola is not the answer. It'll be extremely rough on our mountains. I want my kids to enjoy the mountains and Utah the way I remember and have fallen in love with it. Please don't put in a gondola. Listen to the people! | 32.2.9E | |
| 38055 | Sheston, Susanne | I am strongly opposed to the gondola proposal for Little Cottonwood. The long-lived and forward-thinking solution for the canyon and the state would be a rail system, similar to those in Switzerland. The rail would be more expensive initially, but would move massively more people, making it superior for the longevity of the canyon. The rail system could be integrated into the canyon, without creating the eyesores of the gondola towers throughout the canyon. In the short term, enhanced busing with dedicated lanes would create far less environmental impact than an 8-mile-long gondola. | 32.2.9E; 32.2.9A; 32.2.9F | |
| 31189 | Shew, Richard | Why are is there public paying for something that benefits two private ski resorts. A gondola doesn't provide access to other recreational sites except the top. A no d how many days of the year is the canyon really closed. You are just shifting the parking problem from one place to another. | 32.1.4D; 32.2.5.6G; 32.2.6.5E | A32.2.6.5E |
| 30530 | Shields, Ann-Lewis | If this gondola goes through it is one more example of how money, power, and greed win. No one wants this gondola except the people that will get paid. It destroys the natural habitat. It only serves the ski resorts. And no one will take the gondola if they will still have the option the drive. Not to mention that wind is a huge factor in LCC and wind holds WILL happen and as soon as they do, people will just drive. The right way to decrease traffic in LCC is much cheaper and doesn't involve destroying LCC with gondola towers and access roads. It involves a toll entrance. There should be three booths at the base. One for buses who have free access and are in a "bus only" lane leading up to the toll, one for cars who have a resident annual pass (available only to residents who show proof of living the in SLC area and the fee should be upwards of 200/year), and one that has a pay per day toll that should be at least 20 dollars during the winter season. Bus access needs to include more stops across the SLC area and needs to come every 15minutes. Take a look at the Summit stage in Colorado - the best free bus system in the west. The solution is much more simpler and environmentally friendly than a gondola. The money, the infrastructure, and the environmental impact are NOT worth it and everyone knows it. For once, please choose to care more about the the natural habitat surrounding the SLC area than money. The gondola should not be the solution. There are better ways and other steps to take. | 32.2.9E; 32.2.4A; 32.2.9B; 32.2.2I | A32.2.2I |
| 36968 | Shields, Lauren | I am severely disappointed by legislation, and U-dot's lack of concern for the community's grief. The people of Salt Lake are mourning the loss of the sacred Little Cottonwood Canyon. I ask, are we prepared to do irreparable damage to something so integral to the Salt Lake Valley. I understand the issue at hand and how severe the transportation conflict is. However, there must be a solution that does not demolish this stunning canyon making it an industrialized ski hub. | 32.2.9E | |
| 34929 | Shiembob, Jillian | Hello, thank for you your updates on this project. I can understand a lot of viewpoints on this project, but several questions continue to weigh on my mind that I am not sure have been considered for the big picture or the long run. Regarding big picture: is it tax payer responsibility to pay to improve road access to 2 privately owned businesses that many taxpayers are priced out of being able to use? Given the problem exists primarily on weekends and holidays (perhaps 25% of the time) for 3 months out of the year (25% of the year), again, how prudent is it to spend taxpayer dollars on this project? I love winter and I want more of it, and truly hope in 20 years that I am wrong, but as we trend toward a warmer climate, how do we see winter sporting resorts viability? This is a massive project, and a gondola would permanently alter the canyon, perhaps long after high capacity access needs at peak hours Almaty be needed at the resorts? I would love for Snowbird and Alta to move to reservation systems for all parking lots and types for the high demand times. This did help quite a bit this last season. And as far buses, work with the local schools to utilize their parking lots for shuttles. Have separate buses for Snowbird and separate buses for Alta. This would encourage more people to take the nurses if they were direct and more frequent. Thank you! | 32.1.2B; 32.2.1E; 32.2.2K; 32.2.2FF | A32.1.2B; A32.2.2K |
| 26665 | Shiflett, William | Gondolas is a very poor solution. With only two destinations, Snowbird and Alta, there is little reason for many to ever ride the gondola during the summer months. Additionally, in the winter months there will be significantly more traffic and congestion at the mouth to Little Cottonwood Canyon. The gondola will only transfer the traffic problems in the canyon to be on Wasatch Blvd. The gondola is NOT the solution for the concerns we have for Little Cottonwood Canyon. | 32.2.9E; 32.2.6.5F; 32.2.6.5E | A32.2.6.5E |
| 28710 | Shifrar, Kenneth | NO GONDOLA!!!! Stop shoving these projects down the public's throat and stop funding private enterprises profits with our taxes. Put it to a public referendum, we do not want or need a Gondola. | 32.2.9E; 32.2.9N; 32.2.7A | A32.2.9N |
| 36150 | Shifrel, Zachary | If nothing else, those associated with planning and building the gondola will forever be remembered as vile human beings who destroyed nature. The oldest among us live for tiny amounts of time compared to the Earth: don't use your short life to destroy something that will last for millions of years after your death. | 32.2.9E | |
| 37246 | Shilling Rabin, Talia | The gondola should not be built because it's a destruction to the environment and won't be worth the costs it will cause. | 32.2.9E | |
| 37511 | Shilling, Kevin | We don't need a gondola. Step back and keep it simple. Let's start with a toll to incentivize carpooling. I want the ski areas to have skin in the game. They should pay a fee if people don't carpool. More buses. That way people can get to trailheads year round instead of just to ski areas. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 37057 | Shimizu, Yumi | I am against gondola. I think that will ruin the beautiful canyon. | 32.2.9E | |

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| 29085 | Shingarev, Alex | Please consider alternative to gondola options (widen road with priority line for buses and EVs for instance) | 32.2.9B | |
| 27221 | Shinsky, Emma | Please do not move forward with this gondola. This will destroy our beautiful canyon and cost way more money than it is worth. This is not an amusement park. This is not in favor of the public or Salt Lake City. | 32.1.2B; 32.2.9E | A32.1.2B |
| 34388 | Shipley, Greg | The proposed "solution," is clearly only beneficial to the government and corporate entities and has no regard for the impact on the environment or the desires of the majority of the populous that is against the gondola | 32.2.9E | |
| 33403 | Shipley-Walker, Rina | Please DO NOT ruin Little Cottonwood Canyon by building an unneeded and fiscally irresponsible gondola. There are many other options that should be investigated and tried first. Perhaps the money that would be spent on a gondola should go toward hiring more bus drivers so that you wouldn't have to discontinue a bus route going up the canyon. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26396 | Shipp, Austin | This option is perfect. Thank you for coming up with the right solution. I look forward to being able to get up the canyon | 32.2.9D | |
| 26394 | Shipp, Cami | This is an incredible option! I fully support the Gondola and look forward to finally being able to get up the canyon | 32.2.9D | |
| 29209 | Shipp, Cory | I am against the gondolas, but I suspect the public has no influence here. Stop catering to the resorts, the mountains belong to the people, not the elite. | 32.2.9N; 32.2.9E | A32.2.9N |
| 26387 | Shipp, Nathan | The review process has been very thorough. I fully support the conclusion. I look forward to finally being able to get up the canyon. This is an incredible project. | 32.2.9D | |
| 32748 | Shipp, Nathan | I fully support the conclusion of the study. The gondola is a great solution to resolving the traffic concerns in the canyon. | 32.2.9D | |
| 26399 | Shipp, Spencer | This a a great option! I really appreciate this solution being provided. I look forward to seeing it come together and being built - hopefully sooner then later | 32.2.9D | |
| 28678 | Shirts, Brooke | I live in Washington and come to Utah on vacations. A gondola will NOT attract my tourist dollars -- it will make me avoid such an eyesore on one of my favorite canyons! This is an elitist cash grab. Please protect the Wasatch Front from those who want to exploit it. | 32.2.9E; 32.1.2B | A32.1.2B |
| 35236 | Shmookler, Eric | No gondola. What an eyesore. And I want to access backcountry trailheads halfway up the canyon, for which there will be no stops. Grow some █████ and learn some common sense. Dedicated bus lanes and buses are the answer. | 32.2.9B; 32.2.9E | |
| 33210 | Shogren, Rebecca | As a Sandy resident I respectfully ask that you not build the gondola. It will not only be an eye sore but also not a solution to the transportation problem. I can tell you 100% that I will not use it as a local and ALL the locals I have talked to will refuse to use it as well. There are other solutions to this problem and it disheartens me to see that you would rather spend an huge amount of money on something that does not serve local taxpayers and is a gamble as to whether it will be used by tourists. As a taxpayer, I think it is a huge waste of money. Please take more time to considered other options such as charging for bus services, charging for a day pay per car to enter the canyon, etc. Offer an annual pass to locals to enter the canyon. I would happily do that! My tax money is already paying to help maintain the canyon. Why not charge those coming and going that aren't already paying to use it? Those are my thoughts and I know many others have already shared good ideas. Please take these into consideration. | 32.2.9A; 32.2.2K; 32.2.9E | A32.2.2K |
| 28396 | Shon, Linda | I applaud your Gondola B choice. It is the clean, green and dependable solution to the canyon's congestion. Although many of us may nostalgically yearn for the Little Cottonwood of the 80s, that is impossible. This option is an elegant way to utilize as well as preserve our beautiful canyon for generations to come. | 32.2.9D | |
| 29364 | Short, Greg | The visual impact of a gondola in LCC will destroy the natural beauty of the canyon. The sheer cost of the proposed project is ridiculous for the expected time frame the gondola could be in use. You are mainly speaking of winter; in wintertime you are speaking of less than a dozen days that potential partial and full road closures may occur. And most of these are not full overnight closures. A better use of taxpayer dollars would be to increase the use of avalanche mitigation systems such as Gasex, Wyssen towers, O'bellx systems which can lessen the chance of avalanches. UDOT has LCC mapped out with the know slide paths from the last 50 years and can strategically place the RAC's in the known paths as a preventative measure. UDOT can increase the plowing of the road when snow is forecasted and not wait till snow is heavy in the upper canyon. The use of UPD at the base to actually check on 4WD, proper tires or traction devices can be helpful on snow days. The implementation of a gondola only serves the two ski areas and not the entire canyon. You would just be moving any congestion to the proposed base of the gondola and those neighborhoods surrounding it. | 32.1.2B; 32.2.2M; 32.2.2II; 32.2.9E; 32.7A; 32.7B | A32.1.2B |
| 34378 | Short, Judi | Building a gondola is a waste of taxpayer money. We may not have enough snow to ski on by the time this built. It is a lot of money to pay to benefit a chosen few. The fee to use the gondola is very high, along with the lift tickets. Are you going to build a giant parking lot for all the cars to park in at the bottom of the hill. Who will benefit from the sale of land for the parking lot, and who will get the parking fees? This is a lot of money (I bet it will be \$1B by the time it is all said and done) to benefit a few. Other visitors to the hiking and canyons may not be able to do that any mre, right now it costs them nothing, but if you start attaching fees, again you cut out the average person in our city. Just say no. There are better options, and they don't have to be as glamours as this silly idea. | 32.2.9E; 32.2.2E; 32.2.4A; 32.6A | |
| 31075 | Short, Nick | I fail to see how this is a good use of taxpayer dollars. This gondola will not provide access to areas outside the ski resort areas. Given that, let the ski resorts pay for it. It isn't the general public's obligation to pay for something that they won't use just so a select set of society can have unfettered access to the top of the mountain in the winter. My suggestion is that these people take accountability for themselves in traveling into the mountains in the winter. They should be prepared to get stuck. Their actions and desire for easy access to a mountain environment in the winter aren't my problem. | 32.2.9E; 32.2.7A | |
| 36591 | Shotorbani, Steph | The short-term solution of busses and tolling is the more sustainable, easier, and less damaging solution to this issue. Please look at the canyon as more than just a skier's destination, but land that provides to Utahns in many ways. Taxpayers do not need to spend on a gondola when another, better solution is an option. | 32.2.9A; 32.2.4A; 32.1.2D; 32.2.9E | |
| 34146 | Showalter, Matthew | This will not be beneficial for the public. This only benefits special interests. | 32.29D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 36432 | Shroeder, Tom | I am very much against the gondola. The price tag will easily reach \$1B, and the destruction to the canyon during construction will be hard to recover from. The gondola will really only benefit the skiers, not other users of the canyon so let's try something else first - 3 lanes on the road, extended bus service, etc. Surely our "leaders" can try alternative solutions before something so expensive and destructive!! | 32.2.9E; 32.1.2D; 32.2.9A | |
| 35838 | Shuler, Caleb | I am a local Sandy resident and have been working in the ski industry for over seven years. The gondola is an elitist non-solution that will not have any positive impacts on the air quality or traffic issues plaguing Big and Little Cottonwood Canyon. The GondolaWorks campaign has been a dishonest and forceful organized effort to further commercialize a national treasure. Along with being one of the most beautiful scenic areas Utah has to offer, Little Cottonwood Canyon is home to the world's largest organism, the LCC Aspen tree. Destroying any part of this tree for commercial gain is a disgusting action that will leave its mark on the legislature as environmental enemies for generations to come. We have seen a reservation system working in several national parks as crowds have increased, and in Zion national park there are clear positives to a bus-only system in the peak season. We could easily avoid much of the cost of these programs while keeping the canyons accessible to locals of all economic status by switching to a bus-only system in Big and Little Cottonwood. Stop using taxpayer dollars to fund horrible infrastructure projects that don't benefit anyone but the corporations in the ski industry and the developers in the legislature. We need so many more public transportation solutions around our county and state, don't waste our time and money destroying something everyone loves. | 32.2.2K; 32.2.2B; 32.2.9E; 32.1.2D; 32.1.2F | A32.2.2K; A32.1.2F |
| 30373 | Shuler, David | I don't know the answer to the problem, but it might start with a culture change. We need to think more about what is best for everyone and not just ourselves individually. Some people need to accept that they need to ride the bus more, accept that a gondola might not be such a bad thing, car pool more, and other alternatives. Unfortunately I am among those that need to accept we over me. This is an us problem not an I problem. Last thing. I don't think a gondola is the answer. I am in favor of busses. | 32.2.9A | |
| 27059 | Shulimson, Aharon | I am opposed to the LCC gondola for the following reasons: 1) It will irrevocably change the look of the canyon; 2) For the estimated \$500+ million dollar cost of the gondola, 500+ electric buses can be purchased; 3) The estimated \$7 million annual cost of maintaining the gondola can be used to maintain the buses; 4) The buses will create more higher-paying jobs than the gondola; 5) If a bus breaks down, 40 people will be inconvenienced; they can get off the bus or wait for a replacement. If the gondola stops, hundreds of people will have to sit and wait for it to be repaired. | 32.2.9A; 32.2.9E; 32.2.6.5K | |
| 33600 | Shultz, Nathaniel | As a 14 year full time resident of Cottonwood Heights and a avid outdoor enthusiast that spends over 150 plus days a year in the Cottonwood Canyons I strongly discourage the idea of installing a Gondola in Little Cottonwood Canyon. The proposed gondola seems to only serve patrons of both Snowbird and Alta in the winter season at the tax payer's expense. First off, the gondola is not a sufficient solution to traffic management. Secondly, it is clear that it only benefits those who bring business to the ski resorts and therefore should absolutely NOT be funded by taxpayer dollars. Third, the installation of such gondola system would cause irreversible damage and alter the wonderful landscape of the canyon forever. Please please vote to further stop the gondola and continue to explore less damaging, more inclusive (year round benefits with more access points), and less expensive alternatives that will preserve our beautiful canyon for future generations. Thank you. I hope that you will closely listen to the citizens of Cottonwood Heights and Salt Lake City in their concern and disapproval for the proposed gondola project. | 32.1.2D; 32.2.7A; 32.2.9E; 32.2.9N; 32.7C | A32.2.9N |
| 28760 | Shultz, Nathaniel | I have been a full time Cottonwood Heights resident since 2008. I moved to SLC for access to our amazing canyons to ski and rock climb and have worked hard to create a life allowing me to spent most of my free time recreating in Little Cottonwood Canyon. I truly think that the proposed Gondola is the wrong decision to address traffic and canyon access. It seems to focus on only bringing visitors to the ski resorts and does not address the overall needs or diverse users of the canyons. I strongly urge you to reconsider alternate options. I believe a expanded bus service would be the logical next step. Please, please do NOT use tax payer funds to permanently alter the landscape of our precious canyons. | 32.2.9A; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9N | A32.2.9N |
| 36375 | Shumaker, Jason | A gondola is not needed at this point and intermediate steps should be taken first. Reopening the bus stop at the bottom of lcc would be a great first step. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37628 | Shuman, Ellise | Hello, I have lived in Salt Lake City since I was a little girl. I grew up at the base of little cottonwood canyon, it is my home. This proposed gondola will be utilizing a majority of taxpayer dollars to build and only be used 5 months out of the year. Why are we focusing our taxpayer dollars on this gondola instead of saving the salt lake, or funding for figuring out a solution to the bad air quality that causes high rates of asthma in The Valley? Furthermore, this gondola will not ease the flow of traffic up the canyon. People are still going to have to wait in traffic jams to get to the gondola in the morning. There are going to be massive lines in the gondola instead of in the canyon-this does not fix the problem. Also, what about the world-class climbing in little cottonwood? If this gondola goes in, some of these climbs will no longer exist. Also, this gondola will significantly detract from the natural beauty of little cottonwood canyon and the wildlife that comes with it. Please reconsider, and listen to the community, the local community who have put their lives into this canyon, who have grown up in this canyon, who go into this canyon to escape society and experience the outdoor activities little cottonwood has to offer. | 32.2.7A; 32.2.6.5E; 32.1.2D; 32.2.9E | A32.2.6.5E |
| 37609 | Shuman, Katie | It is a disgrace to the canyon to build this gondola. This will only benefit a select few at the cost, financially and emotionally, of the many people who love this canyon. It has been home to some of the most amazing skiing, climbing, and hiking trails with incredible views. That will be tarnished by the gondola. There also will be more people transported up the canyon. The canyon cannot hold many more people before collapsing. Please, do not build this gondola. This is taking \$600 million of taxpayer money to build a gondola the taxpayers do not want. Do not let our tax dollars fall into the hands of greedy capitalists. | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |
| 27092 | Shuman, Katie | The vast majority of locals, the people most impacted by building a gondola, do not want it to be built. It is incredibly unfair to use our tax dollars to build something (we don't want built!) which will only benefit a few for-profit companies. There are already too many people in the canyon. The solution should be capping how many | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |

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| | | cars/people are allowed in the canyon, not building a gondola. Please listen to public comments on this section. Please look past capitalist greed and do what is best for the environment and the people. | | |
| 34891 | Shuman, Michelle | The buses are highly utilized as is; let's fund it enough to expand bus access beyond the immediate neighborhoods. There have been so many times that I have packed in like sardines or waited long periods of time to leave the canyon at the end of the day...and this year that will be even worse with UDOT's cuts! Even a toll like Millcreek is a much lower cost investment with smaller impact that can yield positive financial results. Furthermore, the gondola fails to take into account all the other uses of the canyon such as backcountry access and residents. Our current infrastructure can meet the needs of those populations too if only it is funded enough to provide more buses servicing a broader area. | 32.2.9A; 32.2.2I; 32.2.6.5E; 32.2.4A | A32.2.2I; A32.2.6.5E |
| 26316 | Shupe, Tara | We need to implement MANY other things before moving forward to build a gondola. I DO NOT agree with providing corporate welfare to ski resorts in building a gondola that only benefits them. I DO NOT use the canyons to ski. I use the canyons for many other reasons, so this plan doesn't serve me at all. We have yet to implement toll booths to enter the canyon and at the trailheads, we need a more comprehensive reserved parking system, regulate the entitled skiers entry into the canyon, DO THE CAPACITY STUDIES, more buses! | 32.2.9E; 32.20B; 32.2.2K; 32.1.2D; 32.2.2Y; 32.2.9A | A32.2.2K |
| 38067 | Shuster, Gabe | Please don't destroy the rocks in little cottonwood canyon to build a gondola. The climbing, specifically the bouldering in lcc is one of a kind and should be protected for people to enjoy. There are other alternatives to the traffic issue that don't involve permanently harming the landscape. | 32.2.9E; 32.1.2D | |
| 32726 | Sibbett, Taylor | The gondola will permanently mark the beautiful canyon that took millions of years to create as a tourist trap with the embellishment of human industrialism. Using electric buses around the clock to shuttle people during peak hours of visitation would not only solve the massive traffic issues Little Cottonwood now faces but would also maintain the natural beauty of the canyon. Please do not implement a Gondola. | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 31792 | siefert, ben | First this is a huge waist of tax dollars. Second. 35 people per gondola every 2 minutes is an uphill capacity of 1050 people per hour. I would assume a busy Saturday for Snowbird and Alta combined is roughly 15,000 people. This will never get that volume of people to the resort in a few hours in the morning and everyone back down at 4 pm... This is very expensive and will not get the job done. | 32.2.9E | |
| 26205 | Siefert, Ben | Seams fiscally irresponsible to use tax payers money to help deal with a major traffic issues 3-5% of the days of the year. Who will own the base village and who will pay for the massive annual maintenance? | 32.2.7A; 32.6A;32.1.2B | A32.1.2B |
| 30592 | Siegal, Holtan | No to LCC destruction! | 32.2.9E | |
| 36545 | Siegal, Nathan | Before spending millions of taxpayer dollars to promote a private interest, Utah owes it to its citizens to implement the phased options such as busses and tolling, and assess their effectiveness in reducing traffic. The estimates for the cost of the gondola are already dramatically out of touch after covid and significant inflation - it would not be surprising to see that the cost doubled in two to three years. Please do not ruin this incredible corner of our world with a solution that only a powerful few think is valid, and a majority of actual users detest. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 36509 | Siegel, Ally | I am against the Little Cottonwood Canyon Gondola due to its negative environmental impacts and harm to world class rock climbing areas. The gondola is a solution for people who ski/snowboard at the resorts, but the land in little cottonwood is made for all user groups. A solution for one user group (resort skiers) should not cause a huge loss to another (climbers). While the gondola does address many important pressing issues, there are other solutions that have not been fully explored. These include, traction laws, increased busing, tolls, and increased avalanche control systems. Without having fully worked through other possible solutions, there is no justification to destroy incredibly precious climbing areas. | 32.2.9E; 32.1.2D; 32.2.2M; 32.2.4A; 32.2.9A | |
| 28120 | Siegenderf, Maryanne | No gondola! Why are we paying for something that benefits few! Plus we don't have snow anymore Super short season Take a bus!!!! No money for the eye sore! Keep are canyon view No ugly gondola!!!!!! | 32.2.9E; 32.2.9A; 32.2.2E | |
| 31368 | Siegler, Gretchen | Please do not defile LCC with this atrocity. There are so many other alternatives that allow for all people to enjoy the canyons rather than the few who entertain the over priced sport of skiing. The ski industry needs to regulate itself and that does not include being given more access to defile our public lands. Put it on the ballot and the idea of a gondola will be substantially renounced by those who will otherwise have to pay for it. | 32.2.9E; 32.2.9N | A32.2.9N |
| 32222 | Siegrist, Rick | 100% against this project. I don't second guess this might be most effective plan in scope of UDOT needs. My objection is the limited effectiveness in a year round environment. Spring, summer, fall it is a busy canyon, top to bottom. \$550-\$600 million for such a limited time and scope. Our local community has such more pressing needs than a 3-4 month expressway for skiers. Housing, homelessness, addiction, mental health all need our help. Selfishly, how about improved east west corridors? Just not the best use of anyone's money, let alone taxpayers money. | 32.2.9E; 32.2.6.5F | |
| 27533 | Sieverts, Megan | How are you moving this along without public approval? You stated that the preferred alternative wasn't going to be based on positive or negative public feedback. How is that the case when the public is funding it? Environmentalists are mad about the gondola (Save Our Canyons). You clearly weren't shooting for preservation. | 32.2.9E; 32.2.9N; 32.2.2E | A32.2.9N |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | Recreational groups (besides skiers) are mad about it (Salt Lake Climbers Alliance). You clearly only care about the one sport that fills Alta and Snowbird's pockets. Residents are mad about it and the widening of Wasatch Boulevard (Save Not Pave). There are three separate groups that I know of who have been fighting this decision the whole time. I am against it as well and agree wholeheartedly that the public does not need to invest that kind of money into two businesses, especially with global warming. This is a shameful and obviously corrupt decision. | | |
| 34420 | Sieverts, Megan | Please protect Little Cottonwood Canyon, by not placing invasive infrastructure for corporate welfare like the gondola extra lanes or any kind of train. It's laughable that representatives from the CWC say that this is for everyone in Utah to recreate. Most Utahns do not ski. However, 60% of Utahns do rely on that drinking water. Put steep tolls in place to force people to take buses. With global warming Utah might not be home to the greatest snow on earth for long. Do the right thing and protect our natural resources, like drinking water. Don't try to cram as many people as possible in the canyon to make Alta and Snowbird more money. | 32.2.9A; 32.2.2E; 32.1.2B | A32.1.2B |
| 35381 | Sieverts, Megan | Please leave Little Cottonwood Canyon alone. Put a huge toll on it to force people to take the bus. If Alta and Snowbird take a hit oh well. Tourism is bigger than skiing. People come here for climbing, hiking, and backpacking too. We should not be engaging in corporate welfare that also endangers our water supply and tears up this gorgeous natural space. I hope all of the dirty developers pushing [REDACTED] The residents of Utah do not want this. Don't make them pay for it and don't do it. We don't need a gondola, train, or extra lanes. We need to protect our natural spaces. | 32.2.9E; 32.2.2Y; 32.2.9A; 32.1.2D | |
| 27693 | Sieverts, Megan | I fought the monorail in 2015. Notice how it wasn't even an option this time? The cog rail was, but not the monorail that was surely going to save us all? That's because it was not a wise idea. A few years showed that. The gondola is similar. It's expensive, permanent, invasive, and unnecessary. | 32.2.9E | |
| 27404 | Sieverts, Megan | The gondola is going to be extremely costly to benefit only skiers and two businesses (Alta and Snowbird). Do the owners of the resorts own you and the people who make up this committee? That's the only logical explanation for this fiscally irresponsible decision. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28403 | Sieverts, Megan | I think it's interesting that the public wanted consideration of all recreational users, not just the resorts, but the CWC is in the end just supporting the resorts. The gondola only stops at the resorts and only runs in the winter. How is that considerate of all? | 32.1.2D | |
| 30256 | Sigman, Lacy | As a frequenter of SLC and of Snowbird, I know that most locals love the public access that the buses provide. The gondola doesn't sound like it'll offer easier public access nor quicker routes up to the mountain. Open up the mountains to all, not just the rich! | 32.2.9E; 32.1.2D | |
| 30721 | Sikonia, Justin | Disappointed in the gondola choice. Taxpayer money to support connecting a handful of private enterprises. How does this benefit hikers, people who picnic, fall color seekers; is everyone supposed to perform these activities at the resorts? Why does UDOT feel competent in recommending a gondola; how many have they implemented before? How is this project scalable for the next 100 years and how does it support inter canyon connectivity? What is the impact to Life Flight helicopter traffic when operating in low cloud cover and now a gondola tower is 200 feet in the air? | 32.2.9E; 32.1.2D; 32.1.1A; 32.2.6.5K | A32.1.1A |
| 25532 | Silberman, Hilary | The gondola is not a good choice for LCC. It will cause considerable destruction to resources in the canyon. Most significantly important climbing resources of much loved and frequented world class boulders. It will create a huge visual impact. It will only serve the ski resorts and not other winter recreational canyon user groups. It will not help with summer traffic parking or travel at all. It will have impacts on parking and access at the canyon base. The least intrusive option should be considered first. Increasing and improving already existing bus service. | 32.2.9E; 32.4B; 32.1.2B; 32.6D; 32.2.2PP; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 30935 | Silberman, Pamela | I'm disappointed that the gondola option was chosen before exploring alternatives, like tolls, mandatory carpooling and increased bus service. Because the gondola will only service Alta and Snowbird, it will not reduce traffic for people going to other destinations in the canyon. We only have to look at Zion national park to understand how successfully mandating shuttle/bus use can be. If there is adequate parking at the base, you can require that anyone who is not employed, a hotel guest or resident in the canyon must park and take the bus. Let's try that before we opt for the most expensive, destructive solution. | 32.2.9E; 32.2.2Y; 32.2.4A; 32.2.6.5G; 32.2.2B; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 37997 | Silcox, Darla | My husband and I are against the gondola! We own a business; a rental property and our home are all in Sandy. We pay thousands of dollars in property tax every year. As my husband and I were discussing the gondola tonight he said you know the gondola will go through because big business always wins. It would be nice if the people who live and work in Sandy could actually have say in what happens in their city and area around them. Please listen to the people who it will affect the most! | 32.2.9E | |
| 37738 | Silcox, Jerry | I am against the gondola. | 32.2.9E | |
| 36717 | Silcox, Quinn | I live within a couple miles of the canyon and I'm opposed to the gondola. I believe there are more fiscally responsible ways to clear congestion of the canyon. I also don't believe public funds should be used to subsidize private industries. I don't believe tax payers should foot the bill to get skiers up the canyons. Please expand bus service. | 32.2.9E; 32.2.7A; 32.2.9A | |
| 36936 | Silcox, Tate | We shouldn't be paying for something that doesn't benefit us. The traffic is bad going up the canyon but we know that and live with it. This hurts us that want to use the canyon for more than just skiing. | 32.2.7A; 32.1.2D | |
| 25497 | Sillman, Delaney | This is a poor decision on the part of UDOT. Tax payer money should not be used to shovel rich skiers up to private ski resorts. The environmental degradation and the destruction of other recreation opportunities, like climbing and hiking highlight even more inequities. Recreation for the wealthy is not more important than recreation for the masses. I have spent a great deal of time up the canyon, working at Alta, climbing, hiking, and fishing in the creek. It is certainly busy, and adding more people with an expensive gondola that will only be in operation part of the year will actually not help overcrowding, and will take attention away from other common sense alternatives that have the potential to address the concerns of all canyon recreators. Environmental stewardship programs, potentially road widening, improved bussing, etc. Utah has managed to deal with huge visitation numbers in our national parks, this isn't a problem that needs new, innovative, and EXPENSIVE solutions, it needs a dose of common sense. It needs decision makers that prioritize the stewards and regular users of the canyon over the occasional | 32.2.9E; 32.2.0C; 32.1.2B; 32.4B; 32.1.2D; 32.2.9N | A32.2.0C; A32.1.2B; A32.2.9N |

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| | | guests to the resorts that happen to have deep pockets. I think this is an incredibly irresponsible choice. I appreciate your efforts to continue to serve the people of Utah who love this place and want it to be here and available to our children. At this rate that is not going to be a reality. Please say no to this alternative. | | |
| 29195 | Silloway, Stuart | I have written on this subject before. Nothing has changed. The \$500mm is just the start. That estimate is old and does NOT include increases due to delays and, importantly, there is no estimate for completing the package. Bottom of canyon infrastructure, parking and buses from parking to gondola. Who is going to pay for all this. Utah taxpayers who always vote against the concept? The two businesses (ski areas) at the top of the canyon? Skiers who now pay nearly \$200 per lift ticket? Left unsaid is that this is a poor concept. Widen the road which is three lanes wide in much of the canyon, create one lane only bus lanes and get buses that are comfortable to make up for the inevitable delays. The road is still going to be there, we do not need a wide service land through the wilderness as well. Also, how will the gondola operate in the other months? More stops for the many hiking trails will cost more and slow it all down. Lastly, this is a disruption of LCC which provides culinary water to SLC and environs. This is an ill conceived project loved only by the developers who can see nothing but dollar signs accruing to their benefit. | 32.2.7A; 32.2.9B; 32.2.6.5F | |
| 37508 | Silva, Holly | I am completely for a gondola route through the Little Cottonwood Canyon in order to help reduce environmental damages from the current traffic & resulting pollution. I believe that the gondola project has a low-impact, low carbon footprint & will greatly improve both high altitude & valley pollution. In light of our high growth density, I also hope that other future gondola projects maybe proposed & reviewed for many other Utah canyon & mountain passes. | 32.2.9D | |
| 34684 | Silver, Bob | NO GONDOLA!!! | 32.2.9E | |
| 34084 | Silver, Maya | Please don't ruin the canyon by increasing traffic and destroying beautiful parts of it. | 32.2.9D | |
| 32073 | Silver, Michael | I am a Millcreek Utah resident and frequent visitor (summer and winter) to Little Cottonwood Canyon. I fully support the preferred gondola alternative - for safe travel in the canyon under all weather conditions and, especially, to reduce the number of idling vehicles "parked" for miles trying to get up or down the canyon. | 32.2.9D | |
| 34433 | Silvers, Scott | No gondola. Too much impact and investment for only the ski industry. | 32.2.9E | |
| 32340 | Silverstein, Trevor | I think the enhanced bus provides a more flexible, less intrusive option for the canyon. The enhanced bus will decrease travel time and encourage people to shift to public transportation. The community can decide to continue the development in the future by completing the widening option, which I think is the real solution to traffic issues in the canyon. The road widening will decrease the travel times the most out of any option and provide the greatest incentive to switch from a personal vehicle to public transit. In addition, the widened lanes will be useful year-round for cyclists during the summer, providing a safer riding experience in LCC. In conjunction with the busing options, we should consider implementing tolls in both canyons during peak hours. We can use these to encourage carpooling and generate funds for the additional transportation projects in the canyons. We should go all in on the bus and tolling before considering installing a costly gondola that will not be used for most of the year. | 32.2.9A; 32.2.9B; 32.2.4A | |
| 35886 | Silverstone, Sophie | Please no gondola! I believe the problem with our city and our canyons is over-use, overpopulation, and over capacity, not that there is not adequate enough transportation. Transportation wouldn't be an issue if we addressed the root of the matter: over capacity past the point of being able to sustain the environment and our quality of life. The great salt lake levels lowering is another indicator that the salt lake valley is headed for scarcity of many kinds if we keep overpopulating this area in this manner, reducing the lake's main tributaries by building housing developments that draw from the bear river and others. The number of cancer patients in our area who flock to huntsman cancer institute because of the amount of pollution from industry in the west side of the city, and now the toxic dust from the drying lake-bed and other environmental issues this valley faces, are other indicators that our quality of life is flagging as a result of poorly-planned industry and growth plans for this Valley. The only beneficiaries are the corporations, the ski resorts, and the government entities that do better with the increase in customers, while the environment, and the constituents (who overpay and have to deal with the increase in crowds) loses. By making a gondola seem to fix the problem of overcapacity, we all will be putting a bandaaid on the bigger issue: overuse. By expanding the capacity and efficiency of moving people up and down the canyon, we increase the amount of water, waste removal, trash collection and other needs that put pressure on the environment. I'm opposed because if we're overcapacity, a permitting system or some other method of responding to this problem of overpopulation and overuse needs to be the priority, as opposed to spending a huge amount of time and money on something that enables the problem to get worse. | 32.2.9E; 32.1.2B; 32.1.2D; 32.1.2F | A32.1.2B; A32.1.2F |
| 30138 | Silvia, David | The construction of this gondola does not pose significant benefit to the people of Salt Lake City. The construction would benefit tourism and out of state travel, and consume hundreds of millions of tax payer dollars. \$45million dollars were allocated towards saving the most important natural resource we have to our continued prosperity. Without this lake, there will be no ski industry in Utah, and the gondola will be vastly under utilized. Save the Great Salt Lake, allocate our tax dollars to the present needs of the people of Utah. Please. | 32.1.2B; 32.1.2F; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B; A32.1.2F |
| 33089 | Simbeck, Steve | Starting with an expensive and "permanent" gondola is not a prudent plan. Why not try lesser impactful solutions first to see if they alleviate the issue. More buses, for example might reduce cars and, therefore, congestion. If it doesn't work then try something else. If the gondola is not successful we are stuck with a huge expense and permanent structures. Also, there is way too much being hidden. Who is profiting on this? Insiders are running this and it is shameful. No gondola at this time! | 32.2.9E; 32.2.9R; 32.6A | A32.2.9R; A32.1.2H; A32.2.6S |
| 33166 | Simeral, Kristen | I'm against the gondola. It serves a very small, privileged group and ruins the canyon for everyone else. | 32.2.9E | |

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| 28757 | Simmons, Angie | I am against the Gondola because of the enormous cost that will be put upon taxpayers in the form of tax increases - and it will only benefit two ski resorts! The gondola itself will destroy the canyon view and scenery. And after all this I guarantee people will still prefer to drive to ski resorts because it is cheaper and faster. This is a horrible option that has only made it this far because people are making BIG money off of it. At the expense of taxpayers. I have been on the fence about this gondola but I am so against it now after learning about the enormous expense (in some places this may be as big as an 8% tax increase for taxpayers! All for a gondola!!) | 32.2.9E; 32.2.7A; 32.2.4A; 32.7C; 32.2.9N | A32.2.9N |
| 35349 | Simmons, Chelsea | I am not in favor of a gondola. It will physically and visually destroy the canyon and only service the resorts and close proximity surrounding areas. It will also destroy some of the best bouldering in the valley. I am in favor of a bus system, similar to what has been executed in Zion and I personally would be willing to pay for a pass for access. I would also support the costs for additional snow control guns/road bridges needed to eventually help decrease road closures from avalanches (although this could be done at a later phase). This is also a solution that could also work for BCC. | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.2B | A32.1.2F |
| 37983 | Simmons, Deborah | <p>Ôªø</p> <p>ÔªøAs a life long Utah resident and lover of the Cottonwood Canyons, I am very disappointed with the UDOT backing of the Gondola B plan. The gondola itself is an expensive special interest project that only supports and services the special interests of the Ski resorts and should not be the burden of the taxpayer. I will support every effort to make sure the gondola does not get funding.</p> <p>However, I do support some of the phased implementation parts such as enhanced busing with no road widening, snow sheds with road realignment, and some form of tolling. However the tolling should be at the mouth of the canyon for all canyon users alike. We are all adding to the congestion no matter our "perceived" income and should all share the same responsibility. Single occupancy vehicle restrictions is also acceptable, as well as no roadside parking.</p> <p>All studies show how bad the traffic will be in 2050 but what about beyond that? Even with an expensive Gondola, the traffic problem will never be solved. There are other common sense solutions. There should be a limit to how many vehicles/buses the canyon can support and when it reaches that number, it is "sold out". Both ski resorts should implement the same parking reservation system and add locker areas for gear storage that will help make bus transit more appealing. Those are solutions that will work now as well as in 50 years. As a regular canyon user I prefer to go less and have the "get away" canyon experience. In addition, the Ski resort's support of the gondola is part of a big money grab. The lift lines are already extremely long on weekends with the current number of skiers without implementing any of the suggested transportation fixes. It is not uncommon to wait up to an hour to get on a lift. Additional people means even longer lift lines and less skiing, but at a much high price with the ever increasing lift ticket price and the crazy cost of parking. (And if you don't like the lines, you can even pay more for a fast pass!). Current Gondola plans only service the ski resorts.</p> <p>Please save my Canyon Experience and no Gondola!</p> | 32.2.9E; 32.2.9A; 32.1.2D; 32.2.7A; 32.2.2K | A32.2.2K |
| 37707 | Simmons, Harris | Please don't forever scar Little Cottonwood Canyon with a gondola. Implement a toll for vehicles, and use the proceeds to subsidize natural gas busses. People pay big bucks for ski passes; many would certainly pay \$15-20 to drive up the canyon. Use market forces to allocate the scarce resource of vehicular access. That's the Utah way! | 32.2.9E; 32.2.6.3F; 32.2.4A | |
| 37338 | Simmons, Mike | Please don't put a gondola in LCC. I think we can come up better solutions, like tolls and more buses at peak times. Buses can be regulated if the demand is lower. I think tolls should be every day of the year because demand on the canyon keeps going up, and only allow so many cars to go up the canyon a day. We also need to tolls and buses up BCC to keep that canyon under control. The gondola doesn't stop at the hiking trails so I will still have to drive up the canyon to get to the places that I want to. The gondola solution won't do anything to help Wasatch blvd traffic if anything it will make it worse. I think the gondola is a tourist attraction that won't help the problem. | 32.2.9E; 32.2.4A; 32.2.9A; 32.2.6.5E | A32.2.6.5E |
| 26686 | Simmons, Scott | Excited for this. Although I think additional stops should be considered as well as gondola access during summers - maybe weekends and holidays? This is great for the future of our city. | 32.2.6.5F; 32.2.6.5G; 32.2.9D | |
| 27171 | Simmons, Skyler | As someone who has worked at Snowbird for almost 11 years I firmly believe the gondola is not the correct answer to the traffic problems. Little Cottonwood is a place of beauty and solitude, the gondola would be a total eye sore for hikers, bikers, climbers, people driving the canyon etc. In every picture there will be gondola towers or a gondola itself, let alone the people who live in the canyon or at the mouth will now have a gondola cabin of 35 people souring over their backyards looking at them. I also believe that the gondola will create a brand new bottle neck before you even reach the canyon on wasatch blvd traffic will be horrendous on a powder day potentially worse than it already is. And i know your answer is to park at different park and rides to get a bus to the gondola, which in that case you drive to the bus stop, wait in line for the bus, the bus takes you to the gondola, you wait in line for the gondola, then finally get on the gondola and 36 minutes later get to alta. Seems to me that after all that noone will be getting to the mountain any quicker than before. | 32.2.9E; 32.2.6.5E; 32.2.2I | A32.2.6.5E; A32.2.2I |
| 32598 | Simmons, Thomas | I am all for this. The canyon is used by so many people now that can hard to call pristine. Busing more people sounds great but most won't ride. The other problem is UTA can't staff the current schedule let alone enhanced service. I do wish it had a stop at white pine to get that traffic off the road. | 32.2.9D | |
| 30934 | Simmons-Grover, Savannah | As a resident of SLC, I strongly disapprove of the construction of the gondola in LCC. | 32.2.9E | |
| 35743 | Simmons-Kissell, Judith | Please do not build a gondola up Little Cottonwood Canyon. Find other solutions to relieve the traffic up this canyon and Big Cottonwood. | 32.2.9E | |

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| 26460 | Simon, Alex | The building of the gondola has much worse environmental impacts than most other options. Udot, snowbird, Alta, and Utah politicians claim that it's better for the canyon and environment but are only saying this because they're getting paid by gondola works. Gondola works has paid multiple news medias like KSL to falsely report to the citizens of Salt Lake that it's somehow beneficial to the environment and Utah citizens. I believe more bus service and larger parking at the bottom of the canyon is the one true way to get more people up the canyon and also save the environment. Don't ruin the canyon with the best snow on earth for a check. And if you do at least don't lie that it's beneficial to Salt Lake citizens and the environment. Don't let your legacy be ruining one of the best canyons on earth, you still have time to make the right choice. | 32.1.2B; 32.2.6E; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35847 | Simon, Carol | I am completely against the gondola due to the huge cost and limited improvement to traffic. I'm sure that even after it is completed, many locals won't be able to afford to ride it. As a middle income family, we have already been priced out of skiing. No one is addressing how much each person riding this gondola will have to pay, in addition to extremely expensive ski tickets already. This is clearly NOT designed for Utah locals. However, they will be picking up the entire cost!!!! Vote NO please!!! | 32.2.9E; 32.2.7A | |
| 27823 | Simon, Leanne | The gondola is an over priced and ineffective solution that only benefits the resorts. The same amount of traffic will be present for those of us that use the backcountry and trailheads. Listen to what the majority of people are providing their feedback on. | 32.2.9E | |
| 35402 | Simon, Marcus | Hello, I oppose a tram for use in little cottonwood canyon. It's a giant eyesore similar to what has happened in the Alps. There has to be a less intrusive way to help with traffic. Regards, Marcus | 32.2.9E | |
| 30067 | Simon, Vinc | This only benefits ski resorts Those who benefit should pay. This would also negatively affect the environment. Also, it does not provide service to other dispersed canyon rsers. | 32.1.2D; 32.2.7A; 32.2.9E; 32.6A | |
| 38967 | Simon, Vnc | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. Sincerely, Vnc Simon [REDACTED] | 32.2.2BB; 32.2.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 34083 | Simonds, Seth | Either proposed solution requires a tolling system to disincet driving and incet the alternative. A toll system is an order of magnitude less expensive, can be implemented quickly, uses existing infrastructure, generates revenue and has to happen regardless. The tolling system should be implemented and it's impacts studied before committing to and outlaying half a billion dollar? Anecdotaly, Alta's paid parking and reservation system effectively solved the parking crisis in upper LCC last year save for the acute issues associated with big storm days (there might just be limits imposed by nature that we as humans have to adapt to-crazy, I know). Across several user groups, we piled 5 to a car to go backcountry skiing or resort skiing because one of us had a parking pass-a certificate with 20 dollars of face value. The minimum age and income in these vehicles were 35 and 75k, piling into a car, over 5 dollars per capita. My Alta friends said the resort was pleasant and they could park again. Snowbird, looked like a zoo; the trailheads looked like zoos, we were able to ski the Emmas and Flagstaff, in 2ft, on weekend, with maybe 50 other people on the entire south side of the canyon on a weekend; Alta got to spin their lifts. Last winter I made the fewest trips to LCC in 15 years because of \$20 and planning; the same as I have driven up Millcreek maybe 5 times in 15 years over five dollars, a tough shed, porta potty and 200k in labor cost: Tolling is not some crazy project and the days it was needed traffic | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.9E; 32.5A | A32.1.2B; A32.2.2K |

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| | | <p>would be stopped up at the mouth anyways. You could have a tough shed, it could be portable. Last season was the most I have carpoled to LCC since college. An argument against the toll booth is that it disproportionately affects the poor. Unfortunately, the poor are already disproportionately impacted...by being poor. Access to LCC is not on their list of concerns so this argument is a classic one of trickling up economic value by funding a wealthy user group, with a poorer tax base. The toll might bind on a marginal user groups, like college kids, but this is not a marginalized community. We are subsidizing wealthy people and users by transferring cost to poorer communities and not bearing the burden of our recreation ourselves. Moreover, only a few wealthy user groups benefit: resort skiers at Alta and Snowbird and the resorts. This is why you have seen 15k comments: you are benefiting wealthy people at the expense or cost of other wealthy people: rock climbers, bikers, hikers, back country skiers Wealthy people have time enough to care.</p> <p>The companies have a business model where it behooves them to put as much meat through there sausage factories as possible-the gondola will help their assembly line. They have an obligation to maximize profit, that's fine; but, I think they should pay for the Gondola and we should judge their enthusiasm for the project based on that condition: King Solomon style. My guess is that half a billion dollars of privately funded infrastructure would dampen enthusiasm. Do what's simple, do what's cheap, do what's flexible, take advantage of human behavior. The twilight series was effectively solved over a 5\$ entrance fee, it's not rocket science: people treat things what they worth and if something is free, it gets treated as cheap. We have all the infrastructure we need to solve this problem now and, in the future, when humans are no longer responsible for driving their own cars. That will happen sooner than some big project. Stop gap, until then by taking advantage of market mechanisms. I can guarantee 30% reduction in traffic at \$50 a vehicle. If the goal of all this is to pump more sausage through the factories, then let's call it what it is and assign fair burden to fair benefit. Those towers would be so ugly and sad. A wider road would be sad and ugly. At a certain point nature has limits, when do we content ourselves within those limits?</p> | | |
| 31450 | Simonich, Chloe | It saddens me to have such wonderful climbing be destroyed. I feel the gondola will ruin the sightlines and the natural beauty of little cotton wood. There is no need for a gondola to ferry people up the mountain when there are such beautiful trails and experiences already available. Lets not industrialize what little nature we have left. | 32.2.9E | |
| 37882 | Simons, Dan | <p>IN FAVOR of the Gondola option. I am not in favor of widening the road with further/additional large cuts into the toes of the mountain adding additional erosion challenges, giving it a gunite look like Provo Canyon, unsightly avalanche sheds, and more buses that can't make it up or down the canyon with heavy snow fall having to send tow vehicles to pull them up the mountain.</p> <p>Get rid of the "Ikon" Ski Pass to help relief pressure. Make Snow Bird and Alta pay for their share of the cost. Its a benefit to them to get more skiers to their resorts.</p> | 32.2.9D; 32.2.2K; 32.2.7A | A32.2.2K |
| 35735 | Simons, Ernest | We do NOT need the gondola! This can be fixed with the bus system. The only days that are congested with traffic are the weekend mornings. If die hard people want drive to be up there at the opening then they just need to leave earlier than 8 am. The worst times are 8:15 to 10:15. Locals know when to go up on snow days and it is very random. I'm in the construction business and this doesn't constitute a big job for a gondola. Thanks | 32.2.9E; 32.2.9A | |
| 30790 | Simonsen, Robyn | Please do not ruin Little Cottonwood canyon with a gondola system. 2500 additional parking places at the bottom of the canyon with irreversibly destroy this area. Not everyone using the canyon is a skier. There are huge hiking communities and biking communities. Why do they never get a voice. You've got plenty of parking and people can learn how to ride a bus. Ridiculous to spend this money and horrible to destroy more beautiful land with a parking lot. | 32.2.9E | |
| 36788 | Simonsen, Sydney | Please as a skier and a climber and someone who has lived and seen what it is like to do both in this beautiful area. I beg of you find a different solution. The damage that this will do to the environment is not worth the money that you will spend or making continuing on with your current plan. I plead give it more time come up with a better solution talk to more city planners come together and give it more time to make the best solution to this issue. Thank you for your time and consideration I really do hope that you are willing to read this and change your mind. | 32.2.9E | |
| 38366 | Simons-Kraan, Kimberly | <p>From: Kimberly Kraan.</p> <p>Cottonwood Heights, UT</p> <p>TO: UDOT</p> <p>RE: Public comment for record, re: Final EIS Gondola B, Oct 17, 2022:</p> <p>Opening, and preface for opposing a gondola in LLC as part of UDOTs' FINAL EIS : UDOT seems to miss the mark time and again on this issue. In presenting its latest FINAL EIS Gondola B Plan, they appear to have slipped over the ethical edge, narrowing the EIS focus in supporting privatized development interest of contrasting a gondola, which is to be funded by public tax dollars; the UDOT gondola-centric solution serves only private interest profiteering over greater public needs as formerly outlined in the originally drafted EIS purpose, 2018. No doubt in mind that the state senators, who crafted the legislative bill setting the \$66 million of EIS study money in motion, were careful in providing wiggle-room language within the bill to allow for any scope modifications. UDOT proclaims in its purpose of the revised Final EIS, that it is charged with: "substantially improving transportation-related safety, reliability, and mobility for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta." Let's read that again: "For all users on S.R. 210,". With that statement alone a gondola fails to meet the EIS criterion. In fact, a gondola would severely degrade and worsen conditions for all users on SR210, by inducing traffic into the area through both planned road widening and construction of a massive 2,500 tall parking garage/ gondola base station, thereby increasing risks for incidents, and increased emissions pollution along SR210 while simultaneously decreasing public safety.</p> <p>A gondola fails to meet any safety, reliability, or mobility issues on SR210/LCC: Per Uot's Chpt 32.2.4:</p> | 32.2.9E; 32.1.2D; 32.20C; 32.2.9A; 32.2.9N; 32.2.6.2.2A | A32.20C; A32.2.9N; A32.2.6.2.2A |

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| | | <p>"To meet the project purpose, UDOT does not need to eliminate all personal vehicles From Little Cottonwood Canyon. Personal vehicles would still be allowed into the canyon at all times (except during temporary closures for avalanches or accidents) to access recreational activities, the ski resorts, and personal residences.,"</p> <p>Continuing on, paraphrasing 'under US title 23 UDOT cannot close a state roadway...'</p> <p>SR210 will experience the same traffic flow, traffic incidents, etc, and traffic will not be limited within LLC, nor or will UDOT close the roadway, it cannot under Federal prevailing laws. So, nothing about safety, reliability, or mobility is improved for those using SR210 under UDOT's Final EIS Gondola B plan. The only purpose left standing is that a gondola serves is to increase canyon capacity be delivering more patrons to the ski resorts located within the canyon, snowbird and alta, that purpose is indirectly stated in UDOT's EIS purpose 'as the preferred alternative to improve transportation in the canyon'. To claim a gondola meets the criteria of: "substantially improving transportation-related safety, reliability, and mobility for all users on S.R. 210," is to offer-up self-serving skewed statistical data. This claim does nothing more than support the gondola narrative presented by UDOT, it serves only to increasing canyon capacity, but fails to decrease number of incidents within LLC. While it presents an alternative system/module of transportation, so too do busses, trains, and zeppelins. The gondola comes at a hefty price tag, a price public has already questioned as being too much money for a limited scope and service public transportation project. Public has demanded for increased, flex bus type service as an LCC supplemental transportation system, and UDOT has ignored those comments.</p> <p>Public comments ignored, again. As a community member who has followed this issue since it's conception, I am put off by the fact that UDOT fails to publically disclose, online, the 14,000 prior public comments presented to UDOT on the EIS, for reasons UDOT claims is related to too large of PDF files, yet UDOT can break up it's own 11,000 pages of EIS into segments. UDOT received \$66 million to study this issue, and cannot figure out how to get those public comments online and accessible to everyone? Instead, it offers for public to transport themselves to their offices for a paper copy. UDOT manipulatively, and deceptively, imo, uses that record number of prior public comments, 14,000, and strings it right into their support statement for the Final EIS Gondola B plan, as if to infer that prior public opinion supports their preferred gondola solution. It does not, and this is just one of many examples of UDOT word-smithing to serve its own narrative.</p> <p>"UDOT has released the Final EIS and 14,000+ public comments received during the Draft EIS comment periods, and identified Gondola B, with proposed phasing, as the preferred alternative to improve transportation in the canyon."</p> <p>Let's note that a comma placement after the first use of EIS herein is of utmost importance.</p> <p>UDOT's EIS scope altered. The EIS was deliberately changed/alterd to a much narrower focus than that of the initial scope, which had set out to seek solutions that served the greater common good. The current, revised Final EIS, fails to meet the collective needs of the greater common good for the residents of Utah, and serves only to benefit a few investor business/developers and ski resorts owners, and UDOT.</p> <p>Cronyism, Skepticism, Lack of Accountability, Actions speak louder than words. UDOT received \$66 million of study money. For public record, this action was set it monition by former state senator, Wayne Neiderhauser, during his term as state senator. It is also a known fact that Neiderhauser likes to dabble as a real-estate developer. Shortly after the legislative bill, he co-sponsored, had passed through state legislation, he stepped away from state office and took on a private sector role as developer of the large-scale, planned commercial center that would become a gondola base hub to ultimately connect his planned development to the 2 ski resorts in LLC(snowbird and alta). Snowbird has embraced and actively supported the gondola, its history suggest it desires both expansion and increased patronage to its resort. Alta resort, on the other hand, is on record as opposed to constructing a gondola within LCC. Neiderhauser's company recently sold the land necessary for the gondola station base to an LLC owned by Snowbird corporation. Snowbird would not have speculatively purchased the base property if the gondola were an uncertainty. It is assumed Snowbird had some prior knowledge of UDOT's EIS revised solution outcome. Recent activity of udot suggests snowbird has had much influence on its revisions to the Final EIS scoping statement, and that suggest cronyism. UDOT has since been under formal Audit. UDOT had removed former EIS rep after he agreed to local community that he would see to it UDOT reduced the speed limit along SR21- from 50mph to 35 mph speed limit along SR210, through Cottonwood Heights. The EIS new rep, along with higher-ups in command at UDOT, claim this speed limit reduction simply will not happen, the narrative changed abruptly with changes in command at UDOT, despite Cottonwood Heights city and residents repeatedly voiced concerns of community safety along the SR210 state road. Ignoring local residents request to not increase traffic nor widen SR210, and work to increase local area safety, UDOT in response has acted with a belligerent attitude, and is dead-set on blasting a 5 to 7 lane highway, of Bangeter proportions (2.5 miles), through the Cottonwood Heights east side community, severing residential areas from the city and decreasing community safety in its path of destruction, all in order to direct more vehicles along SR210 to the Gondola base, and its surrounding private commercial developments and planned massive parking garage, and ultimately the ski resorts within LLC. There is a winner and a loser in this scenario, and it's clear whom UDOT has picked as the winner. UDOT has made no concessions for safety with Cottonwood Heights residents in the scope of its Final EIS plans, rather the plans by design will desecrate a community, and will do so at expense of profiteering gains by private enterprise interest, using public funds. There is no functional need to widen SR210 to 5 to 7 lane capacity, other than UDOT needs to validate its application for securing maximum Federal funding. And, money is what is driving this entire EIS, money and greed. UDOT was a former partner of CWC (central wasatch commission) then quietly backed out of that partnership, as if to maintain some public appearance of neutrality on the matter. The CWC also stated the "goal was to</p> | | |

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| | | <p>reduce congestion in LCC,"... by placing more people on gondola. The failure in their logic, as continued to be spilled to public in support of a gondola, is that UDOT is not changing nor altering traffic within LLC as part of the project scope. Neiderhauser's business partner, former council person McCandless sat on the CWC as a council person, steering this from the inside. While his role is ethically questionable, McCandless finally removed himself from public office to pursue the gondola dream with partner Neiderhuaser. There is no neutrality in supporting a solution that does not solve an issue. There is no neutrality when a developer (former state senator) sets public money in motion to a state agency only to have it serve his own profit margins on the other end.</p> <p>As public comments pile up, whenever solicited for public comment on the EIS, UDOT blatantly ignores the spoken/written will of the greater community of the residents of Utah by which it is tasked to serve. Public comment period to UDOT is nothing more than a check box, a formality, and UDOT informs public it does not have to react to or act upon those comments received. UDOT's lack of accountability and that sends public message; people become more disillusioned and disengaged with public process. Former mayor of Cottonwood Heights once said of UDOT that "Udot is Udot," inferring as though nothing can be done to alter the course of the agencies actions. This sediment, of UDOT, is expressed more than I can to know. This seems par for the course as public responds to UDOT's latest Final EIS Gondola B Plan, again, UDOT is not listening, because it does not have to. But, none the less, here are my 11, 000 pages opposing UDOT's gondola solution, and I hope UDOT is inundated with replies, with well over the prior 14,000 threshold of adamantly opposed comments to the gondola.</p> <p>A gondola won't stop traffic flow in LCC, but laws can change to address that. Per a prior udot post, re: USA title 23 federal code, udot cannot limit the number of cars, nor close off state roads, with exception to obvious reasons of severe weather avalanche work, incident, road work. UDOT's director, Braceras, sat on ASHTO in recent years, and could have allocated some of the "study money" (\$66 mill) given to udot by the state, to work at the Federal transportation level in respect to proposing legislative bills/changes under US title 23, devising changes/amendments to existing law language unique to dead-ended canyons impacted by high-volume traffic in high-tourism areas throughout UT, and find legal avenues by which to limit cars in these places, and ultimately have means whereby to limit traffic within LCC. Instead UDOT chose the easy money route making public claim as if injecting \$550 million into a (frivolous) gondola (scam) will solve any LCC canyon traffic issues.</p> <p>No clear indication of location of gondola as presented by UDOT. Where will the gondola ultimately cross the SR210? UDOT fails to provide enough details to give public sense of where the gondola will be placed. It is questionable as to whether its latest EIS drawings depict accurately, or not, the gondola's intended route. In their defense they'll work this out 'after getting funding'. It was earlier assumed UDOT would transverse the newly acquired open space land (land purchased under pressure by Cottonwood Heights from developers that placed it on a uber-short timeline offering in the midst of UDOT's EIS), in Cottonwood Heights. But, per Utah Open Lands statement below it is evident that UOL's will oppose a gondola transversing this protected open space land.</p> <p>FROM UTAH OPEN LANDS:</p> <p>"COTTONWOOD HEIGHTS BONNEVILLE SHORELINE TRAIL: PROTECTED AND DEFENDED! Utah Open Lands has never experienced the need to defend an open space a mere 48 hours after its preservation, but no matter when a threat arises, Utah Open Lands always stands ready to steward and defend the precious open spaces under our trust. The recent UDOT transportation alternative that was released on November 20th for Little Cottonwood Canyon, proposing a diesel cog train on our newly acquired preservation, is the poster child of poor planning on the part of the agency and is something that Utah Open Lands takes seriously.</p> <p>In alerting UDOT to our concerns, along with concerns voiced by the City of Cottonwood Heights, UDOT has made statements that, in proposing new alternatives, they will work to avoid the open space. Utah Open Lands needs you to stand with us in telling UDOT that avoidance of this protected landscape is the only option. When we think about our iconic landscapes here in Utah, the entrance to Little Cottonwood Canyon rises to the top. These scenic viewsheds cannot be marred by development, including poor transportation planning.</p> <p>What was UDOT thinking? We can only speculate, but what we know is that this alternative is bad for open space, open space which is critical to Utah's economy. Please make comments in anticipation of UDOT releasing its draft EIS and send comments to your elected officials, City, County, and State, that a gondola or tram on the 26-acre Cottonwood Heights Bonneville Shoreline Trail Preserve is unacceptable.,"</p> <p>In accordance with the above statement from Utah Open Lands it would be infeasible to transverse SR210 across this newly acquired and protected open space.</p> <p>The current Final EIS plans show the Wildwood neighborhood will be subject to privacy invasion as the line stays to the west of SR210 before transversing across SR210, then eastward into LLC. UDOT has had years to fine-tune plans, and it fails to do so. This inaction leaves public with more skepticism and less confidence in UDOT's ability to provide residents in the area privacy from view and noise-shed of a gondola overhead within close proximity to these private properties. While</p> | | |

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| | | <p>details are not part of the EIS scope work, UDOT's illustrative renderings suggest otherwise, and leave much to be desired. Its carefully selected renderings are intended to eye-wash public into thinking the gondola is a less invasive or less intrusive solution than it truly will be once constructed. With today's digital technology udot can and should be charged with delivering realistic images to public, particularly when trying to sway public opinion and support for such a large scale public money funded project.</p> <p>The plans also do not disclose specific locations, details or estimated construction costs for the gondola landing stations needed at each designated resort. Where are these estimated costs found in the EIS study.</p> <p>To add insult to injury, graphically udot depicts its 2,500 stall parking garage as a 2-story, low rise building, when in fact to house that many vehicles it would take 10 stories, on the same given footprint it has allocated in its renderings for its 2-story depiction. UDOT, You know who else was good will illusion? Disney. Again, public eye-washing, which serves to instill less confidence and trust in udot as a state agency, and serves more to fuel and elevate public skepticism.</p> <p>Snowsheds, finally. Snowsheds are one component within the Final EIS plan that offer both mobility functionality and safety mitigation. Snowsheds will mitigate for safety, and improve mobility in LCC by decreasing hours of canyon road closure from 56 to 11, that is an 80 % increase in safety & mobility measures alone. Where UDOT falls short in safety road mitigation, however, and as I have pointed out profusely over the years of commenting, is: 1. with the state traction law, specific to mandate for snow tire types accepted, and 2. policing the state road canyon entry, and 3. In acting negligently by allowing ill-equipped vehicles into the LLC canyon on scheduled weather event days. Per a conversation with UPD, they indicated that UDOT is solely responsible for SR210 opening/closing of the canyon road, or lifting the traction laws, based upon weather conditions. Udot replied to this question to me in past by claiming it could not keep the road closed or limit canyon ingress/egress traffic if weather improved, even if only temporary, even when knowing that degrading weather is scheduled for that same day, and that, imo is negligent. During those moments of improved condition, UDOT lifts the traction laws and inevitably vehicles get into LLC canyon ill-equipped for condition when egressing/unloading later in the same day, thereby, drivers are unsuspectingly forced into unsafe situations, BY UDOT, by the STATE ROAD AUTHORITY CHARGED WITH THEIR SAFETY! Udot takes ZERO accountably or responsibly for the multitude of yearly winter season incidents that result (due to its own negligence) as direct result of UDOT allowing cars into the canyon ill-equipped by lifting traction laws during momentary windows of improved weather. Rather than make up statistics, or provide none, UDOT ought to use a portion of their study money and implement real incident data analysis throughout the course of a winter season, collecting data specific to: vehicle types, and more specific to tire type and tread on vehicle at time of incident, driver impairment, vehicle speed, and document how those incidents were relative to road opening/closures(traction law lifts) UDOT controls throughout any given day during a winter season. I doubt anyone at UDOT tasked with opening/closure of roads holds a degree in meteorology, which also exasperates the problem, nor has UDOT taken it upon itself as the agency tasked with public safety on state roads to collect such data.</p> <p>Bye, Bye UTA Busses. UDOT speaks of its partners, specifically UTA in its early EIS draft phases, yet UTA has left the building. However, let it be known that UDOT, not UTA, is the state agency that received \$66 million to study a narrowly scoped issue, with a pre-determined outcome. UDOT seems unwilling or reluctant to share any of that study money with the state agency UTA. UTA is the state transportation agency(mobility, trains & busses), in case anyone reading would like a quick definition of agency roles. Yet, with the EIS, we see UDOT crossing-over to head up a transportation mobility project, the gondola, in which UTA has no seemingly active role. In public appearance perspective, UTA has been far from engaged in this process. This process started in2018, and now, as of 2022, UTA has since announced it will "cut," not increase, bus service in the Cottonwood Canyons winter season 2022/2023. UDOT currently includes offering increased UTA bus services into LLC in its phased planning, it does so knowing that UTA has already scaled back those very services specific to support this EIS component, ergo: UDOTs statement to increase bus services appears to public as false claim. By design, or happenchance, either way it is evident that there are underlying public agency issues between UTA and UDOT, which serves to the discredit of both state agencies. While flex bus options seem valid, and can operate on-demand to meet LCC transportation needs, UTA has placed themselves out of contention, at least for the short term 2022/2023 winter ski season. Send some of your \$66 million to UTA and let's see if bus service won't be reinstated.</p> <p>Change the State Traction Laws, and you will reduce the # of LLC incidents per year. As UDOT states, in meeting it's purpose it does not need to eliminate all cars from LCC/SR210. A gondola only serves a data dilution device, in respect to decreasing total numbers of incidents in the canyon, PER CAPITA. By simply increasing total numbers of visitors within LCC canyon proportionally the number of incidents accordingly are reduced, again this is per capita. But, in FACT the total number # of incidents will not decreased on SR210 by adding a gondola, because we've not reduced total number of cars within LLC, nor have we imposed more stringent Traction laws. Since vehicles are still free to travel up/down LLC, and as long as UDOT continues to open/close the LCC canyons(lifting the state traction laws as it sees fit), relative to schedules weather, etc., we will see same more/less of # numbers of vehicle-related incidents in LCC. Public suggests to UDOT time and again to increase the amount of UPD canyon patrol, to assure drivers are entering LCC are properly equipped with snow/traction tires that meet the state traction law - this has been a point of contention among those that access the canyon prepared for conditions, only to get delayed due to incident by those that enter the canyon ill-prepared. SR210 is a state road and udot has authority to step up and take responsibility for vehicle safety for those that drive it.</p> | | |

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| | | <p>The state Traction Law mandate is missing the mark for required tire type in severe winter driving, as can be experienced in LCC. The law makes no exceptions to LLC/BCC, or other areas in Utah's mountainous regions around the state that experience more severe winter weather driving conditions. Rather, it's a blanket law that covers minimal requirements for winter driving. These laws can be improved, and as such can improve (reduce) driver-related incidents in the LCC canyon. The law can change to demand that all vehicles entering into LCC/BCC (and, other applicable places in Utah's mountain regions) during winter season must be equipped with Mountain/Snow rated Tires (the snowflake symbol), or chains, and not just allow an all-season M+S(mud and snow) to suffice for these severe type conditions. Studies show M+S are worthless for extreme winter driving, and while better than nothing, they are no match to the abrupt severe weather challenges that can, and do, frequently occur in LLC any given winter day. UDOT has failed repeatedly to address this issue. There is much push back on changing state policy from Rental car companies, regarding equipping fleets with snow tires, or chains, and from those tourist who get caught off-guard arriving unable to enter the canyon. Be prepared is number #1 rule of driving. The state can offer rental car agencies incentives to change-out fleet tires, and offer radial chains on their fleet, on a number of vehicles. Tourists can purchase or rent chains for short-term visitations. Perhaps the Lacalli developer folks can offer these services to tourists.</p> <p>Absolutely No to Widening of SR210/Wasatch Blvd & NO to a Massive Parking garage. This is a simple unwarranted aspect of Udot's EIS that serves only to induce traffic congestion in the area, thereby increasing auto emissions and pollution, noise, traffic incidents, etc. UDOT has offere dup no studies ahead of these plans. Plans that call for 5-7 lanes along the 2.5 miles of SR210 through Cottonwood Heights; These plans will directly conflict with Gov Cox's vision of not using highways to divide communities, the plans will also severe neighborhoods fro htme city, and reduced public safety in the local area. As a state appointed agency UDOT is operating contrary with the governors requests that projects of this magnitude should seek to connect communities rather than severe or divide communities. Increasing lanes on SR210 will exasperate an already deadly and busy traffic area. There are 11 residential streets connecting onto SR210 in it's 2.5 miles length(between Bengal & LaCalli area), and UDOT's plans call for reducing local area safety of these residential areas exponentially by increasing lanes without providing safe ingress/egress into the very neighborhoods that connect along this 2.5 mile segment. In past, and early EIS Draft phases, the Gravel pit, Northeast of SR190 & SR210, was designated/considered as a regional Parking hub for vehicles that enter into the area to access both LCC & BCC canyons from alternative transportation hub using mass transit (namely UTA bus service). A wrinkle in the blueprints finds Gravel pit land owner/developers balking at the idea of giving up a portion of their developable land to UDOT for said purpose. Plans floated by the land owners failed to include any such parking structure/hub as part of their planned developments, despite udot securing \$13 million for land to developer a public transit hub, aka: massive parking garage, on the north end of this commercial land. (Sr210 & Wasatch Blvd). BTW, Udot, public demands to know where exactly did that \$13 million go? Massive parking garages are the most unproductive use of any public dollars, and constructing one in Cottonwood Heights will ultimately burden the city of Cottonwood Heights taxpayers with maintenance & upkeep costs. As evidenced, by the parking large garage at SR190 & SR210, constructed with public tax dollars as part of the Park Center project (by same Neiderhauser & McCandless developers as LaCalli planned development). Developers claimed there would be fee-generated parking that would be productive to the city of Cottonwood Heights(developed thru a city RDA corp, who is ultimately burdened with its upkeep); yet, the developers of Park Center have since offered free parking for public use because the area is already over-burdened with parking. Simply put, another massive parking garage in the area will not be productive and simply not warranted. While udot infers there is need for a massive parking structure, because of the planned gondola and base station, there is not. Snowbird should be charged with paying for a parking garage and they can sort those details out with the private developers and not place burden for parking onto local communities who do not benefit from it. Snowbird can also construct parking garages on their property to accommodate the increase patronage they desire. None of this should be done with public funding. There is no study presented by udot to support claims that constructing a massive parking garage at the planned Lacalli commercial development will be a productive investment for those left with the burden of upkeep and maintenance, ultimately, Cottonwood Heights tax payers.</p> <p>The SR210 is unsafe today, and has been so for decades. It's length is used heavily by cyclists and pedestrians alike (despite no sidewalks along its length); as a bike route it fails to meet the safe system approach by National DOT(more recent policy adoption in UT), nor NACTO standards (as adopted in UT, by UDOT head Braceras, 2014). UDOT has since failed to make any concessions to adjust speeds along SR210, an urban arterial, to 30 or 35mph, or to make the bike lanes safe per prescriptives of the NACTO policies it has adopted. Speeds along this corridor have been clocked at 72mph, and UDOT has done nothing to date to increase safety along its length for cars, cyclist or pedestrians. And, fast-forward and UDOT now proposes thru it's Final EIS to widen the 2 lane Blvd of SR210 to shove ven more cars at faster speeds into an already congested area, to get patrons for the ski resorts to a gondola base planned by private interest. The gondola has been a clear case of private interest steering pubic dollars since it's conception, please do not insult public otherwise. UDOT is acting selfishly, and on behalf of those invested private interest, its behavior is unethical in submitting a gondola to public as an end-all means addressing traffic mitigation, and safety fix for LCC.</p> <p>Environmental impacts, too many to list. Lack of data is disingenuous on UDOT's part as a state agency assuming a lead role in this study project. The "E," in EIS stands for ENVIRONEMNTAL, yet UDOT has presented no independent data of environmental impacts, or mitigation plans during construction phases for: pollution, soils contamination(from superfund site) disturbances, earthquake, natural habitats and environment vegetation(flora/fauna displacements), water & air contamination from disturbing soils during any proposed construction phase, detailed traffic incidents(within LCC and along SR210 from LCC mouth to Bengal Blv). It has failed to present severe weather and wind-study analysis, evacuation plans, or safety-related plans due to emergency shut down operations of a gondola, or other negative impacts a gondola will instill upon LCC. Data presented by udot has been nothing more than self-serving (as it is conducted and presented by UDOT) to fit UDOT's narrowly focused narrative. These critical data analysis need to be done independently of , outside of the one agency taking leadership role and purporting this EIS gondola as a final solution to public. In one traffic study udot used 2014 data from former Mountain Accord org., which is not only out-dated, but</p> | | |

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| | | <p>does not include the larger study area. \$66 million can generate a lot of papers and "words," to convince public this is the best solution to propose to address any traffic safety and mitigation issues in LCC. However, the entire study falls short, no data.</p> <p>A gondola will negatively impact, LCC for ever. As others better versed and more intricately informed have discuss this key point, I am inclined to agree with their work and findings that a gondola constructed within LCC will permanently destroy the beauty of the canyons, and irreversibly impact it's natural resources.</p> <p>A gondola threatens water quality during construction phases. Water from LCC is designated as potable, drinking water by many of the communities at the canyon base.</p> <p>The gondola base is planned to be constructed upon a formerly designated EPA super-fund site. While the site was cleaned up, designated to residential use, and its status as a super-fund site removed, this clean up was done to meet criteria for former residential zoning use. The currently intended use as a large scale commercial use project us undetermined. A massive parking structure construction phase will permeate deeply into the ground, and disturb contaminated soils, and open up EPA concerns. Concerns that UDOT has yet to address in respect to its planned massive parking garage. The massive parking garage and gondola base site has not has not been evaluated for current intended commercial uses as proposed by UDOT and developers.</p> <p>My comments echo the sediments of Save NOT Pave, Save Our Canyons, Wasatch Backcountry Alliance, and Utah Open Lands. These folks, and orgs, have done extensive research, and have submitted good, logical reasons to avoid constructing a gondola in LCC, along with other reasonable submissions, and UDOT has failed to take their concerns seriously. Please add my name onto that pile</p> <p>And, then came the Olympics, and Bragging rights. The obvious underlying reason udot won't let this gondola project go is that they are being pressured by developers and ski resorts alike to construct a gondola that will place snowbird in contention as a 2034 winter Olympic venue, claiming(as per gondola works web page: "A gondola would allow Little Cottonwood Canyon ingress and egress in all weather conditions, even if the highway was temporarily closed to vehicles." No one will be moving in/out of any buildings, let alone getting onto a gondola to evacuate the canyon during Interlodge. Interlodge is something that realistically can happen at snowbird due to unforeseen avalanche conditions. Last Year was 5 days, and prior years there were 2 to 3 days of Interlodge 'lock down' per season. So, please s</p> | | |
| 37326 | Simovski, Viktor | <p>Hello,</p> <p>My name is Viktor. I'm a 31 year old naturalized citizen from North Macedonia. I am your constituent, an active registered voter in the great state of Utah, and level-headedly & whole-heartedly against the gondola as a solution to LCC's congestion woes. I moved to Utah in 2019 and currently live in [REDACTED]</p> <p>This project is important to me because my inspiration to move to Utah was skiing big mountains. Skiing introduced me to nature, and nature showed me tranquility and guidance in a hectic world the same way religion does onto others. Not all feel this way but I know there are many who do, and I hope those reading can find a way to understand that and hear it in my words.</p> <p>Those are the personal words. Now the technical:</p> <ol style="list-style-type: none"> (1) Typically with any motorized vehicles (cars, trains, airplanes, buses), a Design Failure Mode and Effects Analysis (DFMEA) is provided by the manufacturer to show each system is robust enough to withstand failures within it. For example, a DFMEA from a motorized vehicle manufacturer would show the probability, severity, and recommended actions if an engine fails from decreased fuel line pressure. Has UDOT compiled any FMEA documentation of their own to consider traffic failures and do they plan to share that with the public? Where, or why not? 2. The Final EIS does not consider the flexibility of each EIS solution in the future based on traffic failures that could happen down the road. This is important because the gondola is a permanent structure more so than just tolling or adding ski-specific busses - why wasn't this considered? 3. Based on simple data on monthly snowfall in Alta from the Utah Avalanche Center [https://utahavalanchecenter.org/alta-monthly-snowfall], Alta shows a decreasing trendline in overall snowfall as well as total snowfall in the months of December, January, and March (simovski.v+EIS@gmail.com for the excel sheet I'd be happy to share). Considering that UDOT states the project purpose is based on peak-period winter traffic and safety regarding avalanches (Executive Summary, Chaper S.2), what cost-benefit analysis has been done that incorporates snowfall data since UDOT stated that lower snowfall months do not require transportation solutions at this time? 4. The NOAA published a paper in 2018 [https://www.climate.gov/news-features/climate-and/climate-skiing] which states: Utah will probably face a similar problem [where the warmer mountain climate causes climbing snowlines]. McInerney [a hydrologist with the National Weather Service Forecast Office in Salt Lake City] says, "When you look at our snowpack, the amount of precipitation overall hasn't changed that much. There are still dry years and wet years. But the fraction of precipitation that used to be totally snow is changing to rain." NOAA data indicate that the CONUS snow-to-rain ratio of | 32.2.9A; 32.29R; 32.2.7C; 32.2.2E; 32.20C; 32.2.7F; 32.2.9I; 32.2.7E | A32.29R; A32.1.2H; A32.2.6S; A32.2.7C; A32.20C; A32.2.7F; A32.2.7C; A32.2.7E |

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| | | <p>precipitation has moved mostly toward rainfall and away from snowfall between 1949 and 2016. Discussing his ski neighborhood, McInerney says, "We anticipate that situation to evolve to 2100 where we'll just have rainfall. The upper elevations of the Uinta Mountains may have snow, but the Wasatch Range will be snow free."</p> <p>(1) It wasn't mentioned in Chapter 1.3 of the Final EIS if the Wasatch Front Regional Council (WFRC) considered the effects of decreased snowpack on the Regional Transit Plan (RTP) 2050 population numbers that UDOT used to compile it's LCC EIS congestion data - has UDOT or WFRC considered this in their modeling? (2) Has UDOT at any point incorporated climate data (specifically snowfall trends) to study the effect of a climbing snowlines on traffic congestion?</p> <p>5. What long-term year-round analysis does UDOT use to justify the project purpose being narrowed to serving only ski resorts?</p> <p>I urge you to deny the gondola alternative and build on the side of the canyon that is already developed, and in ways that are less impactful to the nature in the canyon. I appreciate and respect the work you guys have done on this project. The government in Utah is truly a shining example in how a government should be communicating to the public and UDOT is a big part of that. Thank you thank you thank you, and I appreciate you.</p> <p>cheers.</p> | | |
| 37388 | Simpkins, Theron | There will always be traffic going up the canyons, but this is not the right direction to move in. This gondola is a pure money grab via greedy individuals and is not what this outdoor community here in Utah wants. | 32.2.9E | |
| 28638 | Simpson, Janet | I am opposed to the gondola. Climate change is altering the snowpack. Let's not tear up the canyon and invest billions in an industry that may not survive. | 32.2.9E; 32.2.2E | |
| 30900 | Simpson, Katie | I am in favor Gondola. I think this is the best for the canyon and will support the growing city in their recreation. | 32.2.9D | |
| 25829 | Simpson, Nathan | <p>Please do not proceed with the gondola. It is not in the public's best interest. Instead, shut down the canyon to private vehicles and invest in valley parking with continuously running busses.</p> <p>If the gondola has to be constructed, make Alta and Snowbird (those who would benefit and profit from the gondola) pay for it. Using public tax money to subsidize private businesses who are largely to blame for the traffic to begin with is an incredibly inappropriate solution.</p> | 32.2.9E; 32.2.2B; 32.2.7A; 32.1.2B; 32.2.9R; 32.2.2PP | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 25299 | Simpson, Raleigh | The plan for the gondola ruins the scenery of the canyon. People love Utah for the nature and all the gondola achieves is moving the traffic from the canyon down into Sandy and blocking neighborhoods. I am a climber and I love many bouldering areas that will be destroyed by the construction of the gondola. The scenery of traditional climbing on the larger walls will be ruined. Scenery for hikers and people driving through the canyon will be ruined. This is a bandaid solution for something that requires a surgery, and it is completely unfair to people engaging in all other activities in the canyon, for an activity that can only be done in one season of the year. The fact that UDOT plans on moving forward with the gondola is absolutely ridiculous. | 32.1.2B; 32.1.2D; 32.2.9E; 32.2.9N; 32.7B; 32.4B; 32.6D | A32.1.2B; A32.2.9N |
| 37751 | Simpson, Suzanne | Why should taxpayers foot the cost of a gondola that benefits Alta and Snowbird, and ruins the canyon? It's ridiculous. Let the resorts run electric buses and pay for what benefits only them. | 32.2.7A | |
| 33669 | Simpson, Tyler | This project would invest too much money into too small of a problem while destroying vital outdoor recreation areas. This project does not represent the interests of the majority but rather a wealthy minority of user groups. We should not build this gondola. | 32.1.2B; 32.2.9E; 32.4B | A32.1.2B |
| 26322 | Sinclair, Regan | A gondola is a great idea! I'll pay for a gondola ride as long as there's free parking at the base. I'd rather have one consistent ride via gondola rather than wait forever via ground transport if any type. I'm sick of greedy resorts jacking up pricing and forcing locals to pay for parking. | 32.2.9D; 32.2.4A | |
| 34919 | Sincock, Kira | Implementing a gondola in Little Cottonwood Canyon will be a disruption to the natural beauty that the canyon offers. While this is a potential solution for traffic and overcrowding, the canyon would benefit from alternative forms of transportation such as a better bus system, before making an expensive and irreversible change to the landscape itself. Countless locals and tourists alike flock to these canyons to escape into nature, and to disrupt the environment in this way would put a damper on the scenery and likely tourism as a whole, which is something that Utah thrives off of. Additionally, while the gondola may aid in traffic up the canyon, there will still be a considerable amount of traffic in the surrounding area to load onto the gondola. Essentially, the traffic and parking issue will just be placed elsewhere, which doesn't necessarily solve the problem. I am against the implementation of a gondola in Little Cottonwood Canyon. | 32.2.9E; 32.2.9A | |
| 25932 | Sindt, Jeff | I oppose the gondola. It will destroy our views and the sensitive environment. It will cost taxpayers a fortune, I oppose on economic grounds, that money should go to others such as low income Utahns and not enrich snowbird. Legislature! Please do not fund! Unite! | 32.2.9E; 32.1.2B; 32.2.7A; 32.2.9N | A32.1.2B; A32.2.9N |
| 27523 | Sing, Judith | There are other ways to reduce traffic up Little Cottonwood Canyon than to ruin it with an eyesore gondola which will only benefit skiers to Snowbird and Alta. I am a hiker. I want increased bus service that will stop at several trailheads year long. Also simply limit the number of cars allowed up the canyon, put in a toll road, so a shuttle like Zions NP. There is so much more than can be done other than charge taxpayers half a billion dollars for something only a few privileged people will use. | 32.2.9E; 32.2.2K; 32.2.4A | A32.2.2K |
| 27964 | Singer, Audrey | I am against the gondola! It is a waste of taxpayer money and only focuses on a few resorts. Don't ignore the other transportation methods that are cheaper and help more people while also being more effective for the general public. | 32.2.9E | |

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| 32349 | Singh, Maibam | The cottonwood gondola idea is a great vision but it is NOT going to solve the traffic and congestion issue in the LCC. Also, the proposed route has only one stop, that is at Snowbird. What about all the other commuters who hike, backcountry ski and recreate in the LCC mountains through the trailheads? How are they going to get there? They would still need to use their cars. How does the gondola help then? The gondola proposal is looking more for just skiers to snowbird. That will be a complete waste of resources, tax payers money and valuable time. Instead, utilizing and expanding the current infrastructure of buses is the best approach. Adding 5 times more buses with stops at all trailheads in the LCC and also bus stops within the city through all neighborhoods would provide a much wider public reach and usage. This will significantly reduce traffic and congestion up the canyon. The gondola is a bad idea and its wishful thinking to compare LCC to european twns with gondolas up the mountain. The politics, people's attitude, and personal transport statistics are very different between them and us. So it will be foolish to use the same aspirations here. Expanding the bus service using already available infrastructure is the best solution. | 32.2.9E; 32.2.6.5G; 32.2.6.3C; 32.2.9A; 32.2.2I | A32.2.6.3C; A32.2.2I |
| 33690 | Singleton, Chuck | The gondola idea is ONLY for money for the greedy. To destroy a beautiful canyon for greed is wrong it's bad it's evil. Millions of non skiers use and love the canyon. God didn't place it there for the rich to get richer. Leave the canyon alone. Just restrict the number using it. | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2PP; 32.2.9E | A32.1.2B; A32.2.2K |
| 33528 | Singleton, Myrna | This is all about making money at the resorts. To cause damage to a beautiful canyon so resorts can make money is a crime. If there are too many people wanting to ski and cause canyon traffic problems then maybe they can ski someplace else. It is not an emergency for them to go up the canyon. Traffic can be controlled by limiting the number of people allowed to use the canyon at one time. Just to enrich the resorts is not a reason the canyon should be changed forever. It is unnecessary and expensive to change the canyon forever for a few selfish people. | 32.1.2B; 32.2.9E | A32.1.2B |
| 33546 | Sinner, Megan | I am opposed to the gondola in Little Cottonwood Canyon. As someone who uses this canyon for purposes other than ski resorts I believe the gondola will be more of a hinderance than help. Please consider the alternative of increased bus/shuttle availability. I would be more than willing to park at the bottom and carpool/bus up the canyon. Thank you. | 32.2.2Y; 32.2.9A; 32.2.9E | |
| 25736 | Sinner, Scott | This is a disgrace to our public lands and the greed and corruption is obvious. Shame on all who have made this happen. You are truly major [REDACTED] | 32.29D | |
| 37191 | Sjoblom, Cameron | I am a big snowboarder and hiker in little cottonwood canyon. I think the gondola would be an eyesore in the canyon and harmful to the beautiful environment in our very unique canyon. I believe an improved bussing system, wether you make it mandatory to take the bus or not, would be a much better solution. Out of all my friends and family I don't know one person who would support the construction of a gondola in the canyon. I beg that you choose an alternative solution for traffic up and down the canyon in order to provide access to the canyon, but also keep our canyon views and environment in its current state. | 32.2.9E; 32.2.9A | |
| 29655 | Sjogren, Joshua | A gondola will remove more trees and vegetation and greatly impact our watershed. As we continue to drain our reservoirs it's our own greedy government allowing growth in our mountains causing future stain on all of us and my kid's future. Tax payers should not have to pay for a gondola that only services two ski resorts - for profit corporations that directly benefit from its use - while the majority of tax payers footing the bill do not. | 32.2.7A; 32.20B; 32.12A | A32.12A |
| 25332 | Sjogren, Karl | As a SLC Avenues resident who has skied across the world I am THRILLED with this choice. Save the environment, allow continued access to the canyon and move us towards a low to no carbon impact transit system. Can't wait to take the bus from my house to the new gondola! :) | 32.2.9D | |
| 26711 | Sjostrom, Tacy | NO on the entire project. Let the users (skiers) pay for this, and not taxpayers who are DRAINED by governments grand schemes. | 32.1.2B | A32.1.2B |
| 27512 | Skabelund, Aaron | Disappointed that the gondola option was chosen but glad there is not enough money to move forward. I am not in favor of the other option to widen the road either. Hopefully, the delay in moving forward will allow another option to emerge and be selected: Zion NP-style shuttle buses to transport people up and down the canyon wherever they need to go on the existing road. That is the most financially and environmentally wise option. Thanks. | 32.2.9E; 32.2.9C; 32.2.2B | |
| 27190 | Skaggs, Adam | I use the canyon pretty extensively. probably 10 times a year. I have never seen a need for more efficient travel up canyon. Never been in traffic. The problem is seasonal and needs a seasonal solution. No gondola. No road expansion. Force bus use in other ways and increase busses | 32.1.2B; 32.2.9A; 32.2.9E; 32.2.9L | A32.1.2B |
| 28550 | Skalsky, Bryan | The gondola should have multiple stops in the canyon to facilitate access to existing recreational areas in addition to the ski resorts. | 32.2.6.5G; 32.1.2D | |
| 27209 | Skarvinko, Stephen | How about nope. I can't even bring my dog into LCC for a hike due to the risk of releasing potentially infectious biological materials into the watershed (that can be disinfected with standard treatment methods to meet acceptable dinking water standards) and y'all are seriously considering disturbing uncharacterized CERCLA mining sites that could potentially leech toxic heavy metals into dwindling drinking water supplies (e.g. Lead?!). At a time when the great salt lake is shrinking and also expected to release toxic dusts into our air in the near future and we are in a historic drought? Not to mention taking over the long-term liability and unknown costs of remediation? All of that risk just to appease weekend visitors who are simply too lazy to get up early enough to beat traffic? How about the irreversible impact to excellent world class climbing areas? Why do our privileged skiers and local wealthy community property holders at the base of LLC get prioritized? How about we take that 500+ million dollars and spend it on education or other infrastructure projects (e.g. water conservation, subsidizing and beefing up weekday public transport, adding a EPA air monitoring station in west valley, etc.) to reduce the current risks associated with the impending drought and air quality issues that are well known to plague our valley from weekday commuting into SLC? It is simply disgusting to leave the clean air up at the top of LCC and having to drive back down into the fog/smog after a day of skiing. During the pandemic, you could see how much the air quality improved when locals had simply not been commuting back and forth to work... my \$0.02 is to take that \$ and incentivize residents to convert their homes to solar, purchase electric/PHEV's vehicles, or invest in more public transport in the valley where most residents are commuting during the week vs. weekend travel in only 1 of our canyons where seasonal skiing occurs. | 32.2.9E; 32.16A; 32.1.2B | A32.1.2B |

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| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33230 | Ski girl, Local | I think the gondola is an awful idea... what happens with wind holds? Wind holds happen all the time at ski resorts they will happen all the time up the canyon too. How will maintenance be ran and how much will that cost over the years? How will parking look and how will Wasatch boulevard look trying to get into parking? I'd like to know Snowbird and Alta stance regarding the Gondola! Is anyone else concerned about the water supply we aren't even allowed to walk our dogs near??? But for a gondola we can contaminate what little water we have in Utah. How much will it cost for people to ride it... will it even be affordable? Let's talk about all the wildlife that gets displaced when we put this eyesore in. It's a no for me and most everyone else in the area... why isn't UDOT listening. People will dislike it so much they won't ride it in spite of the fact UDOT didn't listen! Try again there is another solution... try try again cuz this isn't the solution | 32.2.9E; 32.2.6.5K; 32.2.6.5E; 32.2.4A; 32.2.2PP | A32.2.6.5E |
| 35435 | Skidmore, Christine | I am opposed to the gondola. I live at the mouth of the canyon and prefer adding public transportation alternatives for the busiest times of the year. | 32.2.9E; 32.2.9A | |
| 30122 | Skidmore, Mark | Put the Gondola system at the very bottom of the canyon (below S. R. 210) where it can't be seen for most of trip up the canyon. Yes, construction would be challenging (and more costly) but it would be hidden from view for most of the way up the canyon which is worth more than the cost of the system. | 32.2.6.5K; 32.2.6.5DD | A32.2.6.5DD |
| 27305 | Skidmore, Mark | Put the Gondola down in the canyon where it would not be seen for most length of the canyon. | 32.2.6.5DD | A32.2.6.5DD |
| 26107 | Skilbred, Kate | I am saddened to see that the gondola has received approval, despite so much pushback from Utahns. To this I ask, who are you building this gondola for? If the majority of people in your state, and the taxpayers who are ultimately paying for said gondola, all reject the proposal, then who are you building it for? Yourself? Out of state tourists? Certainly not the generations to come who would have such the blessing to marvel at our stated natural beauty? Snowbird claims to be progressive. Claims to support sustainability and environmentalism. Than how can you as an organization support a \$550 million dollar fossil fuel extravaganza. I am truly saddened by this, and to say it is in a traffic decreasing, environmentally conscious decision is a flat out lie. So tell it how it is. If you truly cared you would implement busses immediately. Ban all cars if necessary. Surely this is not the answer. Surely you can be a role model for other large corporations, because we are in a crisis, and a new half a billion dollar infrastructure is certainly not the answer. The resource we need are here, let's allocate them. | 32.2.9E; 32.2.9R; 32.2.2B; 32.2.9N; 32.1.2B; 32.7C; 32.2.7A; 32.2.9A; 32.2.2PP | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N; A32.1.2B |
| 32516 | Skillicorn, Brayden | I'm very opposed to putting a gondola in little cottonwood canyon! It's incredibly expensive, it will ruin the natural beauty of the canyon, it will destroy many climbing boulder routes that are classics and I believe there are better options to deal with traffic during the winter. Please don't ruin little cottonwood! | 32.2.9E | |
| 26931 | Skillicorn, Brayden | I'm opposed to this gondola going through the canyon. | 32.2.9E | |
| 37758 | Skillicorn, Debra | Go with the Gondola. Look at Switzerland and how that is how you get to the ski resorts and towns. | 32.2.9D | |
| 30566 | Skinner, Anna | Please consider other alternatives to the gondola. Parking large amounts of vehicles at the bottom of the canyon is going to congest our local streets and neighborhoods in Sandy. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 33207 | Skinner, Jeannine | I would be disappointed if the view of the valley from the canyon were obstructed by a gondola and it's chains. One reason why I love Little Cottonwood canyon is because of its natural views and escape from the city and city sounds. Increased busses during ski season or increase spaces for carpooling would be an ideal alternative instead of a huge, expensive construction project of a gondola. I am a climber, a hiker, and a Utah resident of 32 years and I ask you to reconsider. Thank you. | 32.2.9E; 32.2.9A | |
| 35191 | Skinner, Mike | Please please PLEASE Listen to the people and do not build a gondola!!! Any other solution would be better... | 32.2.9E; 32.2.2PP | |
| 32139 | Skliar, Connie | I am against the Gondola plan, it only serves the ski areas and will not cut traffic for those who snowshoe, hike or cross country ski in the canyon. I would support increasing buses during peak times. I don't feel people will want to pay the fee for the gondola and I believe I read it will take 55 min from the base up to the top to travel. Again people do not want to wait that long. The current system of reserved parking works well for our family. Thank you for your consideration. | 32.2.9E; 32.1.2D; 32.2.2K | A32.2.2K |
| 31695 | Skoglund, Tim | Could the skiing day be extended by morning and evening lighting? An extended day might spread the road usage over greater time. | 32.7A | |
| 31226 | Skuster, Tim | The gondola will benefit Alta and Snowbird resorts only, almost an extension of their lift systems. All funded by taxpayers. Enhanced bus service with snow sheds in the worst slide paths will be more effective and cheaper. Also, there should be Alta only and Snowbird only busses. Currently every route goes through Snowbird on the way up and down. Alta busses should use highway 210 and not the bypass road when possible with an additional stop at the Hellgate road turnoff. | 32.2.9A | |
| 25610 | Sky, Jed | PLEASE don't make the rash decision of hastily moving forward with gondola development!!!! PLEASE give improved bus services an honest effort. Give the bus solution a CHANCE to succeed/alleviate the transportation problem. THERE IS NO HARM IN GIVING THIS OPTION A TRY. There is NOTHING PERMANENT about the path of improving bus services. There are NO LONG TERM CONSEQUENCES with giving the bus option a chance!!!! The problem isn't going anywhere soon - so don't rush the solution!!!! The implementation of a gondola is IRREVERSIBLE!!! Think about the long-term. Think about future generations. Think about the vast impact on the community, ecology, and sense-of-place a gondola will have. PLEASE give buses a TRY. PLEASE DON'T MAKE ANOTHER BAD PLANNING DECISION FOR OUR GREAT STATE. | 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N; 32.2.9R | A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |

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| 28642 | Sky, Jedidiah | PLEASE DONT BUILD THE GONDOLA - it's permanent, incredibly impactful, and by only transporting 3,000 people per hour ISNT AN EFFECTIVE OPTION TO DEAL WITH PEAK TRAVEL HOURS in the canyon!!!! PLEASE give improved bus services an honest effort. Give the bus solution a chance to succeed/alleviate the transportation problem. THERE IS NO HARM IN GIVING THIS OPTION A TRY. There is nothing permanent about the choice of improving bus services. There are no long term consequences with giving the bus option a chance! The problem isn't going anywhere soon - so don't rush the solution!! | 32.2.9E; 32.29R; 32.7C; 32.2.9A; 32.2.2PP | A32.29R; A32.1.2H; A32.2.6S |
| 26949 | Skyer, Doug | I think this is the best option to help reduce Little Cottonwood Canyon traffic, reduce CO2 emissions by vehicle traffic and minimize impact of avalanches. I hope funding can be found to get this project going forward. | 32.2.9D | |
| 37696 | Slack, Adelaide | A gondola does not well serve all people who access Little Cottonwood Canyon as it solely brings people to ski areas. The use of tax payer's dollars to support private industry is poor stewardship of governmental monies which are collected and should be spent in way that equitably serve all socioeconomic classes rather than those who have the means to recreate in the expensive sport of skiing and snowboarding. I support a traffic solution that promotes increased bus use and a toll for use of the canyon with an awareness of max capacity of an otherwise small geographic area. | 32.1.2D; 32.2.9A; 32.2.4A; 32.2.9E | |
| 26545 | Slack, Sean | I strongly oppose the gondola. First, this decision is both financially and environmentally more damaging than other proposed solutions. Further, why not try the bus solution, toll's and improved carpooling. Second, why are taxpayers footing the bill for a gondola that only benefits Alta & Snowbird while those of us who use the rest of the canyon year-round are left on the outside. Lastly, this decision wrecks of good-old-boy Utah politics with the land acquisitions and smoke and mirrors of dark money and lobbying. I appreciate UDOT is not an elected body but do us all a favor and listen to the people of the state, not the money and the lobbyists. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 37468 | Slade, Gordon | I'm deeply opposed to the Gondola in Little cottonwood. I grew up at the base of the canyon and cherish this canyon as part of my life. Now as baby boomer, I can't imagine the permanent scaring of the land visual impact of gondolas. As an EV owner, use of electric busses makes much more sense for the environment and very doable at much lower cost than a gondola. Please do not pursue a Gondola when do many better options exists. | 32.2.9E; 32.1.2F; 32.2.6.3F | A32.1.2F |
| 30164 | Slade, James | I am a novice climber in the salt lake area. I recently began climbing and would hate to see access to any of the canyons boulders or walls restricted. I love skiing, and that part of me loves the idea of better transport to the resorts, but I don't think my interest as a skier should be be considered greater than the impact of the gondola on the other types of recreation in the canyon. | 32.1.2B; 32.1.2D; 32.4B; 32.6D | A32.1.2B |
| 30313 | Slade, Travis | The impact the gondola will have is irreversible. It's going to destroy so much wildlife. Please reconsider! | 32.2.9E | |
| 33582 | Sladen, Frederick | Marvelous, what a webpage it is! This weblog provides useful information to us, keep it up. | 32.29D | |
| 37237 | Slater, Forbes | Please bring this issue to a vote on a ballot. The gondola project has been pushed along without the support of the General public. This project ultimately benefits the ski resorts while Salt Lake City is in the midst of a crisis. There will be no need for a gondola when the Great Salt Lake dries up and the mountains lose the lake effect. I hope that the committee will honestly present the feedback from this public comment period. As a skier, a local Utahn and a small business owner I do not, and cannot support this "public works" project. | 32.2.9N; 32.2.9E; 32.1.2D | A32.2.9N |
| 37567 | Slater, Mike | In preparation for the ROD on the preferred alternative B I am concerned about the negative impacts that will be felt by recreationists outside the estimated 50 days in which transportation issues or concerns are felt in Little Cottonwood Canyon and along Wasatch Boulevard. I personally have already elected not to use The Canyon during the ski season however I still use the canyon during other times of the year for hiking, fishing and hunting and fear the preferred alternative is going to restrict me in a negative way. Much of my activity is by myself and I'm worried that I will no longer be able to use the canyon. Please consider putting some of the \$550 million towards fixing the traffic problems by widening roads where the traffic is a problem along Wasatch Boulevard and into the canyon. The footprint of a new gondola the 2500 parking spaces and other things associated with the gondola are going to be a much more negative, an eyesore and impact to the Canyon and Recreation than we would experience should improvements be made down in the valley with more widening of the roads more bus service which I understand is a part of the alternative but could be enhanced and not impact my recreational opportunities as well as many others outside of The problematic 50 days during the ski season. I know it's too late for my final comment but would like it recorded I absolutely oppose the construction and installation of a gondola in Little Cottonwood Canyon and feel the amount of comments approximately 14,000 many of which are opposed to a gondola haven't received enough weight or consideration. Thank you, | 32.1.2D | |
| 30184 | Slauenwhite, Norm | The gondola is a huge move forward in LCC! This is a much needed transportation alternative to a canyon who is now a victim of its own success. This will allow the canyon to flow better under all conditions. The current model which allows the "red snake" is eventually going to get people hurt in a avalanche. Also within that parameter the current model of buses running in the canyon after a busy day of skiing with 80-100 people on board standing and leanings the doors as the bus goes down the canyon is going to fail as well. One crash with a full bus like this is going to make every one reconsider. Make the gondola happen before one of these other options happen! | 32.2.9D | |
| 26936 | Slymaker, Isabel | I think the gondola is the wrong solution!! Wrong to put so much money into an unsightly tourist trap. What's wrong with buses? Expand the bus system to increase accessibility and allocate those extra funds elsewhere! Also, I find it hard to believe that there is no significant impact on the ecosystem. Taking the homes of lots of | 32.2.9A; 32.2.7A; 32.2.9E; 32.10A; 32.11D; 32.13A | A32.13A |

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| | | wild critters, destroying vegetation, and causing air and sound pollution in the process. If the gondola is built, don't count on my or my friends' dollars going anywhere near Little Cottonwood Canyon. | | |
| 36818 | Sleater, Suzanne | As a resident of Sandy UT and a lifelong Utahan, my husband and I are against the proposed gondola. Asking taxpayers of UT to pay the cost for a gondola that will benefit a small minority of Utahns is not fair or appropriate. The resorts should discontinue selling the IKON Ski Pass as it attracts more people in a short time than can be supported. There are plenty of skiers and winter recreationalists in UT to support the resorts. The canyon is used for more than just skiers during the winter months. Alternatives supported by the Mayor of Salt Lake County and the most affected City Mayors should be first and foremost. | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.2K | A32.2.2K |
| 31027 | Slechta, Elaine | I want to voice my opposition to any plan to build a gondola in little cottonwood canyon. Even the thought of using taxpayer money to fund a project that will only benefit 2 privately owned ski resorts is extremely offensive. Other options to make the canyon more accessible for ALL users, not just skiers, need to be reconsidered. If the ski resorts are not willing/able to provide parking/access for the number of customers they think they need to have each day, they need to help provide other solutions instead of this limited option. People want to enjoy the canyon in other ways besides skiing and this "solution" doesn't help anyone but the resorts. | 32.2.9E; 32.1.2D; 32.2.2K | A32.2.2K |
| 35416 | Sletten, Amber | I'm against this development because it will impact the natural beauty of the canyon and be a huge financial burden to benefit a private company. | 32.2.9E; 32.1.2F; 32.2.7A | A32.1.2F |
| 33417 | Slighting, Markell | The business proposal will destroy the beautiful landscape the little cottonwood offers. Imagine if Yosemite put gondola and the terrain it would destroy. This proposal would do the same thing while only catering to the ski resorts. The gondola would destroy hiking, climbing, and water sources. For a community that loves this area we need to do a better job saving and maintaining its current landscape. Vote no to the placement of the gondola. | 32.2.9E | |
| 29690 | Slikker, Emma | Hello, Please go with Proposed Phased Implementation of Gondola Alternative B. Emchated bus service will be enough. The environmental impact of the gondala makes no sense for just 2 ski resorts. I would hate to see the beautiful Canyons I have grown up in destroyed by such a unimportant money grab. Dissapointing that I even have to be writing this letter. Keep our canyons natural. Emma Slikker | 32.2.9A; 32.2.9E | |
| 31844 | Slikker, Emma | . | 32.29D | |
| 26623 | Sloan Ellis, Kimberly | I do not support the gondola. I'm a snowbird skier and an SLC resident. The congestion is still infrequent in the canyon. I also don't want to ruin the canyon's beauty for a few days of inconvenience each year for private resorts to make more money. The cost is exorbitant to build the gondola. Given the wealth of issues in SLC, I think the money could be much better spent. | 32.1.2.B, 32.2.9E | |
| 25636 | Sloan, Eden | Please don't ruin our beautiful canyon with this eyesore of a development. There are better, less intrusive solutions to the canyon traffic. It is not a gondola. Please reconsider before Little Cottonwood is changed forever. | 32.2.2PP; 32.2.9E | |
| 35856 | Sloan, Jeffery | Seems like the gondola is a 2 billion dollar proposal for a 200 million dollar problem...who profits? They should pay, not me and my view. | 32.2.7A | |
| 32190 | Sloan, Sarah | I would be devastated to see a gondola constructed as the solution for traffic in LCC. While it could have a slightly smaller environmental impact to the canyon than expanding the road, I don't think either are the answer. It was irrevocably change the landscape of one of the last true wild places close to Salt Lake. We should be looking into alternative solutions like enforcing traction laws, requiring cars to get a decal prior to the season affirming their tires were checked or being forced to get tires checked on heavy snowfall days before entering the canyon if they choose not to get pre-screened. Forcing cars to go through a checkpoint would also manage traffic going up into the canyon. I would rather sit in traffic on a pow day than see a gondola through the canyon. I truly hope UDOT hears the pleas of the entire outdoor community and looks into other resources for alleviating traffic in the canyon. | 32.2.9E; 32.2.2M | |
| 25291 | Sloan, Shauna | I am an avid skier and love the resorts. That being said, it's ridiculous to have taxpayers fund a gondola that benefits a relatively small handful of people. I join Mayor Wilson in opposing a gondola. It sounds sexy, but will futher tear up the canyon. I would prefer a solution that involves widening the road for dedicated bus lanes. That will be less expensive for tax payers and accomplish the same result. | 32.2.7A; 32.2.9B; 32.2.9E; 32.6A | |
| 31974 | Sloan, Shauna | The \$550 Million cost should be passed on to resort visitors - not shouldered by local taxpayers. Assuming 10,000 cars a day (I doubt it's this high), that's \$5 per car every day for 30 years. If there are 5000 cars a day, that's \$10/car. A simple cost/benefit analysis for the general public doesn't pencil. We need to stop funding wish list items that are paid for by future generations. | 32.2.7A; 32.2.9E | |
| 28829 | Slotboom, Giselle | Parts good parts bad - NO gondola please - Enhance bus is GOOD (but I question the intentions of making the implementation effort 100%) My main concern with this 'phased' implementation is that the long term goal still is the gondola. With that I am worried that there won't be a full effort to making the Enhanced bus service work to its fullest possibility. And that that will effect the actual results of the bus service. Doing a minimal implementation of the EBS and then saying that you tried and it didn't work is a huge concern for me. | 32.2.9E; 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |

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| | | On the other hand I do support the EBS and the consideration of all canyon users not just resort users. Please include enhanced parking facilities and bus line extensions. | | |
| 30600 | Slotboom, Giselle | Dirty trick, promising this faded plan with enhanced bus system and then slashing the UDOT skibus. Just pay the skibus drivers good money from this project to have the bus run more then the 15min interval. Cutting the bus system is outrageous, dirty and definitely not what the public wants!!!! People rely on these busses to ski skiing, people have already bought ski passes and won't be able to get up there. | 32.2.6I; 32.2.9A | |
| 26351 | Small, Miranda | Dear UDOT, Your decision to move forward with the gondola is disheartening. I have received messages from climbers across the US who are both angry and heartbroken, and we will not sit on the sidelines while you destroy Little Cottonwood Canyon in the name of greed and politics. Do you know how many climbers travel to SLC for the chance to climb the boulders you will destroy? I hope you've done your research on the economic impact of lost revenue from climbers who will no longer travel here because the boulder they've dreamt of projecting no longer exists. Skiing is not the only reason people travel to SLC and spend money at our local businesses. Have you considered anything that Nathaniel Coleman has said to you? Anything that any of the climbing community has expressed?? Because it does not appear that this was a fair fight. We have made our voices heard. The resident around the canyon, regardless of their level of outdoor enthusiasm, have made their voices heard. It is a resounding NO GONDOLA. Yet you decide to move ahead with a gondola?? That is not in the publics best interest. Please listen to your residents and the people who use the canyon on a regular basis. Those are the voices that matter. Profit should NEVER take priority over preserving public lands for continued public enjoyment and outdoor experiences. Respectfully, Miranda, Draper UT. | 32.4B; 32.1.2B; 32.1.2D; 32.6B; 32.6.D, 32.2.9E | A32.1.2B |
| 35745 | Small, William | The gondola seems to be a development scheme to enrich the few like Chris McCandless and is completely overkill for bad traffic 15-20 days/year. The massive destruction of the landscape to install the towers and access roads will ruin the natural beauty of the canyon, and only benefits the ski resorts. What would taxpayers pay billions to make the resorts even more crowded when most never even go up the canyon to ski or otherwise. More buses would solve the issue for millions/billions less. Revoke lkon pass access to Alta and Snowbird. That's how the problem began. It was never crowded before that! | 32.1.2B; 32.1.2F; 32.2.2K; 32.2.9A | A32.1.2B; A32.1.2F; A32.2.2K |
| 29047 | Smalley, Patrick | This project is absolutely absurd. I've been driving up that Canyon for over 30 years, a gondola is not needed. If the state really needs to think up dreamboat projects like this to spend money then they should be giving the money back to taxpayers. It is not your money to begin with, you are stewards of it and should be spending it wisely. Projects like this are evident that wise spending is not being done. | 32.2.9E | |
| 31287 | Smallwood, Zachary | I support the gondola. It seems like the most appropriate solution. It also provides a uniqueness to help those resorts stand out. | 32.2.9D | |
| 37580 | Smart, Adam | Don't do this. There are more practical and cheaper ways to create transportation in little cottonwood canyon. | 32.2.9E | |
| 27039 | Smart, Thomas | You are supposed to be a transportation agency, which means helping people get where they need to go as efficiently as possible. A gondola does not serve the needs of people who want to go places other than two ski resorts. It is not efficient, as taking a bus or driving a personal car will still be significantly faster for most people on most days of the year. It's easy to predict that, even with the gondola, the road will still fill up to and beyond its capacity, just as it does now. The only justification for the gondola is to sell more lift tickets, burgers and beer. It's a huge giveaway to the ski resorts at the expense of taxpayers who will never use it. Shame on UDOT. | 32.1.2B; 32.2.9E | A32.1.2B |
| 25669 | Smartz, Kayla | There are better alternatives to the gondola that will improve the roadways. Avalanche mitigation, tolls, enhanced bus, and widening the road are all good options, with avalanche mitigation being the best option. The gondola is an aggressive resolution for only 50 days of heavy traffic per year. Enhanced busing options (with a peak-period shoulder lane) will have the biggest benefit on time. 63 minutes to take the gondola up?! That is insane. I'd rather sit in traffic in my own car with my boots off, getting work done and such. Please consider the other options. Building a gondola is ruining LCC. I have lived here for 10 years and LCC is my favorite roadway. I run it, bike it, and drive it frequently. Thank you for listening. | 32.2.9B; 32.2.9E; 32.2.2PP; 32.1.4J; 32.2.2Y; 32.2.4A; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 26809 | Smedley, Randy | I fully support the gondola idea. Gets people off the road and avoids congestion on the road along with reduced accidents in winter. Also allows for an enjoyable view while going up the canyon. | 32.2.9D | |
| 36449 | Smeeding, Erin | I am opposed to the gondola because it will negatively impact our watershed while simultaneously not solving the transportation issue. | 32.2.9E | |
| 33914 | smeeding, Mariah | please do not build this gondola. | 32.2.9E | |
| 38127 | Smith, Amalia | I support the phased approach to implement several changes ahead of a potential gondola option. I'm glad the updated EIS version included additional parking at the main hubs, and snow sheds seem like a great idea. I still support the gondola option, though hopefully with the snow sheds some of the cause for road issues will be alleviated, and also hopefully the ski resorts and private parties will provide a good chunk of the funding vs. it coming mostly from normal Utah taxpayers that do not ski (perhaps tolling fees could go specifically to the effort of improvements in the canyon). As someone who tries to use the ski bus whenever possible (and carpooling isn't usually an option), I hope that the enhanced bus service even in the shorter term means it is actually more reliable, ideally with more frequent timing and without the large gaps in service during the day like there are today. I support tolling and other measures to limit single occupancy vehicles, but I'd really like to make sure that bus service is improved such that it's actually a good and reliable option ahead | 32.2.9R; 32.2.7A; 32.2.2M | A32.2.9R; A32.1.2H; A32.2.6S |

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| | | <p>of time. If bus service isn't improved but those measures are put in place it doesn't really feel fair to people who are more price sensitive, live alone and/or don't have ski friends close by, etc.</p> <p>In terms of other ideas: Maybe they could check tires at the base of the canyon on more snow days, to help prevent more accidents/slides? Perhaps there's some technology that could be used to try and help people carpool with others they don't know?</p> | | |
| 27852 | Smith, Andrew | <p>The proposal has many good aspects including: Some parking at the base of the canyon (could encourage car pooling). Added parking at trailheads. However the gondola is an absolutely terrible idea. It comes at an extreme cost to the taxpayer and will primarily benefit the two mountain resorts (who are doing just fine for themselves). Although I live out of state, I visit the canyon often during all seasons. I can say that I would not be inclined to visit the canyon if the gondola comes in. It turns the canyon into what looks like a massive power transmission line. Honestly it would ruin the canyon. When people talk about LCC they describe it as beautiful. The gondola would take that away. As far as spending tons of money to reduce a few bad traffic days-- and a few control hours, poor use of money. I hate to say Toll it, but peak hours on pow days would significantly reduce single occupancy, keep Car pool rates low. Backcountry Skiers would also disproportionately be affected. The 'infomercial' about the gondola is a sure sign that if gondola is chosen, then private companies (developer, builder, and resorts) comes much before the rights of the citizens. PLEASE don't ruin the canyon with a gondola. I think it's great you've evaluated it, but it clearly is not a good fit for LCC. Preserve the Canyon, protect the view.</p> <p>ANdrew SMith Winnemucca, NV</p> | 32.2.9E; 32.2.2Y; 32.2.4A | |
| 26051 | Smith, Andrew | <p>The proposal has many good aspects including: Some parking at the base of the canyon (could encourage car pooling). Added parking at trailheads. However the gondola is an absolutely terrible idea. It comes at an extreme cost to the taxpayer and will primarily benefit the two mountain resorts (who are doing just fine for themselves). Although I live out of state, I visit the canyon often during all seasons. I can say that I would not be inclined to visit the canyon if the gondola comes in. It turns the canyon into what looks like a massive power transmission line. Honestly it would ruin the canyon. When people talk about LCC they describe it as beautiful. The gondola would take that away. As far as spending tons of money to reduce a few bad traffic days-- and a few control hours, poor use of money. I hate to say Toll it, but peak hours on pow days would significantly reduce single occupancy, keep Car pool rates low. Backcountry Skiers would also disproportionately be affected. The 'infomercial' about the gondola is a sure sign that if gondola is chosen, then private companies (developer, builder, and resorts) comes much before the rights of the citizens. PLEASE don't ruin the canyon with a gondola. I think it's great you've evaluated it, but it clearly is not a good fit for LCC. Preserve the Canyon, protect the view.</p> | 32.2.9E; 32.2.7A; 32.2.4A; 32.2.2Y; 32.2.2PP; 32.2.9N | A32.2.9N |
| 36655 | Smith, Annika | <p>This is not long-term cost-effective and is harmful to wildlife. There is nothing about this that will benefit wildlife in response to managing little cottonwood canyon traffic.</p> | 32.2.9E | |
| 27052 | Smith, Bailey | <p>I don't support the gondola</p> | 32.2.9E | |
| 30615 | Smith, Ben | <p>Hello, I am interested in the goings on with this project and will be reading a copy of the eis as soon as I get the packet from a library. Please let me know who I can discuss this with. Thanks Ben</p> | 32.29D | |
| 25704 | Smith, Brennan | <p>The proposed gondola is a boondoggle and will mar the natural beauty of the canyon in favor of transporting people directly to ski resorts that may or may not have snow in 50 years due to climate change.</p> <p>This canyon is for everyone to enjoy, all year round. This "solution" would force Utah tax payers to foot the bill for resorts first and recreation equity second.</p> <p>My favored solution is to restrict driving and offer more frequent bus services. One bus can express straight to the ski resorts, another to major trailheads with infrequent stops and the third as a regular bus service with frequent stops. To help facilitate, a toll can be imposed similar to Millcreek Canyon.</p> <p>Please reconsider this as a solution and instead prioritize a better, more beautiful and more accessible solution for our canyons.</p> <p>Thank you.</p> | 32.2.9E; 32.2.9A; 32.2.6.3C; 32.2.2E; 32.1.2D; 32.2.7A; 32.2.9N | A32.2.6.3C; A32.2.9N |
| 33873 | Smith, Bret | <p>Love the gondola. This is a benefit for everyone in the state for many reasons. I would use a gondola just to see the beauty and not need to keep my eyes on the road. This is the best option as there is much less pollution. Even if you run EVs there is pollution from making the power even if it is in the form of replacing batteries and solar panels or turbine blades. Gondolas are the best option and will be amazing!!</p> | 32.2.9D | |
| 30258 | Smith, Brian | <p>I am a multi-year season pass holders at Alta-Snowbird and am strongly opposed to the gondola. This is a huge outlay of money for a questionable benefit in the distant future and could be fixed with better bus transit plus tolling.</p> <p>While next steps are being determined, UTA should immediately increase bus service to the canyons. Frequency is way too little. Buses are frequently uncomfortably full or unable to be boarded. This is a huge deterrent to riding the bus. We need to ensure there is always capacity. Buses also need to run throughout the entire season. They start too late and end too early to provide season-long transit to workers and customers.</p> | 32.2.9E; 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |

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| | | <p>Secondly, whether gondola or buses, there is huge need for additional park and ride lots below the canyons. There should be an immediate effort to secure additional lots near the entrance so users can grab buses to the gondola and/or actual resort. Parking is insufficient so people just drive up.</p> <p>Third, the canyons need to be tolled immediately. At least during winter weekends.</p> <p>Tolls paired with buses would largely eliminate the traffic problem. This could be implemented by next season to provide substantial relief in the interim since the gondola will take many, many years to arrive (if ever). The status quo is unsustainable. We need immediate action. Buses are cost effective and could be revenue neutral with tolling.</p> <p>Please do something more quickly than this gondola plan.</p> | | |
| 34484 | Smith, Brian | <p>I would like to voice my opposition to the selected alternative of the gondola. I think the negative visual impacts of this alternative far out weight its presented benefits, which are dubious based on the current evaluation. I think the problem can be addressed much more effectively by implementing a combination of increased bus service, requiring the resorts to implement a reservation system for parking, encouraging car pooling and constructing snow sheds to mitigate avalanche closures. Combined all of these options, based on information in the EIS, would arguably be just as good if not better better than the selected alternative, and would not have the immense visual impact of the gondola on the canyon. I am also concerned that the cost for riding the gondola is not presented in EIS and that the gondola does not address other users/access points in the canyon (e.g., backcountry skiers). I encourage UDOT to reject the selection of this alternative and seek other options that will not have such negative visual impact and only service the resorts.</p> | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.9K; 32.2.4A | A32.2.2K |
| 38197 | Smith, Brian | <p>I am NOT in favor of the proposed gondola in Little Cottonwood Canyon. Limiting traffic flow would be my vote. Whether that be by fees for access to enter the canyon or reservations and paid parking at the ski resorts, carpool incentives and more buses on weekends would be a better solution. Avalanche days will always be a problem. The skiing is limited on those days anyway. The gondola will only be used by out of state Visitors. The resorts can only accommodate so many people safely. Let's go to a reservation system and save our tax dollars in more important ways. Preserving our Great Salt Lake. I'm a definite NO to the gondola!</p> | 32.2.9E; 32.2.2K; 32.2.4A; 32.2.9A; 32.2.20C | A32.2.2K; A32.2.20C |
| 36444 | smith, brooke | <p>I ask that you reconsider better options other than the gondola. This gondola would be invasive and ruin the beauty of little cottonwood. There are better options. Don't allow greed of the ski resorts ruin the beauty of this canyon!</p> | 32.2.9E | |
| 26516 | Smith, Campbell | <p>Hello, As a resident of Holladay and a weekly user of little cottonwood canyon year round, I strongly oppose the proposed gondola. We need to preserve our canyon without destroying and introducing new ways to highly traffic our sacred land. The impacts on land and wildlife are unacceptable with this proposed plan. I strongly urge you to come up with another solution including tolls and fees that are less intrusive to this already fragile area. Locals who use the canyon would be happy to pay access fees to help put money back into the canyon.</p> <p>Thank you, Campbell Smith</p> | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9E; 32.1.3A | A32.1.2B; A32.1.3A |
| 33023 | Smith, Carl | <p>My name is Carl Smith, I am your constituent and an active, registered voter. I am sending this comment because it is extremely important to me that you DENY the Gondola project in Little Cottonwood Canyon. As a highly active member of the outdoors, I spend my summers climbing the granite and winters, skiing all over LCC.</p> <p>As an Engineer for my career, I don't believe the correct options have been examined. I believe we need to toll the canyon (for better funding). We need to build tunnels/avalanche shelters over the highway in the areas where avys are common (we have the data). We need more parking, at the base of the canyon, and at the resorts, if they want more business. We need to start small and then analyze outcomes before going forward with an irreversible construction mega project in Little Cottonwood Canyon.</p> <p>I urge you/UDOT to deny the gondola project for Little Cottonwood Canyon. Thanks for your time. Please feel free to contact me.</p> <p>Carl Smith [REDACTED]</p> | 32.2.9E; 32.2.9A; 32.2.29R | A32.2.9R; A32.1.2H; A32.2.6S |
| 34687 | Smith, Carly | <p>Please choose the option for expanding the bus service! Rock climbing areas and the beauty of the canyons will be destroyed with the gondola. Please limit cars in both canyons and focus on the buses.</p> | 32.2.9A | |
| 36792 | Smith, Carly | <p>This is very sad for all utah residents other then the resorts profiting from it. It will make the slopes more crowded and will not help the situation.</p> | 32.2.20C | A32.2.20C |
| 33316 | Smith, Caroline | <p>No. Save the look of the canyon. Listen to the people not the \$\$\$\$</p> | 32.2.9E; 32.2.9N | A32.2.9N |

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| 38227 | Smith, Chad | <p>Didn't see a verification of submittal, so I'm trying this again, just in case...</p> <p>Well here I am submitting my comment in the last few minutes before this final public comment period closes. I wasn't going to write, because I have grown to feel that UDOT doesn't really want my input. But a friend convinced me that I should write as a protest, if nothing else. And this took me almost an hour to write, so I hope you actually read it and try to care.</p> <p>I would like you to know that, as I have attended multiple open houses, town halls and online input sessions over the last four years, I have gone from being excited and inspired by the opportunities and impressed by the planned process to feeling disempowered, frustrated and disgusted at the process and (apparent) result. The process appears to be broken and inept at best and corrupt at worst. I really don't get why this planning for something so important has been done so very badly. It is clear that we need a holistic solution for a variety of issues, for the entirety of the canyon, and year round (not to mention for additional locations like Big Cottonwood, too). And yet, we've been fed partial solutions for a limited problem happening during a relatively small number of hours and days per year. And when so many of us have repeatedly pointed out the inadequate scope of the now-preferred "solution" and the better solutions available, we have been told again and again something to the effect of "Sorry, but as good as those solutions may be, they are outside the scope of this EIS, which is strictly intended only to address a relatively small number of high-traffic snow days in Little Cottonwood Canyon. (A small, specific problem that appears to have been custom made for the Gondola Works coalition.) Ugh!</p> <p>So many are like me: we care passionately about this, we have tried to be educated and involved, because it is so important. And we are aware that we have flooded the system with feedback that is overwhelmingly negative about the gondola. And yet it is your preferred alternative and now the selected alternative? And your UDOT representative now has a slide presentation with a slide about UDOT's take aways from public input, with the first bullet point claiming that the gondola is popular? It's not, and for good reason!</p> <p>I could write so much about this, but I saw the presentation given by the UDOT representative to the Salt Lake County Council just the other day. I heard the many, excellent points made and concerns raised by the council members there. I know that you're already aware. Please just consider my message here as a strong echo of those many points. The process has been done wrongly. The gondola is not the right solution, and it is also the least popular solution. Beyond that, I will venture a guess that it is the alternative with the biggest likelihood for going over budget and making UDOT and the Gondola Works coalition even worse than they already do.</p> <p>Please do not make this mistake. I and thousands of others will take no joy in seeing the failure of an overpriced eyesore that ends up being underutilized and (even if it were utilized to capacity) will absolutely not solve the issues we currently face in LCC. Not to mention the issues we will be facing decades from now. Again, I will take no joy in saying "I told you so," but you will end up implementing the other solutions anyway. We need tolling, we need snow sheds, we need expanded and subsidized bussing. These are the solution, and yet we will be underfunding them because we're so anxious to build the world's longest f-ing gondola in LCC where it absolutely doesn't belong.</p> <p>And as UDOT solicits this input, which you don't appear to actually want, you try to make it clear that none of the alternatives will provide solutions for trailhead access? Why not? I saw plans for bus-preferred parking lots in LCC at one of the open houses years ago. It seems like you just want the gondola to look more appealing by making the other alternatives more limited than they could easily be. (Let alone pitching the flexibility of a bus solution that could easily pave the way for something more future proof, like autonomous electric shuttles in a few years.) And on top of all that, you're saying something to the effect of "Please keep in mind as you give your very final feedback, that we still have no idea what we will charge for tolls, busses, gondolas, etc. But speak now or forever hold your peace. Oh, and also we'll make sure we charge the same amount for the bus as we do for cars, just to ensure that we don't actually encourage anyone to ride the bus rather than their personal vehicles." Grrr,Ä¶</p> <p>I have lost so much faith in UDOT over this whole fiasco. If we end up with a gondola after all this, it will just confirm that UDOT is as bad as our legislature. You guys don't appear to actually want any input. You just want to say you've given us an opportunity to weigh in.</p> | 32.2.9E | |
| 38220 | Smith, Chad | <p>Well here I am submitting my comment in the last few minutes before this final public comment period closes. I wasn't going to write, because I have grown to feel that UDOT doesn't really want my input. But a friend convinced me that I should write as a protest, if nothing else. And this took me almost an hour to write, so I hope you actually read it and try to care.</p> <p>I would like you to know that, as I have attended multiple open houses, town halls and online input sessions over the last four years, I have gone from being excited and inspired by the opportunities and impressed by the planned process to feeling disempowered, frustrated and disgusted at the process and (apparent) result. The process appears to be broken and inept at best and corrupt at worst. I really don't get why this planning for something so important has been done so very badly. It is clear that we need a holistic solution for a variety of issues, for the entirety of the canyon, and year round (not to mention for additional locations like Big Cottonwood, too). And yet, we've been fed partial solutions for a limited problem happening during a relatively small number of hours and days per year. And when so many of us have repeatedly pointed out the inadequate scope of the now-preferred "solution" and the better solutions available, we have been told again and again something to the effect of "Sorry, but as good as those solutions may be, they are outside the scope of this EIS, which is strictly intended only to address a relatively small number of high-traffic snow days in Little Cottonwood Canyon. (A small, specific problem that appears to have been custom made for the Gondola Works coalition.) Ugh!</p> | 32.2.9E; 32.2.4A; 32.2.9A | |

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| | | <p>So many are like me: we care passionately about this, we have tried to be educated and involved, because it is so important. And we are aware that we have flooded the system with feedback that is overwhelmingly negative about the gondola. And yet it is your preferred alternative and now the selected alternative? And your UDOT representative now has a slide presentation with a slide about UDOT's take aways from public input, with the first bullet point claiming that the gondola is popular? It's not, and for good reason!</p> <p>I could write so much about this, but I saw the presentation given by the UDOT representative to the Salt Lake County Council just the other day. I heard the many, excellent points made and concerns raised by the council members there. I know that you're already aware. Please just consider my message here as a strong echo of those many points. The process has been done wrongly. The gondola is not the right solution, and it is also the least popular solution. Beyond that, I will venture a guess that it is the alternative with the biggest likelihood for going over budget and making UDOT and the Gondola Works coalition even worse than they already do.</p> <p>Please do not make this mistake. I and thousands of others will take no joy in seeing the failure of an overpriced eyesore that ends up being underutilized and (even if it were utilized to capacity) will absolutely not solve the issues we currently face in LCC. Not to mention the issues we will be facing decades from now. Again, I will take no joy in saying "I told you so," but you will end up implementing the other solutions anyway. We need tolling, we need snow sheds, we need expanded and subsidized bussing. These are the solution, and yet we will be underfunding them because we're so anxious to build the world's longest f-ing gondola in LCC where it absolutely doesn't belong.</p> <p>And as UDOT solicits this input, which you don't appear to actually want, you try to make it clear that none of the alternatives will provide solutions for trailhead access? Why not? I saw plans for bus-preferred parking lots in LCC at one of the open houses years ago. It seems like you just want the gondola to look more appealing by making the other alternatives more limited than they could easily be. (Let alone pitching the flexibility of a bus solution that could easily pave the way for something more future proof, like autonomous electric shuttles in a few years.) And on top of all that, you're saying something to the effect of "Please keep in mind as you give your very final feedback, that we still have no idea what we will charge for tolls, busses, gondolas, etc. But speak now or forever hold your peace. Oh, and also we'll make sure we charge the same amount for the bus as we do for cars, just to ensure that we don't actually encourage anyone to ride the bus rather than their personal vehicles." Grrr...</p> <p>I have lost so much faith in UDOT over this whole fiasco. If we end up with a gondola after all this, it will just confirm that UDOT is as bad as our legislature. You guys don't appear to actually want any input. You just want to say you've given us an opportunity to weigh in.</p> | | |
| 37456 | Smith, Christian | Build the gondola please and stop listening to people talking trash on it, you can't please everyone. Gondola is the best solution we have ! Just do it! | 32.2.9D | |
| 32785 | Smith, Christopher | Can Enhanced Bus Service please include a bus stop at the White Pine trailhead? The number of people trying to park there (and spilling over into the road) has grown exponentially and is just overwhelming. I believe the bus solution is the right one, but that it should serve more than just the ski resorts. Especially since the pandemic, the new people moving to Utah seem to be very interested in accessing that trail system. | 32.2.6.3C; 32.2.9A | A32.2.6.3C |
| 26942 | Smith, Christopher | This is a senseless costly move that does not serve the public as a whole but just two resorts. This would ruin a beautiful canyon. | 32.2.9D | |
| 26969 | Smith, Cooper | <p>I personally feel that the goal of this project should be to find a way to allow as many people as possible to experience the natural beauty of Little Cottonwood Canyon (LCC). The two main ways I think this gondola project will come up short are:</p> <ol style="list-style-type: none"> 1. Putting a bunch of floating people movers in the canyon will take away from the wild ruggedness of the canyon. I don't think this is insignificant. People need to experience these places as they are. Being in a wild place helps to restore the connection we are trying hard to break between us and the world. We are part of this world, not masters of it. 2. The gondola doesn't seem accessible to everyone. It seems like the gondola would be used by the ski mountains to get customers up the canyon. And those customers are, for the most part, rich people. I understand that these are the same people who are driving their cars up the road and creating the traffic that needs to be addressed but if you're going to spend a boat load of money why not do it on a project that can benefit more people than just the wealthy (I'm assuming it won't be free to ride the gondola). I know that you are the experts and I don't know what I am talking about. I worked in LCC at Alta and lived in the valley, so I understand well the need to do something. But it's my opinion that a gondola isn't the best option, it's just the cheapest and most convenient. | 32.1.2B; 32.1.2D; 32.2.4A; 32.2.9E | A32.1.2B |
| 27656 | Smith, Cooper | The Gondola is one of the worst ideas to come out of Local Government in a while, especially with the far more beneficial alternatives such as the electric busing systems used in other canyons around the state. Why take a canyon such as Little Cottonwood, why taint the millions of years of natural, nature given beauty just to replace it with abhorrent, grey towers that will only intrude on the wildlife and plant life. Not to mention the parking lot that's gonna be the size of an elementary school at the bottom right next to one of our fanciest French restaurants? Just an all around bad idea from start to finish | 32.2.9E | |
| 31718 | Smith, David | NO gondola, as a tax payer, I don't want our money going to support just two ski areas. Widen the road, snow sheds over major avalanche areas. | 32.2.9E; 32.2.7A; 32.2.9Q | |
| 33862 | Smith, David | No! | 32.2.9D | |
| 26627 | Smith, Duncan | I oppose the plan for a gondola running up Little Cottonwood Canyon. A gondola would be visually unpleasant and primarily would serve those visiting the ski resorts. Impacts from canyon transportation are important but a gondola that UDOT lacks funds for is not the answer. A far more cost effective approach is to limit single occupancy vehicle travel and impose tolling for canyon access. Based on the given figure of \$7 million year round operating costs, assuming 365 day operation, that works out to over \$19k per day. If the gondola operates 12 hours per day every 2 minutes as stated with each car at capacity, that works out to \$1.78 per person, which sounds reasonable but it is highly unlikely to run at capacity year round. One can expect many of the 30 cars per hour to be empty or nearly so, | 32.2.9E; 32.2.4A; 32.2.6.5F | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | which will make tickets expensive and unattractive or they will be taxpayer subsidized, neither of which is a good idea. I picture use of a gondola to be a novelty used by few, meaning it will not fix the problem it is meant to address. | | |
| 30298 | Smith, Elizabeth | I am against the gondola. This money can be used to save GSL | 32.2.9E; 32.1.2B | A32.1.2B |
| 30435 | Smith, Ellie | I strongly oppose putting a gondola in LLC - it will take away from the natural beauty that the canyon brings forever. People travel to this area for mountains and beauty which this is taking away and can easily be avoided with other plans that are much less impactful and more cost effective. Please do not forever change the canyon in this way, it would be horrendous | 32.2.9E | |
| 26691 | Smith, Elliot | I just wanted to add another comment in opposition to the gondola. I grew up skiing at snowbird, and love the mountain, but will have no qualms boycotting both LCC resorts if the gondola goes through. The environmental impacts of this project are obvious and the general shouldn't be forced to subsidize this desecration. | 32.2.9E | |
| 30234 | Smith, Eric | Do not build the gondola without several years of trialing very good bus access and tolling to get up and down the canyon. In my opinion, the gondola would destroy the LCC experience as we know it and only benefits the high income people that will be able to afford a gondola ticket. I will never be that person and hate the idea that you're just selling off access to utahs best skiing to the highest bidder. This is not a solution for the people. This is a solution for big business. And arguably big business is the reason we have the ski access problems we are looking to fix. It would be so much simpler to run a toll on the road to discourage driving and offer buses. Then all your need is several bus terminals outside of the canyon, spread across the valley. Toll every car that drives up to Bird/Alta in peak times (or deny car access outright in peak times (except for employees or people staying at the mountains)), and run buses continuously from the base of canyon parking lot. Jackson Hole basically does this and it keeps traffic down. it's clear that this is a big ol' bonus to Alta and Snowbird's pockets while killing the skier experience. To say that busses aren't feasible without developing the infrastructure to reliably allow people to leave their cars down canyon is completely disingenuous to me. This is going to be an epic [REDACTED] of traffic and parking dystopia at the base of the gondola. | 32.2.4A; 32.2.9A; 32.7B; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 34019 | Smith, Eric | I am an active hiker, mountain climber, rock climber and skier. I love the idea of a tram and do not feel at all like ironworks detract from the beauty of the canyon. Beyond solving congestion, It will also make that beauty more accessible to a broader range of people. | 32.2.6.4, 32.2.9D | |
| 37666 | Smith, Genevieve | Please do not build the gondola. We are already working so hard to preserve the beauty of this state. My sick dad who lives downtown already cannot leave his house in the winter because of how the air quality already affects his health, please don't add more. | 32.2.9E; 32.29D | |
| 25729 | Smith, George | I think this is a great solution to the resolving traffic issues in LCC. Widening of the road just doesn't make sense to me. THANK YOU UDOT | 32.29D | |
| 30355 | Smith, Gerald | Has there been any study as to how many skiers will take the gondola instead of driving? It's a slower option, costs more, is inconvenient, and people will have to wait to board. It seems like it will take very little cars off the road. And cost a more money than estimated because all government projects do. Let's continue to steal from the poor so the rich can prosper. Typical politicians. | 32.2.4A; 32.2.7F | A32.2.7F; A32.2.7C |
| 33312 | Smith, Grace | This will destroy the natural environment of LCC - I am 100% against the gondola. It only services one season, one winter activity. We need to preserve the land. NO GONDOLA. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 30809 | Smith, Gregory | We need UDOT to be open minded on this and not fund either the Gondola or expand 209. Car Pool, expanded bus service can solve this minimal problem. Force skiers to utilize bus service to be first ones on the mountain. Later in day don't allow single or two passenger cars up the canyon. Listen to the local community. | 32.2.9A; 32.2.9N; 32.2.4A | A32.2.9N |
| 26489 | Smith, Hamilton | this is a dumb idea it won't help cause it takes to long to get people up the canyon and won't be able to take enough people up the canyon it will make the environment less liveable for wildlife in the area and make it have no conservation in the area it costs way to much and is not worth it | 32.29D | |
| 26683 | Smith, Hannah | As a Utah taxpayer, I do NOT approve the use of taxpayer dollars-or anyone's for that matter- to be used for construction that will forever impact the ecosystems and microclimate in Little Cottonwood Canyon. Regardless of how people get up there, the canyon does not have the capacity to host the amount of visitors that the gondola would enable. The gondola is an outrageously expensive solution to a problem that occurs only a handful of months out of the year and only a certain subset of Salt Lake residents. I do NOT support the gondola. | 32.1.2B; 32.2.7A; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 34689 | Smith, Herb | The gondola just isn't necessary. Busses work great in Zion and tolls work great in Millcreek. Please listen to the people, not business interests... Thanks | 32.2.2B; 32.2.9E; 32.2.9N | A32.2.9N |
| 26653 | Smith, Jack | The proposed gondola will spread litter/pollutants throughout the canyon. Polluting areas that may not be accessible to clean. | 32.2.9E | |
| 29241 | Smith, Jack | I prefer alternate B the gondola which I proposed as the Snowbird planner and architect over 50 years ago. | 32.2.9D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25845 | Smith, Jackson | This would be the biggest mistake that would ever exist in our beautiful Wasatch. Every time I enter Little Cottonwood canyon, my mind is blown by the epic granite walls and vistas. Nothing would be more sacrilegious than building this ugly man made structure up our canyon. Imagine a gondola running down Zion NP, down Bryce, through Arches. That's right, those would be travesties. This would be just as unacceptable and wrong. | 32.2.9E | |
| 25607 | Smith, Jamon | I am heartbroken to hear that UDOT feels this is the correct way to handle the crowding impact on the canyon. The thought of regretfully telling my kids and grandkids what LCC used to look like without 200ft towers and miles of cable is overwhelming. We have already sacrificed enough of our special natural places, and placing a gondola in the canyon would be unforgivable. | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 34118 | Smith, Janelle | I do not support the gondola. Please consider other alternatives to ruining our canyon forever. As a skier with a pass in Big Cottonwood canyon for the last 10 years, I understand the traffic problems to be similar between the canyons. My experience has been that on days that I choose to take the bus, they do not start early enough or run often enough to accomodate all the skiers who would like to use them. A simple solution would be to increase parking, timing, and daily start times of buses going up and down the canyons. When I'm able to get on a bus, I actually enjoy it much more than driving up the canyon myself. In fact, If there were more convenient routes throughout the city and I could take the bus straight from my home, even better! I did this a few times when I lived in a different part of town and it was great. Please at least put a pause on this gondola project to allow for other solutions to be tried before spending tax payer money on an decision that will have irreversible impacts. Thank you. | 32.1.1A; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.2.9R | A32.1.1A; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 27618 | Smith, Jedidiah | Having ridden gondola stems elsewhere is the world, I believe that after the construction that this will offer a unique view of the canyon without harming the natural canyon itself. This will turn into a tourist attraction itself with people traveling just to see them goals and then get the magnificent views it will provide | 32.2.9D | |
| 25900 | Smith, Jennifer | No Towers!! Keep the canyon beautiful! | 32.2.9E | |
| 26344 | Smith, Jerry | The gondola option for Little Cottonwood Canyon is not viable because it is intrusive from a visual standpoint and an overall perspective. It would be intrusive for homeowners that would be impacted by the presence of the gondola. I really don't understand how a gondola system can alter the volume of traffic versus a managed electric busing system. | 32.2.2PP; 32.2.9A; 32.2.9E | |
| 33069 | Smith, Joe | It literally makes no sense. It will not solve any issues, and will cause permanent damage to the area. What is going on? | 32.2.9E | |
| 32383 | Smith, Joe | Sounds like a freebie for a few people who ski. | 32.2.9D | |
| 33283 | Smith, Joel | Utah is growing fast. We need solutions that will serve a majority of people, doing a wide variety of things, it's better for the community, it's better for the economy, and more people involved will help make it better for the environment. | 32.1.2B | A32.1.2B |
| 36543 | Smith, Joel | As a east sandy resident I am interested in what is best for the area. I do not consider this a viable solution or option. I do not want to have an increase in taxes to pay for this. Please open this up for a binding vote. | 32.2.9E; 32.2.9N | A32.2.9N |
| 26768 | Smith, John | For those that think the gondola is a bad idea, they have never been stuck up in LCC for 5 days at a time. Having the option to get down the canyon during those times is very ideal. Having a way of getting people up/down canyon during those times safely is the most important. To guess I would say 70% of people saying it's bad for a gondola because it ruins their"backcountry" but I bet those individuals are not stuck up the canyon for multiple days. It's the safest option. Avalanches are unpredictable and with more buses on the road do you want a bus taken out by one? | 32.2.9D | |
| 26880 | Smith, Jos | This is not about the environment, it's about money. Stop being a phony and just come out and say it. | 32.6A | |
| 37341 | Smith, Joseph | To start the canyons should be bus only on weekends. With increased service and stops for Backcountry skiers. It is cheaper and the infrastructure is already in place. Try the gondola later if busses cannot solve the problem. The gondola will mess up the sight lines in the canyon, disrupt climbing routs, and has no access for Backcountry skiers | 32.2.2B; 32.2.9R; 23.1.2D | A32.2.9R; A32.1.2H; A32.2.6S |
| 25611 | Smith, Joseph | Putting a Gondola in Little Cottonwood Canyon is such a terrible idea, and a disgrace to the natural beauty of that canyon. All so that the ski industry can make more money. What a complete disaster. Please reconsider. Increased bus service is a terrific idea. Gondola is the worst. | 32.2.9A; 32.2.9E; 32.2.2PP | |
| 26763 | Smith, Josh | Good afternoon, I write to you today as a concerned citizen of salt lake city, and frequent user of Little Cottonwood Canyon. While I agree that there is a traffic problem in Little cottonwood canyon, I am strongly against the proposed solution, Gondola option B. I totally agree, something has to be done about congestion in the canyon. Not only is it inconvenient to all users, but cars idling their way up the canyon many days out of the year generates tons of pollution, which we already have too much of in the salt lake area. The gondola solution certainly has the potential to reduce car emissions on the road, but I believe that udot thinking that people will opt for the gondola over driving up the canyon is flawed. I personally use the ski bus, carpool, and do whatever I can during busy times of the year to cut down on traffic, but the majority of users do not. Unless the gondola is made mandatory on high traffic days (which I'm not a proponent of either, see below), I don't see the average person using it. What happens when you forget a glove, or lunch in your car? The gondola will ultimately only be used by tourists, and those who ski very few days out of the year. And what then happens if the gondola is made mandatory to backcountry users, just trying to access public land? This ultimately would be wrong, and toeing the line of illegal as it would restrict access to public land. Overall, I see the gondola being a flashy option, that few would use, and many would pay for. Secondly, lets look who benefits from this solution, and who doesn't. The two key beneficiaries are Snowbird and Alta ski resorts. To have a gondola, that shuttles | 32.2.9E; 32.10A; 32.2.4A; 32.2.7A; 32.2.2B; 32.2.9N | A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>customers straight to their doorstep and nowhere else, AND the taxpayers of Utah will pay for it for them!? This seems ludicrous when put in terms like this. I may not be so vehemently opposed to this option, if Alta and Snowbird were paying the majority of the bill, but so far it looks like they aren't. This to me screams crony capitalism...which I hope will not win out over morals.</p> <p>Next, let's look to one of our own national parks, Zion. They have implemented an impressive bus system that seems to work very well, even on the busiest of days. If you invested in a large bus fleet and parking, implemented mandatory bus days, and dropped off at many stops so backcountry users could still access public land it seems as if this could be the ticket! Zion national park serves over twice the visitors of little cottonwood per year (4.3m vs 2m) and the road travels through similar terrain. This to me points to that we should use a tried and true system, that also saves the landscape of the canyon from eyesores.</p> <p>Lastly, I'd really like to call to question the morality of the decision making process, and those ultimately making the decision. I'll admit, I haven't read all 14,000 comments from the draft eis period, but from the circles I'm involved in, and even circles I'm loosely related to, the vast majority of salt lake city citizens are against the gondola. I also understand that there have been some backdoor dealings between Snowbird and Alta and udot which raises even more suspicion about what's really driving this decision. Is Udot really looking out for the majority of its citizens? Not tourists, and not uber wealthy resort owners, whose pocketbooks I guess could match locals, but whose numbers don't come close. The way this whole process has been handled raises suspicion that someone is getting something in return for pushing the gondola option through, and if that's true, shame on udot. It is this suspicion that most drives my opposition to the gondola. If the gondola were put to a public vote, or if the ski resorts were paying for the majority of it, maybe I'd feel a little less strongly...but that's not what's happening.</p> <p>Thank you for your time, and please, act for the good of the citizens of Utah, not for personal interests.</p> <p>Josh Smith</p> | | |
| 38601 | Smith, Josh | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.2.0B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 38630 | Smith, Julie | <p>Good afternoon, Josh.</p> <p>The U.S. Environmental Protection Agency Region 8 NEPA staff reviewed the Final Environmental Impact Statement (EIS) for the Little Cottonwood Canyon/S.R. 210 Wasatch Boulevard to Alta Project (Project) (CEQ No.20210078) prepared by the Utah Department of Transportation (UDOT). In accordance with our role as a Cooperating Agency, as well as with our responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA) and pursuant to Section 309 of the Clean Air Act (CAA), the EPA provides the attached comments on the EIS.</p> <p>We provide these comments and observations in our good faith effort to help improve overall consistency between resource analyses in the conclusions to be reached by UDOT in a Record of Decision. Please do not hesitate to contact me with any questions or points of clarification. We look forward to continuing to work with UDOT in the preparation of its supports effective and efficient agency decision making.</p> <p>Best regards - Julie</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.10A; 32.6.5F; 32.20A; 32.20E; 32.20U; 32.25B | A32.20A; A32.20U; A32.25B |
| 25728 | Smith, K | very excited for the gondola, i hope this actually happens and Udot doesn't back down to a small and loud opposition. We should have transportation options for a major activity in Utah. This will help the mountains be accessible to all! | 32.2.9D | |
| 34425 | Smith, Kail | The gondola will cause more problems then it will solve! And that's how you know it's not a solution. | 32.2.9E | |
| 37973 | Smith, Karen | I am against a gondola. As a tax payer I feel you are asking me to subsidize the ski industry. They have over sold tickets resulting in even more congestion. If they would charge and require parking reservations like Alta did last year it would cut down on the congestion. No one wants to see those nasty cables ruining the beauty of the little bit of natural beauty we have in this desert valley. Hard no on gondola! | 32.2.9E; 32.2.2K | A32.2.2K |
| 31519 | Smith, Kayla | I support the gondola! | 32.2.9A | |
| 30304 | Smith, Kenzie | A gondola would outrageously impact the integrity and beauty of our canyon in Utah, not to mention disrupt the natural flying creatures of the valley. The creation of more sound,light, and air pollution would also be increased. The gondola is not the way to go. | 32.2.9E | |
| 36285 | Smith, Kolton | As an employee of Snowbird and an avid skier who spends 5 - 6 days a week in Little Cottonwood Canyon, I'm in support of the gondola as the most efficient, Safest and least harmful option for the canyon. I'm also in support of tolling in the winter. | 32.2.9D; 32.2.2Y | |
| 35649 | Smith, Kyle | A gondola in Little Cottonwood Canyon is absolutely the wrong choice. Its installation would destroy hiking and climbing resources along with irreversibly changing the serene views of the canyon by adding constant machinery up and down the canyon. The gondola serves a single user group of the canyon, and will benefit private corporations. It complete ignores other users of the canyon and will not relieve traffic up and down the canyon. | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.9A | A32.1.2F |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Visiting Little Cottonwood Canyon is one of the main reasons that I enjoy visiting Salt Lake City - with the destruction this gondola will cause, it's unlikely I would be inclined to visit very often or ever again. Please consider other non-structure options like bus services during peak ski season. There is absolutely no reason to destroy the canyon with a horrible gondola. | | |
| 32922 | Smith, Lawrence | The cost should be paid for by the 2 corporations that benefit from the gondola-Snowbird and Alta not Utah tax payers. Limit people entering the canyon when needed and increase bus service | 32.2.7A; 32.2.2L; 32.2.2K; 32.2.9A | A32.2.2K |
| 33482 | Smith, Leah | Do not move forward with the gondola! Make the canyon bus only | 32.2.2B; 32.2.9E | |
| 28259 | Smith, Leah | No gondola! Make the canyon bus only | 32.2.9E; 32.2.2B | |
| 31544 | Smith, Lillian | Gondola more like lameola | 32.2.9E | |
| 29703 | Smith, Linda | I oppose the Gondola as an alternative fo transportation in Little Cottonwood Canyon. Cheaper and more effective approaches should be tried (eg. busses). The Gondola will fail to transport people to many places they wish to go in the Canyon, just serving the interests of the ski resorts. Moreover, it will harm the view shed forever. And it is too expensive. Please rethink this plan! | 32.1.2B; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.2B |
| 34330 | Smith, Liz | As a resident of salt lake, I am against the gondola. This will not ease traffic and will only increase the cost of skiing. Better solutions can be found such as a dedicated buses for each resort which run frequently. | 32.2.9A; 32.2.9E | |
| 28796 | Smith, Lori | I am against the gondola . It's ridiculous to spend an exorbitant amount of money on the gondola without even trying some other options . Those options could be incentives to ride the bus , incentives for car pooling . The way global warming affecting our weather , in twenty years there may not even be enough snow to ski and then we're stuck with a huge, expensive eye sore . Now one even mentions the ghastly parking garage that will be constructed and the traffic in and around that . There is so much that the public doesn't know and most people don't even know that it will be tax payer money that funds this mess . | 32.2.9E; 32.2.9R; 32.2.2E; 32.2.2Y; 32.2.7A; 32.2.2PP | A32.2.9R; A32.1.2H; A32.2.6S |
| 31481 | Smith, Lucy | I'm opposed to the gondola option for a transportation solution in Little Cottonwood Canyon. I feel that the most affordable and viable solution is to increase busing and implement tolling for single rider cars. I'm also supportive of widening the road and putting in snow sheds. Whitening the road will serve many other constituents as well as people who want to ride bicycles in the canyon. Thanks | 32.2.9E; 32.2.4A; 32.2.9B | |
| 33003 | Smith, Mackey | I'll just keep this brief as the State Chair for Young Republicans. We strongly believe in protecting the environment, and also find the large expense that will only go two benefit two businesses as an inappropriate use of public funds. I speak on behalf of our 1500+ registered members just in Salt Lake County. | 32.1.5C; 32.2.9G | A32.1.5C |
| 36309 | Smith, Marcus | This kind of expenditure is unwarranted (1) because its eventual use would be far from egalitarian. The wealthiest would benefit, both the industry owners and the wealthy clientele. It would be like the Concorde jetliners in this regard. (2) It would compromise the natural vista of a wondrous nature-scape, already too scarred by development. | 32.1.2D; 32.1.2F; 32.2.9E | A32.1.2F |
| 32987 | Smith, Marilyn | As a frequent user of LCC but not a skier as are many others who enjoy LCC. We could use access that stops at the various trail heads. The gondola will not do that. In fact it will only be highly utilized in the winter by moneyed people who will not bear the cost of the project. That cost will be shifted to the people who are enjoying the canyon but not skiing and those who are not using the canyon at all. I strongly oppose the installation and subsequent tax increases that will fall on all of us. | 32.1.2C; 32.2.9E; 32.2.4A | |
| 29054 | Smith, Marilyn | This gondola is an egregious give away of public monies to companies that are making a hefty profit using public lands. The gondola will be of little use 3/4 of the year to the upper canyon. It will provide absolutely no benefit to those of us who use the many other trails in LCC. I strongly object to this give away to corporations. | 32.2.9E | |
| 26497 | Smith, Marion | I am NOT in favor for the proposal for a Gondola in Little Cottonwood canyon. We need some area in our mountains that is "untouched" and that would remain "scenic". I am against the proposal!!! | 32.2.9E | |
| 34561 | Smith, Mark | Sandy had a vote on this last year and the majority said no. Why were we led to believe our bite counted? And why UDOT thinks thus is a non destructive solution? Is it going to be ADA accessible and free for disabled people? | 32.2.9N | A32.2.9N |
| 38045 | Smith, McCayla | I am 10000% against the gondola that will cost millions to only serve a few of the general public and only service 2 ski resorts. The aesthetic beauty of the canyon is an invaluable public health asset and the reason it attracts so many visitors . The gondola would permanently and irreparable degrade and devalue this beautiful canyon. Climate change is almost certain to make the ski industry collapse within the next 2 decades making the cost for this project invalid. UDOT, I am begging you to listen to the public, the people who have loved and grown up with this canyon, the people who want to protect it from urbanization. DO NOT PUT IN THE GONDOLA. There are several ways to combat the ongoing traffic issues in the canyon during winter such as tolling those who use the canyon, limiting the number of people using the canyon, as well as increasing bus services. Please listen to the public. | 32.2.9E; 32.1.2D; 32.2.2E; 32.2.2K; 32.2.4A; 32.2.9A | A32.2.2K |
| 25955 | Smith, Montana | It would be a shame to ruin such a beautiful canyon like this. Some things need to be left alone, and this canyon is absolutely one of them. | 32.2.9G | |
| 25930 | Smith, Moses | Please think about something besides profit here. | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 38938 | Smith, Myah | <p>Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):</p> <ol style="list-style-type: none"> 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. <p>Sincerely, Myah Smith </p> | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 26852 | Smith, Natalie | Please do not build a gondola in Little Cottonwood Canyon. This will ruin the natural beauty of the most beautiful canyon in the Wasatch Front. | 32.2.9E | |
| 37177 | Smith, Nick | I am in favor of a year round gondola that serves skiers, hikers and bikers. | 32.2.9D; 32.1.2D; 32.2.6.5F | |
| 33926 | Smith, Nikki | I am writing in opposition to the Gondola. There are many other less expensive, and less destructive ways to support the growing number of skiers in Little Cottonwood Canyon. | 32.2.9E | |
| 30488 | Smith, Pamela | This is going to destroy the views and wilderness it's being placed into. It doesn't serve anyone besides the pockets of a councilman. | 32.2.9E | |
| 32399 | Smith, Pauline | I heartily dislike the gondola option. It will ruin the beauty of the canyon, is obscenely w pensive and only benefits a few businesses. Please do not carry this ill-conceived plan forward. | 32.2.9E | |
| 36053 | Smith, Peter | I work on the rail side at UTA and understand the maintenance of rail and switches in snowy conditions; and I say the Gondola is the most feasible and sensible solution for getting up and down the mountain. | 32.2.9D | |
| 29350 | Smith, Richard | <p>I am very concerned with UDOT's decisions to propose the Gondola B option for the following reasons:</p> <ol style="list-style-type: none"> 1) You admit that this option currently has no funding. The \$550 million cost for this project can not be justified by Utah taxpayers, particularly when the primary beneficiaries are Alta, Snowbird, La Caille and other owners of property that will be purchased for this project. The \$ 550 million estimate will most likely end up being much more expensive and will take far longer than planned. There are far better uses of this money for Utah taxpayers to invest in. 2) This project will definitely damage the beauty and environment of the canyon, despite your comments to indicate otherwise. 3) You have recommended building a 2,500 car parking garage in an area that is surrounded by many neighborhoods. This will concentrate the "traffic" you are trying to minimize and have an adverse impact on those neighborhoods. On top of that, the gondola base and towers will be eyesores and noise producers impacting these neighborhoods. La Caille also intends to put a hotel in what is a residential area. 4) A recent poll by Deseret News/Hinkley Institute indicated that 80% of Utahns don't support the gondola. Local officials in Sandy, Cottonwood Heights and other impacted cities/towns are opposed to this project. Officials of Salt Lake City and County have expressed their concern with the expense and have proposed that a more measured approach be taken with electric buses, road widening, tolls, etc. These are the interim steps that UDOT proposes as well, so UDOT should focus on these reasonable steps and not support an expensive gondola project at this time or in the future. 5) You indicate that the gondola will only address 30% of the traffic that is expected in the future. The capacity of the gondola appears to be insufficient to address the typical number of people who want to get to the slopes by 9 am to 10 am. You indicate that the gondola will operate in adverse weather conditions. It is my experience that existing gondolas often have to shut down for safety in these weather conditions. How is this solving the traffic problem? 6) The gondola does not serve the many other sites in the canyon that people utilize in the spring, summer and fall. Again, you are proposing a project that is very expensive and only serves a very small segment of the population. 6) Given future climate changes, it is not prudent to invest in a gondola for a local ski industry that will probably suffer from declining snow levels and attendance over the 30-year life cycle you propose. 7) As for air quality, electric buses and personal EVs will be a steadily increasing solution to air quality over the 30 year life cycle. The State of Utah and UDOT should incentivize the purchase of EVs and use tolling and carpooling requirements to drive the use of EVs in the canyons. This would be far more effective than a gondola. | 32.1.2D; 32.2.2E; 32.2.2Y; 32.2.4A; 32.2.6.3F; 32.2.6.5A; 32.2.6.5C; 32.2.6.5K; 32.2.7A; 32.2.9E; 32.2.9N; 32.7B; 32.11D; 32.29R; 32.2.7E | A32.2.9N; A32.29R; A32.1.2H; A32.2.6S; A32.2.7E |

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| | | Best regards, Richard Smith | | |
| 26105 | Smith, Rob | Little cottonwood canyon holds its own unique natural value that will be tarnished by a gondola. Some of the greatest climbing in the world will be destroyed to alleviate traffic for a few weeks a year. Outdoor sports should embrace nature, not desecrate it. | 32.2.9E; 32.4B; 32.1.2B | A32.1.2B |
| 32501 | Smith, Robert | I think it, electric busses and not letting any cars up the canyon is the only way to go | 32.2.2K; 32.2.6.3F | A32.2.2K |
| 34014 | Smith, Robin | No gondola | 32.2.9E | |
| 26412 | Smith, Rory | I don't want to see more busses and a gondola added to constructed. It will take too long to get up the mountain and is catered to the resorts. Put in a light rail! | 32.2.2I; 32.2.9E | A32.2.2I |
| 30810 | Smith, Ryan | Why fund a gondola for Alta and Snowbird and let wealthy investors reap the profits of early property investment? This smells like an inside scam and should never be in this position. Listen to the public and local politicians. Do the right thing and nix the Gondola. | 32.2.9E; 32.2.7A | |
| 26597 | Smith, Ryan | Please DO NOT construct a gondola. There is a better solution. My family and community are firmly opposed to building this kind of conveyance. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 25317 | Smith, Ryan | While putting in the gondola is convenient for one group of people it completely limits access for other groups. This is not the way. | 32.1.2D; 32.2.9E | |
| 34276 | Smith, Sean | Please do not waste my taxes on building a gondola. As a lifelong resident of Holladay/Cottonwood Heights I do not see how a gondola solves and traffic issues. I can only seeing it moving the bottleneck to wasatch blvd. additionally, it does NOTHING to alleviate traffic in Big Cottonwood. Moving the bottleneck only increases gridlock along wasatch blvd and into surrounding neighborhoods. Starting small with tolls/mandatory carpool, or even actually filtering out two wheel drive cars would be a step in the right direction. Ruining LCC watershed with an eyesore gondola really accomplishes nothing. Please do not ruin Cottonwood Heights area and LCC with a gondola that nobody wants. | 32.1.1A; 32.2.2M; 32.2.2Y; 32.2.7A; 32.2.9E; 32.2.9N; 32.7B; 32.7C | A32.1.1A; A32.2.9N |
| 32570 | Smith, Sharon | We should be aware of the canyon and the damage the gondola would create. Just so many people should be in the canyon at anyone time. People will have to car pool or ride buses. I feel my taxes should be put to more important projects. | 32.2.9D | |
| 30784 | Smith, Sharyl | I am 100% AGAINST the gondola. It would not serve anyone who is not going to the two resorts, cutting out hikers, backcountry skiers, and others. Besides, there is no guarantee that there will be sufficient snow to draw skiers and people do not travel distances to ski on artificial snow. Why increase the number of skiers at these two resorts, decreasing the pleasure through longer lifelines and crowded ski hills. No to the gondola! | 32.2.9E; 32.2.2E | |
| 26550 | Smith, Shawn | I have been a Salt Lake City resident for seven years and I strongly oppose a tax payer funded gondola. Tax dollars are supposed to help the public, not increase profits for two private corporations. The gondola does nothing to address transportation during the summer and does not provide access to the many trailheads that are in LCC. A gondola is also a giant eyesore on our beautiful natural landscape. Nobody wins with the gondola except Snowbird and Alta so please make them pay for it. Invest in wider roads and electric buses that can be used year round and have a smaller environmental impact. | 32.1.2B; 32.1.2D; 32.2.2F; 32.2.2PP; 32.2.6.5F; 32.2.7A; 32.6A; 32.2.9A | A32.1.2B; A32.2.2F; A32.2.2K |
| 29168 | Smith, Spenser | This whole thing honestly seems ridiculous. It has been obvious for awhile now that this is an option that the majority of Utahns do not support. The whole thing seems quite shady and like it is definitely motivated by certain people being able to profit from it. One local legislator seemed to pretty much say as much when asked if they would support the gondola. Our canyon is quite unique and quite beautiful. Both of these things would be greatly altered by a gondola that seems like it will benefit tourists and resorts far more than it will locals. Even though it's being proposed as being to alleviate traffic, the gondola will likely cause more traffic through the canyon due to the fact that it will undoubtedly become a tourist attraction in and of itself. I live in Sandy and don't support the gondola but also don't think that most the people in charge of making this decision really care what I, or any other Utahn has to say, if it gets in the way of them making a buck. | 32.2.9E; 32.20A; 32.20C | A32.20A; A32.20C |
| 33179 | Smith, Stan | A gondola is an overly invasive means to maximize visitors to two ski resorts in Little Cottonwood Canyon. Building the longest gondola system in the world will undoubtedly be rife with setbacks and ballooning costs as the execution of such a system will be more complex than suggested by the gondola proponents. A gondola system will forever change the skyline of the canyon and the beauty that attracts people to the canyon in the first place. Tolling and the limitation of single occupant vehicles and enhanced bus service should be the preferred solution. | 32.2.9E; 32.2.9A | |
| 31298 | smith, stan | Love the gondola idea | 32.2.9D | |
| 35527 | Smith, Steven | Gondola would be a financial sinkhole. Don't make the canyon a pay to use. Widen lanes increase parking | 32.2.9E | |
| 33086 | Smith, Todd | Please do not allow the proposed gondola for Little Cottonwood Canyon to move forward. Please continue to work with the various parties to figure out alternatives to ease the traffic in the canyon without dramatically changing the face of that canyon forever. We are blessed to have one of the most beautiful states in the country and I beg you to block this potential eye-sore from happening. Let's find solutions that respect the natural environment...PLEASE! | 32.2.9E | |
| 26760 | Smithing, Mary | This plan is another poorly thought out, short sited decision by UDOT. A gondola to two ski resorts does not help the whole canyon or servicing people to other places in the canyon. This plan seems to be benefiting only a handful of people, and none of them are the middle class, tax burdened members of Utah. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.6A | A32.1.2B |
| 30152 | Smith-schroer, Frances | UDOT- This is a terrible idea and does nothing to solve the problem for 1/2 billion dollars of taxpayer funds. The win-win in this should be that 1.) Local season pass holders can access the road anytime because they take all the risk prior to a season startup. 2.) Alta and Snowbird should only sell passes that equal full parking lot | 32.2.2K; 32.2.4A; 32.2.6.5E; 32.2.9E | A32.2.2K; A32.2.6.5E |

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| | | capacity and no more- limit the crowd - cut the the greed Snowbird! 3.) Charge \$35+ per Icon pass parking space at either resort. One thing we noticed when the Icon passes started selling is that the parking lot was much fuller much earlier- Take that off the table by charging a lot- or making them take the bus. Alta already cut their access- so should Snowbird. A Toll on the road is a double tax on locals , we already pay tax on the roads- The parking structure is an abomination in the La Caille area and will cause huge lines waiting to park hence clogging up the area as it already is on powder days- granted- this is 20 days a year- no rationalization for 550 million dollars. The gondola is a canyon wrecker that can never be turned back. You say you want to save the Canyon- do it! Stop this project. | | |
| 26101 | Smits-seemann, Rochelle | A gondola up the canyon is a horrible idea. The community doesn't want it. The canyon needs to be accessible for all, and we need not just a solution from base to resorts, but an entire valley that has public transportation infrastructure. This plan needs to include ways to ease congestion on Wasatch boulevard and the other car arteries. Increased bus frequency, lower fares, dedicated bus lanes. The solution is complicated and multifaceted - you can't just slap a gondola on it and solve the problem | 32.2.9E; 32.2.9B; 32.2.2PP; 32.2.9N | A32.2.9N |
| 37277 | Smock, Austin | No gondola | 32.2.9E | |
| 34206 | Smoger, Lowell | I oppose the gondola wholeheartedly. This is a waste of taxpayer money for a problem that exists on a handful of days in the winter time and only serves ski resorts. The money would be better spend on expanding bus service to reach more communities across the valley and allow them access year-round to the canyons. Also, how dare you do this without a capacity study of the canyons. | 32.1.1A; 32.1.2B; 32.2.7A; 32.2.9A; 32.2.9E; 32.20B | A32.1.1A; A32.1.2B |
| 36393 | smolka, javin | i do not want a gondola to be built up little cottonwood. i have lived in utah my whole life and that canyon carrie's many memories. it's extremely beautiful and rare to see a canyon mostly untouched by corporate hands, and building the gondola would totally ruin that delicate balance. don't do it. please don't | 32.2.9E | |
| 27080 | Smoller, Nathan | No gondola!!! Build a lightrail instead or something much less harmful to the environment and views of the canyon!!!! | 32.2.9E | |
| 35332 | Smoot, Annie | Hi, My name is Annie, an SLC local and Utah voter, and I respectfully oppose the LLC Gondola project. Through growing up rock and ice climbing with my dad in the Wasatch (he authored the 1984 Wasatch Climbing guidebook), the Wasatch has been a rejuvenating escape from the hustle and bustle of the city. We frequently ice climb up the canyon in the winter and have never had issues with parking, too much traffic (although it can be a little busier around 4pm during ski season), etc and certainly no problems in the summer. Who does the gondola serve? The gondola would not serve climbers, hikers, mountain bikers, sight seers, campers, slack liners, snowshoers, etc. It would only serve skiers at Alta and Snowbird. It does not make sense to cause such a large expense to taxpayers for something that represents a small minority of the population as a whole. The full parking lots is only an issue for ski resorts 5-10 days of the year on powder days. Additionally, do you think people will actually use this? Or still want to drive their cars with their lunches, jackets, etc to have right at the ski resort parking lot? Could the ski resorts use their funds to build underground parking garages instead of new condos to accommodate their clients aka skiers? Could there possibly be an online reservation system with assigned parking stalls (by number) instead? Let's not tax our local community, families, etc to increase the wealth of a few companies with deep pockets and hired lobbyists. The gondola will also replace our beautiful natural views with human disturbance. Its construction will likely ruin climbing trails which we have fundraised for years to build through the SLCA and will cause years of difficult access as the unwanted gondola would be built. Please take a poll of Utah voters (with advanced notice and access to all voters) to get a correct representation before finalizing a decision. Thank you for all you are doing to represent our community in solving this problem. Kind regards, Annie Smoot | 32.2.9E; 32.1.2D; 32.2.2K; 32.1.2B | A32.2.2K; A32.1.2B |
| 33181 | Smull, Danielle | A gondola is one of the least equitable solutions to the traffic problem in the canyons. Utah would be better served by closing the canyon to buses and local traffic only, similar to what has been done in Arches and Zion during the heavy traffic season. | 32.2.2L; 32.2.2B; 32.2.9E | |
| 37934 | Smyth, Ann | I think this is not a good plan. It isn't a good idea to use public tax dollars to build a gondola that will serve only a small portion of the citizens. It will ruin our canyons for posterity. I am AGAINST building a gondola in the canyons. | 32.2.9E | |
| 29150 | Smyth, Samantha | No. Not necessary. No | 32.2.9E | |
| 29627 | Snarr, Braxton | DO NOT DO THIS. So sad our State cares nothing about what the citizens say and more about what the corporations with big pockets want. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |

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| 29155 | Snavelly, Leslie | This is a positive move! | 32.2.9D | |
| 25980 | Snavelly, Zach | Really an unbelievable announcement today. UDOT received a record number of comments voting for NO GONDOLA and this is still the outcome. The Utah taxpayers do not want to find a private transportation system for the ski resorts! Please reconsider for the sake of Little Cottonwood Canyon. | 32.2.9E; 32.2.9N; 32.2.7A; 32.1.2B; 32.2.2PP | A32.2.9N; A32.1.2B |
| 26595 | Snell, Brooklyn | I'm not extremely sure what is going on but I think our mountains are beautiful and our animals are beautiful and I know people want to keep it that way | 32.2.9D | |
| 35644 | Snell, Stephen | The final EIS, the proposed gondola, is not in the best interest of the users of Little Cottonwood Canyon. The choice between the road widening and the gondola seems to be a manufactured choice, as increased public transportation and restriction of private vehicles has not been tested and could provide an ideal alternative that would allow the current infrastructure to work just fine. Creating a massive, expensive infrastructure plan that destroys the recreational areas of other user groups before figuring out whether the plan is even necessary is outrageous! Please consider alternatives OTHER THAN the gondola or the road widening, as these options are really only going to have their benefits realized on a few weekends of the year when traffic is at its worst. The proposed plan seems to me to only reflect the interests of the ski areas and perhaps some politicians, not the interests of the residents of Salt Lake City or even the tourists that come to visit. | 32.2.9E; 32.1.2D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 28503 | Snihurowych, Liam | Bad idea. It will ruin the canyon, waste millions of dollars and it won't solve the traffic problem because there will still be traffic for the gondola line and lastly, Alta and snowbird and small friendly resorts and if you put in a gondola it will flood them with tourists and it will ruin locals only resorts like what happened at Park City. | 32.2.9E; 32.2.6.5E; 32.2.0C; 32.7C | A32.2.6.5E; A32.2.0C |
| 34180 | Snihurowych, Liam | You people are trying to destroy the canyon. It won't solve the problem it will just change the problem. I'm discusstes that you people just do this for money and the pay check rather than the well-being of the native plants and wildlife and the local skiers. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.13A | A32.1.2B; A32.2.9N; A32.13A |
| 31922 | Snihurowych, Liam | ██████████ THAT.....SAY NO TO THE GONDOLA!!!!!! | 32.2.9E | |
| 36272 | Snoke, Libby | As an avid outdoor user and someone who is immersed in the industry, I strongly oppose the construction of a gondola in Little Cottonwood. I moved to Utah a year and a half ago, my first trail was in Little Cottonwood. I remember that is what sold me on staying in Utah. The way that you can escape the hustle and bustle of the city and dip into a true wilderness in thirty minutes was incredible. I hiked to the top of a ridgeline and looked out through the canyon. It reminded me of the Colorado Valley's I moved from. Total solice, peace, and wilderness except for a simple road snaking the base oif the canyon. It hurts me, the community, & the visitors Little Cottonwood will house. Building a gondola takes away the pure wilderness and isolation the canyon is able to offer. I am begging that other options be considered over the gondola, options that are less obstructive to the incredible views that is offered. I hope you listen to the hundreds of folks that are offering their comment and stay true to the people of your city. Thank you, Libby Snoke | 32.2.9E | |
| 25492 | Snow, Anthony | Boo this sucks. The environmental damage to the canyon on the taxpayers dime so that all the money flows to private capital is disgusting. Gondolas are slow and inefficient. Effective transportation would be in the form of a train and would be at a minimal cost, same as our public transportation. Gross display of greed to grab money from the public at our mountain's expense. | 32.2.9E; 32.2.29N; 32.2.9F | |
| 25629 | Snow, Benjamin | With the gondola B plan you almost double the time from bottom of canyon to the top compared to car - no one will choose this unless they feel like they have to, it also will have the largest visual impact of any of the projects. Bus alternative A and B are cheaper and achieve the same peak performance or better - bus with shoulder widening would be able to provide a time competitive alternative to driving a car up the canyon and would minimally impact visuals. The gondola cost is higher yet the final EIS says that all other alternatives are"unaffordable". This decision is not the Best for anyone besides the gondola developer. | 32.2.5.5C; 32.2.9A; 32.2.9B; 32.2.9N | A32.2.9N |
| 34879 | Snow, Caitlin | I'm against this gondola. I think it will be harmful for the environment and animals. I've personally never experienced an issue with traffic that horrible in this canyon. I think we should allow the land to stay how it is so we can all continue to enjoy the life and beauty of our canyon. | 32.2.9E | |
| 31825 | Snow, Craig | Do Nothing We have less snow every year and the tie up in the canyon are less than 5 days a year. So make the users put up with it. No more of my tax money supporting special interest businesses! | 32.2.2E; 32.1.2B; 32.2.9G | A32.1.2B |
| 27212 | Snow, Craig | A gondolas paid for buy taxpayer money is ██████████ Why is the public on the hook to help private businesses. Let them buy it. They will be the benefactors!!! | 32.2.9E | |
| 30693 | Snow, Craig | No way should we build a gondola with tax money that only benefits ski resorts!! | 32.2.9E | |
| 30419 | Snow, Ella | Please don't make us pay for this massive, unwanted project. I've talked to a lot of people about it and not a single one wants the gondola or thinks it's a good idea. Please just improve the bus routes instead. We already have a good bus system, just focus on that. | 32.2.9A | |
| 37622 | Snow, Emily | As a taxpayer in Salt Lake City and user of public lands in Utah, I am strongly opposed to the preferred primary recommendation- the gondola. This option comes at a huge cost to the general public, for the benefit of only a few. A project that primarily benefits private corporations, of this massive scale, which will forever change | 32.2.9E; 32.1.2D | |

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| | | the natural landscape of LCC, is NOT an appropriate use of public funding- the public by and large does NOT support this option. This issue is more complicated and far reaching than this short-sighted solution takes into consideration. It will only be a band-aid to the growth issues we face, while irrevocably damaging the natural environment of our canyons and paving the way for further development. Please do not pursue this option. Thank you. | | |
| 34274 | Snow, Joe | I work at Snowbird and the commute up and down little cottonwood canyon is ridiculous on a regular basis! We needed the gondola 5 years ago. There is just not enough space for the amount of people that come up here! | 32.2.9D | |
| 33237 | Snow, Laura | No to the gondola | 32.2.9E | |
| 28351 | Snow, Ryan | The gondola solution doesn't really address the main issue of congestion. All the gondola does is move the congestion from I-215 to the base of the mountain. The parking garage will not accommodate sufficient patrons. Instead of spending 2 hours driving through the canyon you will now spend 2 hours getting to the gondola base. The team has failed to provide a solution that considers transporting the volume of people visiting the canyon from all over the the valley. Only the LRT/Cog rail solution utilized the entire mass transit network in the valley. The proposed solution will be burden the tax payers but not improve the congestion. Ultimately only benefiting the provider. | 32.2.6.5E; 32.2.2I; 32.7B; 32.1.1A; 32.7C; 32.6A | A32.2.6.5E; A32.2.2I; A32.1.1A |
| 38022 | Snow, Sharon | <p>At some point, Utah needs to say "Enough is enough!"</p> <p>And that proactive stance can start by opposing the ill-advised Gondola B project in Little Cottonwood Canyon.</p> <p>Years ago, my city considered a dense condo project near my home, adjacent to a river bridge. Studies by the would-be developer (not the city nor the neighborhood) reportedly showed that the river bridge "could" handle several hundred cars an hour, substantially more than the use at that time. Although the bridge had minimal shoulder area, it needed to accommodate school children walking and biking to and from an elementary school. There was overwhelming neighborhood opposition to the condos due to the density, proximity to the bridge, children's safety, and increased traffic.</p> <p>As the greedy, out-of-state developer continued to push for approval, I made a simple statement that finally seemed to make sense. "Even if (repeat-even if) the bridge can handle hundreds of cars an hour, it doesn't have to."</p> <p>The city denied the condo project.</p> <p>Just because some people want a canyon gondola to be built to dense pack people into the resorts, doesn't mean that it should be built.</p> <p>Utah doesn't need to be the 24/7 playground for everyone from everywhere else...just because they want it.</p> <p>If there is a single-car traffic problem in the canyon, then figure out a way to give priority to the full-time Utah residents of the area, and make the rest use the Enhanced Bus Service or wait their turn.</p> <p>One of your themes is:</p> <p>Consideration of all canyon users, not just resort visitors.</p> <p>You should be considering the local/Utah residents FIRST and then the resort visitors.</p> <p>\$550 million plus millions every year for maintenance is ridiculous.</p> | 32.2.9E; 32.2.9A; 32.1.2D | |
| 35339 | Snow-Bockelie, Nanci | <p>I write to register my opposition to the Gondola alternative. It is too costly, involves too much destruction within Little Cottonwood Canyon (the Canyon), and does not serve enough Canyon users. With only limited parking at the gondola base and limited stops at the ski areas, the Gondola alternative will not remove enough cars from the Canyon to resolve safety issues. It will also require too many transfers and wait time for it to be a workable alternative for most people. The Enhanced Bus Lane alternative is better, and if these are the only two solutions, I would choose the Enhanced Bus Lane alternative.</p> <p>However, neither of the proposed solutions truly address and resolve the issues in the Canyon. The Enhanced Bus Lane option requires too much new road construction and provides too little parking for in-Canyon users without giving them any alternative way to reach their destinations.</p> <p>A better solution exists that will address all the traffic issues in the Canyon, save the taxpayers multiple millions of dollars and avoid the environmental issues inherent in both the proposed road widening for the Enhanced Bus Lane and the Gondola proposal. That solution? Combine enhanced bus service (more enhanced than proposed) with tolling and permitting systems to greatly restrict the number of private cars in the Canyon - a "Better Bus Alternative."</p> <p>To solve a problem, one must first define the problem. The EIS purports to define the transportation problem broadly to improve "reliability, mobility and safety for all users on S.R. 210,," (emphasis added); however, both the Enhanced Bus Lane and Gondola alternatives provide transportation only for people going to the ski areas. Neither of these solutions addresses the users of in-Canyon recreational areas such as White Pine, the Great White Icicle, Lisa Falls and Tanner's Flats. Nor does the current planning address parking congestion in the summer. In fact, the proposed solutions anticipate reduced in-Canyon parking, without adding any public transportation options for in-Canyon users.</p> | 32.2.9E; 32.2.9B; 32.2.2K; 32.1.2D; 32.2.6.3C; 32.1.1A; 32.1.2H; 32.6.2.1C; 32.2.2I; 32.2.7 | A32.2.2K; A32.2.6.3C; A32.1.1A; A32.1.2H; A32.2.2I |

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| | | <p>In addition, neither the Gondola nor the Enhanced Bus Lanes includes any proposal to reduce the total number of cars in the Canyon. While traffic congestion on a handful of winter weekends grabs headlines and causes headaches far beyond the Canyon mouth, it is only a symptom of the main problem: too many cars in the Canyon all year long. By failing to address the burgeoning road use, both the proposed solutions guarantee that the costs and problems associated with the road will still exist even after we have spent millions of dollars of taxpayer money.</p> <p>Both proposed alternatives will also create new environmental impacts of the construction and maintenance needed to bring any of the proposals to fruition. In short, the slender benefits of the proposed alternatives, particularly the Gondola, do not justify the massive amounts of public spending, or environmental upheaval in a pristine and fragile environment that they will require.</p> <p>By adding a tolling system and permit plan, a Better Bus Alternative will ensure that people will get to the ski areas faster and more safely than the other alternatives. A Better Bus Alternative will also address these other ancillary problems:</p> <ul style="list-style-type: none"> - Lack of sufficient parking at high volume recreation areas outside the ski areas in both summer and winter, resulting in many cars parking along Route 210; - The limited ability of plows to clear the road fast enough due to the traffic congestion during bad snowstorms; - Congestion along feeder roads below the Canyon mouth as cars line up to enter the Canyon after winter closures for avalanche control. <p>A Better Bus Alternative would use a fleet of buses to provide year-round, with frequent service with three dedicated Canyon routes: one route will go only to Alta, one will go only to Snowbird, and one will be an in-Canyon route, servicing the many recreational spots in the Canyon. Each route will run every 5-10 minutes during peak hours and every 20-30 minutes during non-peak times. Winter and summer routes need to run late enough that people who choose to stay for evening activities will be assured that they can get down the mountain.</p> <p>In addition to the buses, a Better Bus Alternative would include an appropriately priced tolling system for less congested days. UDOT can easily and inexpensively install open road tolling at the Canyon mouth. Open road tolling will not impede the flow of traffic. Modern systems allow for pricing and activation changes as needed. Tolls should be high enough to encourage bus use - perhaps three to four times the cost of the bus to encourage carpooling - and can vary as weather and traffic change.</p> <p>During and in advance of inclement weather, and on holidays or other times of peak congestion, cars will not be allowed in the Canyon at all, without a permit. The permit system will allow buses and vehicles with permits to access the Canyon at all times (other than during closures for avalanche control, events, emergency closures, etc.) without paying any toll. Permits should be limited to homeowners and guests, essential workers, emergency vehicles and delivery vehicles, with an additional limited number of permits given to each resort to dole out in any way they want. UDOT must not allow the permit system to be compromised by opening it to anyone willing to pay, as happened with the HOV lanes on I-15.</p> <p>Unlike the suggested alternatives for the Canyon, the Better Bus Alternative combination of more buses and limited vehicle access will actually and substantially reduce traffic on route 210. It will allow and encourage all Canyon users to use the publicly funded transportation system they are paying for. Because the Canyon will not be clogged with cars, the bus trip up and down the Canyon will be faster than any of the other proposed alternatives, a plus with skiers anxious to get first powder tracks. Fewer cars also means that plows will be able to access the road quickly during storms. UDOT will not need to build extra bus lanes or additional parking areas in the Canyon, because few cars will be using the roadway. Nor will UDOT need to build the divisive and generally unwanted additional lanes on Wasatch Blvd., as cars will no longer need to line up on valley roads on powder days as they wait to access the Canyon.</p> <p>Unlike a Gondola, which requires huge initial outlays of money and significant environmental disruption for a system that cannot easily be changed, the Better Bus Alternative makes use of existing infrastructure. The system can be scaled up rapidly and with minimum disruption and delay. It could be put in place as early as next year, unlike the proposed alternatives. Any new construction for parking structures will be limited to the valley, where construction is cheaper, easier and involves far less environmental risk. The Better Bus Alternative also allows maximum flexibility; existing buses can be replaced with all-electric buses, different size buses, buses with better traction alternatives, etc. as needs change or better technology comes along. The Better Bus Alternative can also easily be implemented in Big Cottonwood Canyon, which suffers somewhat less congestion due to avalanche danger than Little Cottonwood Canyon, but more congestion is summer due to more in-Canyon hiking, camping and picnicking opportunities.</p> <p>With the Better Bus Alternative, instead of paying for more paving and destruction of the fragile Canyon ecosystem, UDOT can fund improvements at the major in-Canyon recreation areas in the Canyon, such as restroom facilities and bus shelters. Many of these could be built on portions of existing parking areas that will no longer be needed.</p> <p>All the alternatives require additional parking at the Canyon mouth or elsewhere in the valley. The Better Bus Alternative is no exception. Although parking garages will garner opposition from area homeowners, they are a necessary part of any plan that reduces Canyon traffic. Also, the disruption from new valley parking garages pales in comparison to the disruptions required for the Gondola or the Enhanced Bus Lane alternative. Design constraints on the parking structures (e.g., a step-back at each level and a decorative finish on the side facing any residential area) would lessen such opposition. Suggested locations for enhanced parking include the Gravel Pit on Wasatch Blvd. and the 94th South Highland Drive PnR (both already needed even for existing proposals), Trax stations on all three lines (i.e., Historic Sandy, Fashion Place West) and at University of Utah parking areas for use on weekends.</p> <p>Parking facilities should include restrooms and retail space for recreation related uses such as lockers, a coffee and breakfast bar, equipment rentals, car wash valet service, pizza. Rentals from these services would offset part of the cost of the additional parking facilities. Because each ski area will reduce its needed parking lot acreage significantly, they will have space to build additional base facilities to serve the needs of bus riders: additional day and season lockers, restrooms, changing rooms, food service, and similar amenities. The environmental and monetary savings from not having to maintain the existing parking lots, and the income from services provided, will allow the ski areas to recoup the costs of any new construction.</p> <p>Bus prices should remain as low as reasonable to encourage bus riding, through the income from tolls and permit fees and subsidies as necessary. The ski areas should continue to underwrite the bus system by providing free passes with a season pass. In addition, anyone should be able to buy weekly, monthly or annual passes at a discount over single ride costs, to incentivize frequent Canyon users to use the buses.</p> <p>I urge UDOT to adopt the Better Bus Alternative. It will cost less than either the Gondola or Enhanced Bus Lane alternatives. It also solves more of the Canyon transportation problems than those alternatives. Adopting the Better Bus Alternative will:</p> | | |

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| | | <ul style="list-style-type: none"> - Reduce congestion on feeder roads in the valley - Reduce congestion in the Canyon - Resolve the safety issues cause by blocked roads - Provide public access for in-Canyon users as well as ski area users - Eliminate the need for in-Canyon road-widening and additional parking - Free up space at the ski areas for new amenities to serve bus riders - Eliminate environmental damage in the Canyon completely - Eliminate years of construction <p>Thank you. Nanci Snow Bockelie</p> | | |
| 35287 | Snyder, Alan | <p>The proposed Gondola is NOT going to improve the quality of transportation in Little Cottonwood Canyon or remedy the congestion UDOT is attempting to respond too. The Gondola option is another in a long series of grand schemes which benefits few and which externalizes the costs to the taxpayers. If UDOT jams this project through, which is the "Utah Way", let the benefactors pay for it . Little Cottonwood Canyon will be forever destroyed. Cottonwood Heights City opposes it, many grassroot organizations oppose it. Why is UDOT so hell-bent on going ahead with it? Here's a less radical notion... take \$100 million from the taxpayers as bribe money to the 100 people who will actually benefit and skip all the "construction"....</p> | 32.2.9E | |
| 33989 | Snyder, Alyssa | I oppose the gondola. As a Utah resident, Little Cottonwood Canyon is one of my favorite places in Utah. A gondola will ruin the natural beauty, disrupt the animals, and cost way too much. There are other ways to solve the problems in Little Cotton Wood Canyon. A preferred solution would be to run shuttles up the canyon like they do in Zion National Park. Please do not build the gondola!! | 32.2.2B; 32.2.9E | |
| 29256 | Snyder, Ashley | <p>No to the gondola. Part of why we have such terrible traffic in general along the Wasatch Front is because public transportation can be very difficult and inconvenient. Can you really imagine a bunch of families taking their children up a gondola and having to carry skis and other things with them while sitting on a gondola for nearly an hour? Can you imagine many people, with children or not, really wanting to do that? Personal vehicles provide lockable space where you can store food and extra coats and gloves while skiing and that you can go back to during the day if you need something. Is public transportation always reliable? The pandemic has made some of us weary of public transportation, and while the pandemic is at its close (hopefully), new issues continue to arise with labor shortages, worker strikes, and other issues that can make it worrisome to rely on public transportation in general. The cost of the gondola is also very high for possibly little use.</p> <p>Perhaps a less expensive expanded bus system may be worthwhile if we need more public transportation. A toll during the winter season can help pay for this expansion. To avoid impacting local residents and businesses in the cities, the toll should apply to less densely populated mountain roads only. Give any residents or other locals who need continuous use of that road for residential or business purposes a special pass so they do not have to pay the toll all the time.</p> <p>Absolute NO to the gondola. Please consider an expanded bus system and toll or no changes.</p> | 32.2.9E; 32.2.9A; 32.2.4A | |
| 30696 | Snyder, Benjamin | Anything but a 550 million dollar chairlift / massive parking garage. | 32.2.9E | |
| 28878 | Snyder, Benjamin | No one wants a \$500m+ chairlift. Lol get real. | 32.2.9E | |
| 35871 | Snyder, Cam | Don't go against the eis. Terrible use of tax payer dollars to benefit private organizations operating on public land. Upgrade the bus system, which the gondola will rely on during weather events is a better and more sustainable use of tax payer money | 32.2.9E; 32.2.9A; 32.1.2D; 32.2.7A | |
| 28413 | Snyder, Greg | Why should I submit another comment? I felt like all of the comments before were not heard, 16,000 pages and the decision was to make the gondola. If there were 16,000 pages, were are the 17,000 pages that are for it?? Why make tax payers pay almost one billion dollars for something that only really benefits two private organizations. One of which only allows skiing. If this is really for environmental impact then udot would cap X amount of the cars up the canyon a day. People want to bring food, grills, and beer to the resorts to enjoy their day because they just spent \$150 on a day pass to enjoy a day on the hill. You can't do that with a gondola. Plus what happens when you've only solved half the problem with one gondola, that is if it solves anything. You do realize there is another canyon with the same problem if not worse. Big cottonwood canyon can't sustain one there's no possible way. If you can't solve the problem in both canyons then you shouldn't build a gondola in just one of them. Another thing to realize is how much advertising dollars were spent on trying to promote the golndola only to still receive 16,000 pages of comments. My true question is will anyone really ever read this? | 32.2.2K; 32.2.9E; 32.1.1A; 32.2.9N; 32.2.2PP; 32.2.7A; 32.2.6E | A32.2.2K; A32.1.1A; A32.2.9N |
| 30720 | Snyderman, Mark | I think the gondola is an environmental mistake. It will have a huge visual and implementation impact. I also believe it will not solve the 210 road problem. Instead, let's add more buses, preferably battery powered. Also, adding a toll to use the road and checking for snow tires would help enormously. | 32.2.9A | |
| 28819 | Snyderman, Mark | I think a gondola up Little Cottonwood canyon would not work to solve the problem, be messy to construct, disturb animal habitat and be unsightly. Instead I favor improved bus service and snow sheds. It would also be nice if the busses were electric. | 32.2.9A; 32.2.9K; 32.13A; 32.2.6.3F | A32.13A |
| 33611 | Snyderman, Reed | Why would we have a taxpayer funded solution that isn't running year round and 24/7? No gondola! | 32.1.2B; 32.2.6.5F; 32.2.7A; 32.2.9E | A32.1.2B |
| 26639 | Soderman, Samantha | Please do not do the gondola. I believe more frequent buses is the better alternative. A large bus station with ample parking, lockers, cafe, etc, would entice people to use the bus. | 32.2.9A; 32.2.3A | |

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| 26641 | Soelberg, Cameron | With all due respect, the idea of a gondola moving visitors up and down Little Cottonwood Canyon effectively enough to alleviate road congestion is a financial boondoggle on par with the infamous "Bridge to Nowhere" that was partially built and then abandoned in Ketchikan, Alaska. Please apply some common sense and choose an alternative that is flexible, scalable, and will not have a permanent impact on the scenery, ecology, or water quality of LCC. Thank you, Cameron Soelberg Salt Lake City, UT | 32.1.2B; 32.1.2F; 32.2.2PP; 32.2.9E; 32.13A; 32.1.2H | A32.1.2B; A32.1.2F; A32.13A; A32.1.2H |
| 36513 | Soelberg, Kristen | Please do not move forward with the plan to install a gondola. It benefits only the ski resorts and resort goers at the expense of taxpayers, rock climbers, and anyone else who visits the canyon for any reason other than skiing. We are experiencing climate change and drought like never before and we're planning to risk the use and views of our canyon for one season of use? That's not helpful. There are numerous other ways that can solve the ski resorts' problems that will be more efficient and cost less. The Salt Lake County mayor and council don't support this. Neither should UDOT. Choose common sense methods. | 32.2.9E; 32.1.2D; 32.2.2E | |
| 34964 | SOFARELLI, THERESA | I absolutely 100% oppose the gondola. To address the congestion on SR210, please focus on increased parking, and number of buses servicing SR210, prioritize buses over cars, install snow bridges and incentivize carpooling. | 32.2.9E; 32.2.9A | |
| 30097 | Sohm, Mike | The so-called "preferred alternative" is quite obviously not the preferred alternative from the public's point of view. The preferred alternative would be an expanded and enhanced bussing system on the current roadway along with parking limits and vehicle access limits at the resorts. The resorts are the only entities benefiting from the proposal of any of these options. A gondola is simply a shiny object and a way to siphon public money to enrich private businesses. This no -preferred alternative will not alleviate the roadway traffic, instead it will cause access issues for non resort users of the canyon, and will only benefit those who are wealthy enough to afford an extra \$40 fee to go use ski resorts that are already operating at maximum capacity during peak times. An installation of a gondola in little cottonwood canyon is not a preferred alternative and will only further the human impact on our beautiful canyon. UDOT needs to search for alternatives that serve the public while minimizing environmental impact. The proposed gondola fails both of those goals. The public will be heard whether it is through this administrative comment process, or through our local and state government representatives. UDOT is making a big mistake by trying to push this project down all of our throats against our wills. We will be heard. | 32.2.9N; 32.2.9A; 32.2.2K; 32.2.4A; 32.2.9E; 32.2.2PP | A32.2.9N; A32.2.2K |
| 27063 | Sollis, Max | The gondola is a great idea with few negative impacts but it also gives a great impact on the environment. While you may argue that a good view is taken away, you in turn get a better one from high above that everyone could look at, where if you were going by yourself you couldn't see it because your keeping your eyes on the road. The construction of the gondola may cause animal displacement and avalanches, but if an avalanche occurs and we make a controlled estimated area that the snow can fall near and melt, we can obtain water that's needed as well as, if animals are being displaced it is sad and bad for the ecosystem but it's a tradeoff that is worth it. It is worth it for the reason that with less vehicle emissions in the air, we help the world and the environment, because as it gets hotter due to greenhouse gasses trapping heat we will get hotter and soon animals may be naturally displaced due to heat or even die. | 32.2.9D; 32.10A; 32.13A | A32.13A |
| 31417 | Sollis, Megan | Please do not continue with this project! I know you are just trying to solve a problem that needs attention but there are other ways we can improve traffic control without needing to spend resources on a gondola that can potentially hurt the canyon long term. Please read the other 14,000 comments that agree! | 32.2.9E | |
| 37169 | Solomita, Marlon | This gondola is incredibly obtrusive. As an avid skier, I don't mind waiting in some traffic to ski. There is no guarantee that people will actually use the gondola. There is no sufficient plan for parking. It is entirely useless outside of ski season, which is becoming shorter and shorter every year. We will not need this gondola in 50 years when climate change effects take place and there is no snow left to ski. I strongly discourage this gondola proposal for ethical, environmental, and logistical reasons. Please listen to the community as you weigh this undoable and invasive decision. | 32.2.9E; 32.2.2E; 32.2.6.5E | A32.2.6.5E |
| 37569 | Solomon, Cindy | Listen to the locals. We do not want the gondola. We need less environmentally damaging ways to use our canyon. Increase use of buses in the current road. Limit cars. Global warming and a drying up Great Salt Lake will decrease snow fall and we will have fewer days of intense powder traffic days. The gondola only services the pockets of 2 businesses. Also we do not want widening of Wasatch between Big and Little Cottonwood Canyons. There is no reason to widen to only have the canyons be the pinch point. No gondola, no Wasatch widening. | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.2E; 32.2.9L | A32.2.2K |
| 37872 | Solomon, Edwin | i would like to express my opposition to the gondola project in Little Cottonwood Canyon. It seems that the environmental and aesthetic cost of such a project is just not worth it. Just another project to put money in the pockets of a favored few. All this does is push overcrowding problems into neighborhoods at the base of the canyon. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 37016 | Solomon, Ella | I think that the gondola wouldn't be good for little cottonwood canyon. I am a 17 year old that has lived in Utah my entire life who has enjoyed little cottonwood canyon and it's beauty and activities year round. I think that the natural landscape and beauty of the canyon would be ruined if a gondola goes in. I also don't think it is cost effective or the most environmentally smart choice. I think that there shouldn't be a gondola and there's other viable options to cut down and decrease canyon traffic. | 32.2.9E | |
| 26415 | Solon, Jacqueline | I am against the gondola and for electric buses. The gondola is unsightly, extremely costly (both in construction and continual upkeep), basically only helps the privately owned ski resorts and locks us into a certain technology for the next 50 years. Electric are cheaper, less conspicuous, can potentially stop anywhere in the canyon and allow for a switch to better technology in the future. | 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 31129 | Solstad, Ryan | We all want a solution. This isn't it. Charge a fee for non-employees and canyon residents, give a discount for carpooling. Expand busing. This will solve 90% of the problem with little capital investment. A tunnel would be better, it has been done steeper and further. | 32.2.9A; 32.2.2C | |

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| 31644 | Solvik, Sven | I am writing to express my strenuous objection to putting gondolas in Little Cottonwood canyon. This solution has much too great an environmental impact and benefits 2 ski area and developers rather than providing a transportation solution assisting the greatest number of people visiting the canyon. A bus alternative would assist in reducing canyon congestion year round (not just winter) as ND would result in less environmental degradation. Please do not pursue the gondola option - it is opposed by a significant majority of Utahns! | 32.2.9E; 32.2.9A; 32.1.2D | |
| 37615 | Sombatsaphay, Gina | I am against the gondola. I do not believe this is in the best interest of Utahns. Put tolls in, make buses more viable, and consider that this landscape cannot sustain the amount of people ski resorts want to cram in there. | 32.2.9E; 32.2.4A; 32.2.9A | |
| 35773 | Somers, Steve | I am supportive of the proposed gondola. Of all the options proposed to increase travel efficiency up the canyon, I believe this is the best and least environmentally impactful option. We need to increase efficiency up the canyon, this is good solution without adding more traffic on the the road. | 32.2.9D | |
| 33240 | something Whocares, K | Why ask when the plans are already in motion? Why limit UTA transit while selling IKON garbage passes out the █? No such thing as "local" if you live and work in the valley and can't afford to get there. It's all downhill from here, most literally. The cottonwoods are a watershed that feed the valley and everyone suffered last year from parking and transit restrictions. The future is looking bleak and very very expensive. | 32.1.1B; 32.12A | A32.12A |
| 26589 | Sommer, Averi | DO NOT BUILD! Don't ruin nature and the mountains more than they have been. Keep Utah beautiful and tourist free. The environment needs you to not build, listen to Mother Earth!, ù\$ÔΠè | 32.1.2B; 32.2.9G | A32.1.2B |
| 34663 | Sommerfeld, Greta | The gondola ignores local public & political opinion. 80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll. Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski and many other elected officials agree. "Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound,," Wilson said at the Truth About the Proposed Gondola event in June. With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year. | 32.2.9N; 32.2.9R; 32.2.2I; 32.2.6.3F | A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2I |
| 34661 | Sommerfeld, Greta | Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses? As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging. They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses. The Utah Transportation EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts,," [Ch. 6] | 32.1.2B; 32.2.7A; 32.2.0C | A32.1.2B; A32.2.0C |
| 31369 | Sondak, Harris | As a resident, former town council member, and mayor of the Town of Alta, I write to object to the adoption of the gondola as the preferred transportation option in Little Cottonwood Canyon. I have several reasons for this view: The capacity of the gondola is insufficient to achieve a meaningful reduction in traffic in LCC. The gondola is only designed for use in winter, but given climate change, there is a good chance that the gondola will become a white elephant if skiing is not a recreation option in LCC for the long term. The gondola will diminish the quality of life for residents of Alta. The gondola will facilitate holding Olympic events in LCC, where they do not belong (I know they are not currently planned for LCC, but I believe there will be great pressure to have them there; by 2030 or 2034 there will be little or no snow at the lower elevations of Snow Basin and, besides Snow Basin, only Snowbird has the terrain for the downhill event). The people of Utah will not adequately benefit from the investment of \$600M (probably \$1B by the time it is built) and this development is a transfer of public money to private pocketbooks. Like Disney or like the SLC airport, the ski areas should have remote parking lots and they should arrange for themselves for their customers to get to their base areas (e.g. with buses they provide). I realize that this isn't in UDOT's perview, but the money will be better spent, and the ski industry as well as our community will be better supported, by using all available resources to address the problem of the pending disappearance of the Great Salt Lake. | 32.2.9E; 32.1.5F; 32.1.2B | A32.1.2B |
| 31143 | sonnick, kate | NO GONDOLA! The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution. Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah). Tellingly, there is much that the video, and overall campaign, does NOT say: 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? | 32.2.9E; 32.2.9F; 32.2.6.5E; 32.2.0B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

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| | | <p>2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/).</p> <p>3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots.</p> <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | | |
| 30571 | Sonntag, Jennifer | <p>The Gondola does not serve the residents of Utah but Utah residents will be the ones who end up shouldering the financial burden if it is built. The HUGE impact to the pristine canyon visually and environmentally is an irreversible price to pay for the singular and short sighted goal of getting skiers to the resorts faster on the increasingly fewer snow days. I strongly oppose the building of a gondola that serves so few with great costs for many. The gondola doesn't serve the dispersed user that wants to access the trailheads. The gondola only serves the two resorts and will ruin the beautiful vistas of the gorgeous little cottonwood canyon. There are other solutions that can be implemented more quickly - that also have minimal impact on the land and the skyline and the taxpayers pocketbooks.</p> | 32.2.9E | |
| 30574 | Sonntag, Juanita | <p>I am 91 yrs old and love LCC - please do not ruin the canyon but building a gondola - it will be an eyesore all year long. I don't think the canyon should be damaged just because skiers want to get to the resorts faster. Thats just impatience. People need to learn patience. And a taxpayer I don't want my taxes spent on something that only serves a few amount of people. Short sighted. Do not build the Gondola</p> | 32.2.9E | |
| 28969 | Sonntag, Kara | <p>I am a skier and grew up skiing at Snowbird. I now take my family to both Snowbird and Alta to ski. I also grew up about 10 minutes from the mouth of the canyon, in Cottonwood Heights. The increase of traffic really became an issue when the resorts started accepting the Ikon and mountain collective passes alike. I try to avoid the crowds by going early. I DO NOT THINK THE GONDOLA IS THE SOLUTION!!! I think it's a complete GIANT WASTE MONEY!! I'm a middle-class local and can barely afford to ski with my family. We work it into our budget to make it work. But there is NO WAY I would pay to ride the gondola with a family of 6. The gondola only serves the super rich that ski. That's it!! It makes me think there's a back door deal going down where some one is bound to make buckets of money. What a complete waste of precious tax payer monies! I taught school and left due to the poor wages and high stress of teaching. I honestly qualified for welfare assistance and I had a four year degree. Put the half BILLION dollars toward education and pay teachers a reasonable wage!!! If the state can justify spending a half billion dollars so the super rich won't be so inconvenienced then why does the state claim it can't afford to pay teachers????!! I don't trust UDOT and it's ability to spend money properly. I can't believe this is even a consideration. Let the resorts work out the problem. I don't want more people on the hill anyway. My faith in the Utah government will completely disintegrated if this goes through!!!! Pay teachers instead and the teacher shortage will definitely decrease!!</p> | 32.2.9E; 32.2.7A | |
| 37586 | Sons, Olivia | <p>Can we █████ not.</p> | 32.2.9E | |
| 33130 | Sontag, Itorri | <p>I really don't support the gondola plan. It won't provide any expanded access to trailheads and climbing along the canyon road and may negatively impact the climbing as well. Providing expanded bus access to the canyon year-round (including times later in the day) and possibly considering something like tolls for personal vehicles would help to cut down on the canyon traffic. Tolls seem to work great for Millcreek Canyon, and should help a lot with LCC as well.</p> | 32.2.9E; 32.1.2C; 32.2.6.3C | A32.2.6.3C |
| 26067 | Sonty, Karthik | <p>Today's Final EIS announcement is disheartening and conflicts with plain environmental law. Accordingly, it is incorrect.</p> <p>Under the Multiple Use and Sustainable Yield Act (MUSY), National Forest land is designated for multiple use and sustained yield giving due consideration to the interests at stake. Multiple use requires the appreciation of myriad of recreational uses--including those that do not redound to the advantage of private ski resort operators--as well as range, watershed, and wildlife. The management of our natural resources must be conducted in a harmonious and coordinated manner. Sustainable yield requires maintenance without permanent impairment of the benefits provided by the land.</p> <p>The Final EIS fails to adhere to these standards. The decision demonstrates a substantial preference for immediate private commercial interests at the expense of all others--ecological, public recreational, etc. It is predicated on subsidized economic boons to the very few, while diminishing the benefits enjoyed by so many others. Moreover, the articulated the environmental benefits appear dubious. Absent any enforcement mechanism requiring use of the gondola, why might the status quo change? During the majority of months when the gondola is inoperative, how is it a benefit? The Final EIS provides no answers and it strains credulity to conjure</p> | 32.1.2B; 32.2.9N; 32.28C; 32.28E; 32.29D | A32.1.2B; A32.2.9N |

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| | | <p>them on its behalf. The truth is that, at best, this may provide an *additional* transit mechanism--one that is highly disruptive and destructive--rather than a *substitute*. Moreover, the decision prioritizes short term benefit to a select user group which comes at a permanent cost to the natural environment and a broader user group. This is antithetical to the MUSY.</p> <p>Under MUSY, the government must give due considerations to the relative value of the various resources. MUSY does not define value in purely economic terms. Instead, it is a capacious term and a nuanced analysis which involves balancing the myriad interests at stake.</p> <p>The Final EIS fails to weigh these interests appropriately. Instead, it recognizes value only in dollars--specifically, those that may be earned by both private entities and the government. Entirely absent is analysis of the countervailing interest to other user groups--specifically, those that will not contribute to the above coffers. This reading is improper, but perhaps unsurprising.</p> <p>Utah has marketed itself to residents and visitors as an outdoor paradise. And yet, upon finally receiving the extrinsic recognition it has so long sought, it foolishly sprints towards the destruction of this resource.</p> | | |
| 31232 | Sonty, Karthik | <p>The Gondola Project is in plain conflict with environmental law. Accordingly, it is incorrect.</p> <p>Under the Multiple Use and Sustainable Yield Act (MUSY), National Forest land is designated for multiple use and sustained yield giving due consideration to the interests at stake. Multiple use requires the appreciation of myriad of recreational uses--including those that do not redound to the advantage of private ski resort operators--as well as range, watershed, and wildlife. The management of our natural resources must be conducted in a harmonious and coordinated manner. Sustainable yield requires maintenance without permanent impairment of the benefits provided by the land.</p> <p>The Final EIS fails to adhere to these standards. The decision demonstrates a substantial preference for immediate private commercial interests at the expense of all others--ecological, public recreational, etc. It is predicated on subsidized economic boons to the very few, while diminishing the benefits enjoyed by so many others. Moreover, the articulated the environmental benefits appear dubious. Absent any enforcement mechanism requiring use of the gondola, why might the status quo change? During the majority of months when the gondola is inoperative, how is it a benefit? The Final EIS provides no answers and it strains credulity to conjure them on its behalf. The truth is that, at best, this may provide an *additional* transit mechanism--one that is highly disruptive and destructive--rather than a *substitute*. Moreover, the decision prioritizes short term benefit to a select user group which comes at a permanent cost to the natural environment and a broader user group. This is antithetical to the MUSY.</p> <p>Under MUSY, the government must give due considerations to the relative value of the various resources. MUSY does not define value in purely economic terms. Instead, it is a capacious term and a nuanced analysis which involves balancing the myriad interests at stake.</p> <p>The Final EIS fails to weigh these interests appropriately. Instead, it recognizes value only in dollars--specifically, those that may be earned by both private entities and the government. Entirely absent is analysis of the countervailing interest to other user groups--specifically, those that will not contribute to the above coffers. This reading is improper, but perhaps unsurprising.</p> <p>Utah has marketed itself to residents and visitors as an outdoor paradise. And yet, upon finally receiving the extrinsic recognition it has so long sought, it foolishly sprints towards the destruction of this resource.</p> | 32.2.9E; 32.28C; 32.28D; 32.28E; 32.2.4A; 32.2.9N | A32.2.9N |
| 31231 | Sonty, Karthik | <p>UDOT should [not] support the Gondola's construction. This project will have an indelible impact on the natural landscape that draws so many to Utah. This project will have a substantial impact on a watershed that nourishes so many in Utah. This project WILL NOT have a significant impact on transit in Utah. The gondola is not a necessary means of transit. As such, most will continue to enjoy comfort and autonomy by relying on their personal vehicles. Further, the gondola WILL NOT be a continuous means of transit in Utah, meaning that in summer personal vehicle use will resume--if it is diminished by any amount.</p> <p>Ultimately, the gondola plan is a mechanism whereby affluent ski resorts can ensure the affluent ski community can enjoy a resource that is designated as multi-use. This is not the object of our national forest system.</p> | 32.2.9E; 32.2.4A | |
| 36757 | Sorbonne, April | I am strongly opposed to the wasting of millions of tax dollars to help benefit skiers when we have so many other issues that are not being addressed!!! This state should be paying more for quality teachers that will propel our students forward for Utah's future. This is a waste of Utah taxpayer's money!!! | 32.2.9E; 32.1.2D; 32.2.7A | |
| 38025 | Sorensen, Allyson | I am opposed to the gondola B plan. I do not feel that the cost to benefit ratio is worth it. I do not think that Utahs will use the gondola. It will be a fun novelty initially and then will not be utilized. It will ruin the beauty of the canyon. We should start with a toll or restrictions on vehicles accessing the canyon and see if that improves the situation before spending \$550 million on a terrible plan. | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 27466 | Sorensen, Amy | NO GONDOLA!! | 32.2.9E | |
| 34746 | Sorensen, Ben | I think that there should not be a gondola put in in little cottonwood canyon. | 32.2.9E | |
| 32638 | Sorensen, Carolyn | The gondola is NOT the answer to the traffic challenges of our canyons. As more people want to recreate in the canyons, not just LCC, we will have to find a more comprehensive solution that deals with the traffic at the mouth and all along the Wasatch corridor. This gondola does nothing to address the real problems, just | 32.2.9E | |

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| | | pushes the problem out into the city. There have been many solutions suggested with more flexibility and practical application that can start relieving traffic woes now. | | |
| 38028 | Sorensen, Christian | Utahns will not utilize this long term, and it will change the view dramatically. | 32.2.9E | |
| 32088 | Sorensen, Edward | Public tax money should Not be used to benefit private companies. No Gondola. Spend the money where it benefits the general public more than the ski industry. | 32.2.7A; 32.2.9E | |
| 35705 | Sorensen, Eric | Please see the attached comments from the Metropolitan Water District of Salt Lake & Sandy regarding the LCC Final EIS. Please contact me with any questions. Thanks, <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.20C; 32.20E; 32.20F; 32.1.2F; 32.2.2UUU; 32.1.2C; 32.2.9A | A32.20C; A32.20F; A32.1.2F; A32.2.2UUU |
| 36538 | Sorensen, Lynn | The EIS fails to take into account too many factors and elides others. As far as I can see, it is just an overly expensive vanity project. There are far more reasonable and better solutions than the gondola. | 32.2.9E | |
| 27865 | Sorensen, Marcus | I just want to voice my support for the gondola plan. I think the information that has been given out over the last few years makes it sound like the logical choice. I am a local and spend a lot of time at Alta. Just feel I need to provide a counter balance to the vocal minority. | 32.2.9D | |
| 31074 | Sorensen, Sam | I'm a high school student who regularly runs up little cottonwood canyon in the summers. I am a against the gondola proposal because I believe it will be far to expensive (well over budget), not eliminate traffic issues, and damage the canyon I regularly enjoy year round. Please consider other alternatives before turning to the gondola, this is my taxes that will be paying for a mess. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 32836 | Sorenson, Blaine | Please choose the least invasive option. Cost is also a concern. The gondola would serve a fraction of people utilizing the canyon while destroying some of the natural beauty of the canyon. To me, hiking and climbing are a much higher priority than ski resorts. All of the lesser invasive options are much better than a gondola. | 32.2.9A | |
| 32325 | Sorenson, Jeff | I'm voicing my strong opposition to the proposed gondola in Little Cottonwood Canyon. Not only is it a massive waste of taxpayer money, but it's a short-sighted environmental disaster. Given the public's strong opposition to the gondola, it's extremely disappointing UDOT is even still considering this proposal. How do you even justify this project when you're unable to secure funding to hire bus drivers--or give existing drivers a raise? The optics on this one is beyond horrible. Listen to locals, don't destroy our canyon, and quit greenwashing this ridiculous gondola proposal. -Jeff Sorenson | 32.2.9E | |
| 37365 | Sorenson, Julia | I completely oppose the gondola as an irresponsible use of taxpayer funds. UDOT has not addressed the additional traffic a gondola would create an Wasatch Boulevard and 9400 S. And the major impact on big Cottonwood Canyon. UDOT has also not addressed the risk of earthquakes and wildfires to a gondola. | 32.2.9E; 32.2.6.5E; 32.2.6.5K | A32.2.6.5E |
| 36577 | Sorenson, Nick | As a longtime resident of the area and a weekly user of the canyon (LCC), I am strongly opposed to the gondola. This plan forces tax payers to pay for something that benefits a select few who own the resort. Why don't we stop lining the pockets of resort owners and listen to the people. I have used the bus for many years and it is a great system that could be expanded to accommodate all of the traffic that the canyon can handle. This also allows for stops at other key points in the canyon. NO GONDOLA! | 32.2.9E; 32.2.9A | |
| 27508 | Sorum, Matt | The original concept was to alleviate the traffic and the amount of vehicles in the canyon and its just adding a tourist attraction to LCC. Why isn't BCC being looked at too? They have a full blown Ikon resort. Unlimited days vs Alta and Snowbird only offer a handful of days. This is a terrible idea. Widening the road may take away some recreational area, buy would also not make the canyon look like trash with a giant gondola running up the middle of it. Total eyesore and takes so much beauty away from the canyon views. If you are taking about \$150m to build snow sheds for the road (unrelated to the gondola) why don't you take the cheaper option seeing as you are already allotting funds for snow sheds. Implement a fast pass like using the HOV lane with a single occupant. The die hard skiers of LCC want to drive or bus it up. I know this is years and years away from taking off, but a gondola is nothing but an eyesore to thee beautiful views. | 32.2.9E; 32.1.1A; 32.2.9B; 32.2.4A | A32.1.1A |
| 31809 | Sorweid, Stephen | Phased implementation sounds like a hard pass on any difficult decision. Don't give into the political pressure of essentially doing nothing. Either widen the road or build the gondola. Enhanced buses alone do nothing. Buses get stuck in the same traffic and the same snow conditions. Absolutely do not waste our money on ineffective electric buses. They are completely inefficient in the cold and snow and you'll end up buying more due to limited range which will cost more in capital and operating expenses. | 32.2.9D; 32.2.9B | |
| 27653 | Sosa, Joseph | I believe that the Bus system is a better option because it is way cheaper than the gondala. It is also a quicker alternative. It wouldnt require a mass amount of building and space. You wouldnt have to ruin natural land in the canyon. | 32.2.9A; 32.2.9A; 32.2.9B | |
| 36630 | Sotkin, Steffie | Hi- I feel that the identified preferred alternative (Gondola Alternative B) will not help solve any of the transportation issues and will only move them into the surrounding cities, cities that have expressly said they do not support this alternative. The gondola is extremely expensive and benefits a very few, namely the private resorts and developers. Parking, taking a bus a ride, then waiting to transfer to a 30+ minute gondola ride, then having to the reverse at the end of the day is not at all convenient. If people won't use the existing bus that is probably free for most users, why would they do the same thing for the gondola? The gondola can't run during active control or during interlodge so doesn't offer an alternative for when the road is closed. The gondola won't operate during the summer months, which as seen increasing crowds in the summer, particularly with Snowbirds Octoberfest. And the gondola will act as an attraction itself, causing more people and | 32.2.9E; 32.2.6.5E; 32.1.2D; 32.2.6.3F; 32.2.2K; 32.2.4A | A32.2.6.5E; A32.2.2K |

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| | | more traffic by people who are only coming to ride the gondola. Parking reservations and canyon tolling are 2 options already in place that can help limit the number of vehicles that enter the canyon. The only word that describe the gondola being built is boondogle. | | |
| 37472 | Soto, Eric | I am against the gondola. It only benefits private companies at the heavy expense of taxpayers. The money should go towards public services such as schools, libraries, and parks. | 32.2.9E; 32.2.7A | |
| 37494 | Soto, Griselda | The gondola should NOT be built! It will have a negative impact to our environment. Please do not built it! | 32.2.9E | |
| 35045 | Soto, Paula | For the love of God. Please don't destroy our canyon. This has been our home for 27 years. This cannot possibly be in the best interest of the land, wildlife, or the people. Charge the ski resorts, not the tax payers, cap admission. This is absolutely ridiculous that we are still having to submit these, it has been over a year! We are BEGGING you. NO GONDOLA. | 32.2.2K; 32.2.9E | A32.2.2K |
| 32620 | Soto, Rocio | I am 100% opposed to a gondola! | 32.2.9E | |
| 34255 | Sottile, Eric | As a property owner in Little Cottonwood Canyon and a visitor for over 30 years, little has changed to improve the traffic situation. As UDOT explores solutions to mitigate there is much to be considered and while I believe that the options laid out are all viable options. The gondola option appeals in several ways. The long-term removal of the bulk of the vehicles to LCC, which results in multiple positives. The virtual elimination of morning and afternoon traffic jams. The ability to operate in almost all weather conditions, limiting the exposure to avalanche exposure along Hwy 210. Virtually eliminating people being stuck in LCC after a Hwy 210 closure. None of the other options offer these benefits. | 32.2.9D | |
| 28886 | South, S | Let's not stack the deck and grease the palms of those seeking the almighty dollar. Listen to the residents - those that want to preserve our canyons and resolve the issue in other ways. This is another horrible idea. Our government is not representing the people of the state. Please listen | 32.2.9N; 32.2.2PP; 32.1.2B | A32.2.9N; A32.1.2B |
| 32353 | south, s | The gondola idea is another project that would benefit few and feeds the greedy who want to line their pockets. The gondola is not the best option. If their is so much money to even consider this then our state has much greater needs on the docket. | 32.2.9E | |
| 28602 | Sowa, Karl | I am in support of the chosen alternative - the gondola makes the most sense. Thank you! | 32.2.9D | |
| 27927 | Sowles, Cj | I don't agree with the gondola being built. I really think there are better alternatives than ruining our canyon with such an eyesore and effecting surrounding wildlife. | 32.2.9E | |
| 26893 | Sowles, Cj | Please stop trying to ruin our environment | 32.2.9D | |
| 36349 | Spackman Moss, Carol | I am opposed to the gondola for several reasons: 1. Other methods which wouldn't forever alter the landscape of LCCC should be tried first to mitigate the traffic. 2. The gondola tower bases would take out parts of many trails, as well as boulders that have been used for decades in the sport of bouldering. 3. The gondola would be used primarily for skiers of two ski resorts, not the general public who either don't ski or couldn't afford to ski at those resorts or pay the cost of a gondola ride. 4. The biggest one of all is the cost-\$500 million to 1 billion for taxpayers of Utah, most who would get no benefit from the gondola, not to mention the annual cost estimate to keep it running. I fear it would be another boondogle of waste and mismanagement like the Inland Port. Only the wealthy developers would come out as winners. My constituents in HD 34, Holladay, Millcreek, and Murray and overwhelmingly opposed as well. | 32.2.9E; 32.1.2F; 32.2.9R; 32.1.2D | A32.1.2F; A32.2.9R; A32.1.2H; A32.2.6S |
| 28378 | Spackman, Meredith | Don't let the phone number confuse you, I'm from Utah. You know [REDACTED] well no one wants that [REDACTED] gondola. | 32.2.9E | |
| 35661 | Spackman, Pat | I am against the tram. The damage to the canyon would be unrepairable and there are better ways to limit traffic and use public buses or private transportation services. Our canyon are too beautiful to be subjected to large equipment tearing into the mountains and would need to have upkeep roads also. And it would be a tax burden to people who wouldn't even use it. I vote no! | 32.2.9E; 32.1.2F; 32.2.7A | A32.1.2F |
| 37069 | Spangel, Stephen | I am against the gondola. | 32.2.9E | |
| 38641 | Spangenberg, Shirin | I can't log onto the website, but I just want to say that I love the idea of the gondola. It has less impact on the area. So smart! Shirin Spangenberg | 32.2.9D | |
| 37783 | Spangenberg, Shirin | I think the gondola is brilliant and should happen. It helps people get up to the mountain without ruining the mountain. Again, brilliant. | 32.2.9D | |
| 27378 | Spangler, Cindy | I'm against the gondola. I don't want my tax money funding a ski transportation system. There are other financially responsible options to support full canyon access and incentivize better options on high traffic days. Please do not build this gondola. | 32.2.9E | |
| 36518 | Spangler, Penny | I am having a hard time envisioning a gondola that will not require tax payer funding in perpetuity. Will we really be able to charge for parking and fees to ride the gondola that is attractive? Will the ski resorts chip in funds since they will benefit greatly from this tax payer project? Will the gondola have multiple stops throughout the canyon to encourage ridership? If the answers to all of these is "no", then I am a "hard no". No gondola. | 32.2.7A; 32.2.6.5G | |
| 33018 | SPARLING, CYNTHIA | I think you [REDACTED] as a mayor and so does the governor. So, anything you two are advocating I intend to vote against. | 32.2.9D | |
| 31469 | Spataro, Joe | 1) I'm a big supporter of the gondola and I think we should build it ASAP with a few conditions: The gravel pit is a much better place to corral visitors, especially on stormy days. I recommend starting the tolling at 7-11 instead of up canyon. A stiff toll at 7-11 will convince people to take transportation from the gravel pit to access the gondola, or they can drive to highland and up 9400s. Also, If bridges are used to connect | 32.2.9D; 32.2.4A; 32.2.6.5E; 32.2.6.2.2A | A32.2.6.5E; A32.2.6.2.2A |

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| | | east and west Cottonwood Heights, they should be beautiful, architecturally relevant bridges that enhance the community. Lastly, Wasatch should have separated bike lines and walking paths on both the east and west sides. | | |
| 36471 | Spataro, Joseph | I literally just moved here to climb the rocks in LCC and now you want to destroy them. Just build another lane or add some busses or something you don't have the money to build a gondola and if you did that's wicked cringe and everyone will hate you. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 37902 | Spaulding, Carl | No to the Gondola plan | 32.2.9E | |
| 33488 | Spaulding, Jason | It would seem an attempt at fully utilizing public transport, along with limits and tolls for private vehicles would make far more financial and environmental sense than a gondola. Read the room, no one likes this plan. | 32.1.2B; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 37849 | Spaulding, Sharon | No to The gondola! | 32.2.9E | |
| 31453 | Spaunhorst, Ben | <p>I am writing today to express my dissatisfaction at the selection of gondola B as UDOT's preferred alternative in the final EIS.</p> <p>In the final EIS, UDOT identifies six "themes" from previous public comment periods. Half of which, seem to be blatantly ignored in the final EIS. I would like to address each.</p> <ol style="list-style-type: none"> 1. Consideration of all canyon users, not just resort visitors: The gondola only services resort visitors. It only stops at the resorts, and in the final EIS funding is only written in for winter operations. How does the Gondola take non-resort users into account? 2. Keep existing recreation opportunities intact: I find it hard to believe that a major infrastructure project (twenty towers from 130 to 150 ft high) will not impact existing recreation opportunities. Trails will be destroyed, boulders moved or removed. The gondola threatens existing recreation opportunities. 3. Maintain existing visual experience: Again, 20 towers ranging from 130 to 250 feet high..... Of all the identified alternatives in the EIS, the Gondola undoubtedly has the MOST impact on the visual experience of LCC. <p>Other points of concern:</p> <p>Do we really need to spend half a billion dollars on something that really only runs half the year, at best? What is the point of the gondola in the summer months? The final EIS doesn't include funding for summer operations, indicating it would sit idle half the year.</p> <p>What about wind? How many times a year to ski lifts and trams get shut down for wind? Won't the gondola be the same?</p> <p>Positives. I was pleased to see mention of phased implementation and increased bus service in the final EIS as well as mention of potential tolling. These are all ideas that I can get behind. My hope is that the combination of reservation systems + tolling + increased bus service that will be used during the phased implementation phase will prove successful. I would urge UDOT and local officials to take notice of that success, and re-consider the gondola in LCC.</p> | 32.2.9E; 32.2.4A; 32.2.2Y; 32.2.6.5K; 32.2.9R; 32.2.2K | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K |
| 36613 | Spear, John | <p>To whom it may concern:</p> <p>I strongly object to your proposed Gondola boondoggle proposal for Little Cottonwood Canyon. Why subsidize two Ski Resorts for a problem they created. Also, it will ruin that beautiful canyon. I would think UDOT could come up with a more realistic solution like some sort of Light Rail etc. Thanks for your consideration, John K. Spear</p> | 32.2.9E | |
| 36483 | Speck, Randall | Strongly opposed to gondola system Will be an eyesore and not terribly efficient Add more buses at a fraction of the cost | 32.2.9E; 32.2.9A | |
| 30261 | Speckmann, Wiley | I do not think this is the best alternative to improve travel up little cottonwood canyon. I think the money that would be going into this project should be spent towards helping the Great Salt Lake so it doesn't dry up. This just seems like a much larger problem than helping people travel up the canyon faster to go skiing. The alternative would also only be effective during ski season and only stops at ski resorts while the Great Salt Lake drying up effects the air quality which effects everyone that lives here. This alternative is not the right solution for transportation in Little Cottonwood Canyon. | 32.1.2B | A32.1.2B |
| 36422 | Speckmann, Wiley | I do not think this gondola is the best alternative for transportation in Little Cottonwood Canyon. I think the best solution is to have more busses and bus drivers to take people up the canyon. The construction of this gondola would change environment in Little Cottonwood Canyon forever, and not in a positive way. I think there are more important issues that this money could be used for that do not take away this canyons natural beauty. | 32.2.9E; 32.2.9A | |
| 36603 | Spedden, Janet | I am a Utah resident and taxpayer and I ski at both Alta and Snowbird on a regular basis. I am 100% opposed to the Gondola option. We have a marvelous resource in Little Cottonwood Canyon and putting a gondola up right between two wilderness areas to serve two private businesses at the top of the canyon is a terrible idea. The fact that this expensive installation is inflexible in how it is used only adds to the travesty. I think snowsheds and electric busses fit the requirements far better. The same ski resorts can't operate without a functioning road to get all the food and other necessities of functioning businesses up the canyon. Without the snowsheds, you will have to continue to control the avalanches, even if you build the gondola. Finally, putting a gondola station at the mouth of the canyon is not | 32.2.9E; 32.2.6.3F; 32.2.6.5E | A32.2.6.5E |

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| | | going to solve the issue of traffic congestion in that area. (The argument that bus service will bring people to the gondola station, is a better argument for bus service all the way to the resorts). | | |
| 34471 | Spedden, Richard | The gondola is a short-sighted and inflexible option for the canyons. It has the state paying for something which is specifically directed towards supporting special interests. The difference between a gondola and no gondola will not significantly impact the business prospects for either Alta or Snowbird. Those two entities can exist based on limited private vehicles and electric busses. The advantage of the busses is that such a technology can evolve. A gondola is a static technology and Park City just demonstrated that those things eventually get abandoned. The visual impact on the canyon is irreparable. The supporters of the gondola called snowsheds unattractive concrete structures - that is ridiculous, we all know that the roofs of those will get natural vegetation and a snow-shredded area will blend in far better than one that isn't. Incidentally, there is a precedent for snow sheds in the canyon, the rail line leading to the Emma Mine starting from around where the Alta Lodge is today was in a snowshed. Electric bus service can be modified to meet demand, particularly on weekends, a gondola is fixed in its capacity, so most times it will be running empty. I like many others bicycle in the canyon, please spend the money on the road, not obstructing the views on one of the most scenic routes in the country. | 32.2.9B; 32.2.9K | |
| 32186 | Speiser, Robert | This comment will be brief and to the point. A gondola in LCC must not be built. Main reason: to protect the canyon's watershed from harmful impact. There's much more at stake here than just convenient access for the ski resorts. Most people in this valley depend on water from the canyon watersheds, LCC included. Our water is both scarce and vital. When you hike trails up in the canyon, you follow watercourses that were sacred to the early settlers, not to mention the original inhabitants. A far better plan than gondolas would manage traffic in a way that would minimize environmental impact. There are deeper values at stake here than profits for the resorts and a few private landholders. The majority of LCC is public land. Its watershed belongs to all of us. Please work now for the entire community. Many here are watching what you do with great concern. The time has come to step forward bravely and do right! | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 29537 | Spencer, Alex | UDOT...What the [REDACTED] is the problem. Your not listening to the people.... already. Piss off Gondola! | 32.2.9E | |
| 37655 | Spencer, Carlee | I prefer the electronic bus alternative, as we already have multiple park and ride lots set up around the valley that can continue to bus individuals up the canyon. I believe that a gondola will add more congestion in areas of our canyon and/or elsewhere in Sandy , where there does not already have space or infrastructure created. If infrastructure is built, it will further destroy the beauty of our canyons. Given that towers will need to be erected to allow gondolas to cable through the canyon, the beauty we get to see now will be polluted with such infrastructure, as well as gondolas in the view of our beautiful canyons. I am a firm believer that the taxpayer should not be paying for whatever the choice is. If the ski resorts need a solution to allow more skiers up the canyon, they should be the ones paying for the solution and ensuring it does not impact the residence and taxpayers of Utah or Sandy City. | 32.2.6.3F; 32.2.7A; 32.2.9E | |
| 29455 | Spencer, Cynthia | This is an extremely poor choice. For one thing, it is extremely expensive. It will do nothing to reduce the neighbors' irritation caused from traffic approaching the canyon during ski season. It will have a very negative visual impact on the beauty of the canyon. It will not speed up access to the canyon for skiers because there will still be the same backups and delays from the satellite parking to the gondola launch location than getting to the resorts now. The Gondola can only transport a fixed number of riders and people will be delayed and waiting in line to go up. It makes much more sense to add electric busses or lanes or to charge for driving access and you can move more people up the canyon. There is only a traffic problem during 3 months out of the year. The Gondola will only add expense and delay and make it unaffordable for all but the most wealthy, The tax payers who don't ski or can't afford to ski will be paying and not the resort or the developers. There will be no air improvement in our valley. | 32.1.2B; 32.2.4A; 32.2.6.5N; 32.2.7A; 32.2.9A; 32.2.9E; 32.7B; 32.10A | A32.1.2B |
| 30254 | Spencer, David | I am pleased with the process and the decision to go with the gondola alternative. I am not as pleased with the phased implementation, as I feel that the sooner we begin the better for the environment. I do understand that total upfront funding will be a problem. Minimal environmental impacts, retaining climbing routes, improved transportation during avalanche cycles and reducing vehicle traffic in LCC are all points in favor of the gondola in my opinion. The visual impacts and the perception of public funding of a solution that only benefits the ski areas are negatives. Visual impacts can be minimized with muted cabin colors. In any case, the towers and cabins will have less of an impact on the canyon scenery than a wider road with additional traffic. A lift ticket tax of one or two dollars per day ticket sold, along with a corresponding increase in season pass prices, could help with the perception that this is a solution for the benefit of the ski areas. I would like to see the gondola run year round, with a short maintenance period in early November early June. Thank you for selecting the best long term solution, despite the unfriendly political climate surrounding this choice. This tells me that the process works. | 32.2.9D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29454 | Spencer, Edward | This is an extremely poor choice. For one thing, it is extremely expensive. It will do nothing to reduce the neighbors' irritation caused from traffic approaching the canyon during ski season. It will have a very negative visual impact on the beauty of the canyon. It will not speed up access to the canyon for skiers because there will still be backups and delays from the satellite parking to the gondola launch location than getting to the resorts now. The Gondola can only transport a fixed number of riders and people will be delayed and waiting in line to go up. It makes much more sense to add busses or lanes or to charge for driving access and you can move more people up the canyon.. There is only a traffic problem during 3 months out of the year. The Gondola will only add expense and delay and make it unaffordable for all but the most wealthy, The tax payers who don't ski or can't afford to ski will be paying and not the resort or the developers. There will be no air improvement in our valley. | 32.1.2B; 32.2.4A; 32.2.6.5N; 32.2.7A; 32.2.9A; 32.2.9E; 32.7B; 32.10A | A32.1.2B |
| 37695 | Spencer, Elliott | you are trying to funnel us like cows into a forced option: gondola or buses. i say none of the above on my dime and my dime includes more than increased taxes. the irony is that we already pay this syndicate with plenty of taxes so they can find ever new ways to tax us more to placate special interests. morality has evaporated into thin air. is this 45 day comment window for the well-informed serve any purpose other than filling a checkbox? | 32.29D; 32.2.7A | |
| 34431 | Spencer, Glen | I have had an Alta season pass on and off for over 30 years. This gondola proposal is clearly a taxpayer funded subsidy that will drive the growth of skier days at Snowbird and Alta plain and line corporate pockets. Building a gondola solves a problem that doesn't really exist, except on a few powder days a year. Ski areas have already solved most of the traffic problems in LCC by limiting parking over the past few years. This is a crazy idea. | 32.2.2K; 32.2.9E; 32.1.4D | A32.2.2K |
| 32449 | Spencer, Jarek | I am opposed to implementing a short-sighted solution like the gondola in the cottonwood canyon. This will be environmentally detrimental to irreplaceable areas that many people love. It is extremely expensive and mostly just benefits two ski resorts for 1 season of the year. There are much better and cheaper solutions to try first before something that dramatic needs to be used. Increased ride share and public transit will benefit more people for cheaper and will be helpful in more seasons. It's the right decision to try something like this and see if it makes the difference we need first. Thank you for your time. | 32.2.9E; 32.29R; 32.2.9A | A32.29R; A32.1.2H; A32.2.6S |
| 35474 | Spencer, Jillyn | I'm a Salt Lake resident and I OPPOSE the gondola. I think UDOT should invest in other options that will keep the canyons accessible for all. The gondola seems like it will benefit resorts, but not residents who visit the canyon, including the non resort areas. It also seems like there are some serious conflicts of interest, where some businesses stand to make huge profits at the expense of Salt Lake residents. The canyon bongs to all of us. It shouldn't be exploited for money. | 32.2.9E; 32.1.2D | |
| 36331 | Spencer, Lindsey | I do not support this. I think it will take away from the beauty of this area and crowd our wild nature. | 32.2.9E | |
| 32079 | Spencer, Steve | I think a gondola is a very bad idea. The expenses could get out of control. Tax payer should not be responsible to pay for it! It would mostly service rich people that can pay hundreds of dollars to go up in the first place. Have green UTA bus service expanded. Thanks, Steve. | 32.2.9E; 32.2.7A; 32.2.9A | |
| 30330 | Sperry, Grant | All of the attention seems to be going to traffic on Little Cottonwood Canyon's road, as if Snowbird and Alta are virtually limitless in size, as if LCC is our own Chamonix. But see, it's not. Alta covers a mere 2600 acres with 7 chairlifts. Snowbird is about the same at 2500 acres, with 10 chairlifts and a tram. Both have a top elevation of about 11,000'. Chamonix valley, on the other hand is more than ten times larger, covering over 60,000 acres with 69 ski lifts across 8 resorts all under the shadow of Mont Blanc at 15,780'. Kinda puts things into perspective. Our resorts are quaint in comparison, the Solvang version of Winter recreation. If you're not familiar with Solvang, CA, it's a fake Swiss town for tourists where everything looks like Alta's aging Peruvian lodge. Alta's traditional appeal to many of us has been it's quaintness, a small mountain town a short drive from Salt Lake City. Snowbird has always tried to be more Euro, including a month's long Oktoberfest on weekends that closes before sunset. Let's face it, Snowbird is small potatoes too. Who are we trying to fool here? Buyers of Epic discount ski passes maybe? Utah taxpayers definitely. Who's trying to pull the wool over our eyes? A handful of wealthy people who want to cash in, it would seem. Let's get real. The canyon is already crammed full on many Winter weekends and it's not just the road and the parking lots. Those occasional epic powder days? If you're lucky enough to get up the canyon to a parking spot and onto the slopes you're greeted with long lift lines and rapidly skied-out powder. High speed quads so efficiently disgorge skiers at the top that most powder, even in the trees, is gone before lunch unless it's still snowing heavily. UDOT isn't tasked with assessing ski lift lines and the overall human impact on the canyon but we should be. It's our mountains and our precious water. But perhaps I'm a simpleton and we can shove countless more bodies up there? Maybe we just need the hubris and yankee innovation to double or triple current visitors? Maybe we need to treat people even more like sardines in tins? Imagine crowds crammed into the gondola. People could sit on laps on the lifts to double up! How about lunch times in the resort cafeterias? Already packed but we can't let that stop us. Get rid of the tables and make everyone stand like a rush hour subway. We can do this! | 32.1.2B; 32.20C | A32.1.2B; A32.20C |
| 30329 | Sperry, Grant | traditional appeal to many of us has been it's quaintness, a small mountain town a short drive from Salt Lake City. Snowbird has always tried to be more Euro, including a month's long Oktoberfest that closes at sunset. But let's face it, Snowbird is small potatoes too. Who are we trying to fool here? Buyers of Epic discount ski passes maybe? Utah taxpayers definitely. Who's trying to pull the wool over our eyes? A handful of wealthy people who want to cash in, it would seem. | 32.1.2B; 32.20C | A32.1.2B; A32.20C |

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| | | <p>Let's get real. The canyon is already crammed full on many Winter weekends and it's not just the road and the parking lots. Those occasional epic powder days? If you're lucky enough to get up the canyon to a parking spot and onto the slopes you're greeted with long lift lines and rapidly disappearing powder. High speed quads so efficiently disgorge skiers at the top that most powder, even in the trees, is skied out before lunch unless it's still snowing heavily.</p> <p>UDOT isn't tasked with assessing ski lift lines and the overall human impact on the canyon but we should be. It's our mountains and our precious water. But perhaps I'm a simpleton and we can shove countless more bodies up there? Maybe we just need the hubris and yankee innovation to double or triple current visitors? Maybe we need to treat people even more like sardines in tins? Imagine people crammed into the gondola. People could sit on laps on the lifts to double up! How about lunch times in the resort cafeterias? Already packed but we can't let that stop us. Get rid of the tables and make everyone stand like a rush hour subway. We can do this!</p> | | |
| 28027 | Spicer, Tammy | Tax payers shouldn't be paying for this as it will be utilized to benefit the ski resorts. Manage traffic with parking reservations and busses. Limit the amount of traffic on the road rather than tearing up the environment. Moreover this is exclusively to cater to rich lite [elite] not average utahns. Be more responsible UDOT. | 32.2.9E; 32.2.2K | A32.2.2K |
| 34410 | Spicer, Tammy | No this only benefits a few (upper income) those who are traveling to ski the resorts will financially benefit other populations in utah will not. This is misuse of taxpayer funds if it is used to pay for this. Find another solution | 32.2.9PP | |
| 35158 | Spikner, Carl | I support the gondola | 32.2.9D | |
| 36154 | Spiroff, Karen | I am strongly opposed to having a gondola in Little Cottonwood Canyon. The thought of having this kind of construction that takes out even one tree breaks my heart. I don't even know why we are having a conversation about this in these times of drought and water shortage and the shrinking of the Great Salt Lake. We have so many other issues that need to be addressed than the fact that skiers can't get up the canyon on good snow days. If the climate crisis continues, snow will be a thing of the past anyway. Please stop wasting time and energy on a gondola! | 32.2.9E; 32.2.2E | |
| 35348 | Splan Welker, Kate | <p>Please, no gondola. Add a hefty toll, require carpooling and bussing. There are a lot of other ways to change the traffic up the canyon that are far less permanent, drastic and expensive. Preserve Utah. Take care of our canyon. Do not put a gondola there.</p> <p>Thank you, Kate Welker</p> | 32.2.9E; 32.2.4A; 32.2.9A | |
| 33794 | Splan, Kate | please do not put a gondola in for tourists, just add a toll station | 32.2.4A; 32.2.9E | |
| 37613 | Spoth, Emily | <p>I was on one of the most glorious hikes of my life in LCC on 10/9 - the falls colors were absolutely peaking, the weather was perfect, and the scrambling was ideal. However, I could not fully enjoy this restorative time in nature at the very thought that the view I was taking in is at risk of being marred by an unsightly gondola. Transportation infrastructure that permanently alters the canyon should never be considered. Why would we mar some of the only beautiful land we have left in the valley? Not to mention, there is literally no money for this project and its primary goal seems to be to make more money for the ski resorts that already put up millions in revenue. Additionally, there is irrefutable evidence that our winters will just never be the same, making the long term use of a gondola servicing just the resorts completely short-sighted. Imagine spending that money on actually trying to combat the climate crisis.</p> <p>Point blank, there are better solutions for LCC than a gondola that absolutely deserve UDOT's attention and consideration.</p> | 32.2.9E; 32.1.2D; 32.2.7A | |
| 35011 | Spotten, Cam | I think the gondola is greener option. Build it. | 32.2.9D | |
| 36934 | Spottiswood, Alec | I think the best solution would be to improve the bussing system/ widen the road. I believe the gondola provides too many issues primarily for the back country community. | 32.2.9E; 32.2.9A | |
| 28065 | Spring, Charlie | Please DO NOT build the gondola in LCC and [instead] explore other options. Can we explore a toll for each car like in millcreek? Can we improve the bus system and make it even easier for people to take public transit? There are options out there to curb traffic without impacting the beauty of the canyon. I understand that a gondola will be able to transport people on high avy [avalanche] danger days but even the resorts may be closed on days like that. Please explore other options! | 32.2.9E; 32.2.4A; 32.2.9A; 32.2.2PP | |
| 29796 | Spring, Kestrel | <p>If the goal is to "provide an integrated transportation system that improves the reliability, mobility and safety for residents, visitors, and commuters who use S.R. 210' than a gondola does not seem like the solution.</p> <p>I use the canyon a lot, year round, for hiking, skiing, walking in the woods. I value it for the natural beauty. A gondola will be a sore thumb in the canyon, and a large, permanent one at that. It also will not fulfill the stated goal as the transportation it provides won't address all the issues. The canyon traffic was greatly improved last year with just the few measures the ski resorts took. It seems wise to build on that success rather than head in a totally new, expensive direction like building a massive gondola.</p> <p>"Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the value of the Wasatch Mountains' A gondola does not hit that mark. A rail line on the road would be better. Or further incentives to car pool.</p> | 32.1.2D; 32.2.9E; 32.2.2K; 32.2.9F | A32.2.2K |
| 29725 | Springer, Tamara | Taxpayers should not be saddled with paying for this project. The resorts will benefit so they should secure financing. | 32.2.7A; 32.2.9E | |
| 34866 | Springmeyer, Gwen | Little Cottonwood Canyon is a National Treasure. World-class skiing, both alpine and touring, spectacular hiking trails, suburb camping, and unmatched bouldering and climbing. Why would you blemish that to serve just one of the activities - alpine skiing? This gondola would not serve the others who recreate there, and it would | 32.1.2B; 32.1.4D | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | destroy the unique bouldering and climbing at the mouth of the canyon. Who supports this? The resort owners do. The developers do. They support it for financial gain. But those of us who recreate there will not see a gain of any kind. The towers and gondolas will be a scar, a blemish that will mar the beauty forever. The 2,500 parking spaces near the mouth of Little Cottonwood Canyon will be another scar. For the past 40 years, I have had a season past at either Snowbird or Alta but I don't want to travel to a ski resort on a gondola. I support rideshare and parking reservation programs and would also support a toll to enter the canyon. I believe there is much that can be done to use more buses during peak periods. The ski season in Utah lasts for five months if we are lucky. About 22 weekends out of 52. Not even half. Traffic is not a problem on winter weekdays or summer days. Yet it is proposed to spend \$550 million just for those 22 weekend days. There are many other ways to spend that \$550 million in a county struggling with homelessness and affordable housing. Please do not do this to our National Treasure just to line the pockets of a few. | | |
| 29728 | Springmeyer, Will | Building a Gondola in Little Cottonwood Canyon is an absolutely terrible idea. A gondola would ruin the viewscape of the canyon and not serve the needs of users who are not skiing or snowboarding. You must not bow to the corporate greed that would make millions off the gondola. Listen to the people and consider other alternatives. DO NOT BUILD THE GONDOLA!!! | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30816 | Spuck, Cathy | I am very disappointed that the gondola option was chosen. I also do not approve of the road widening for buses option. Either one is environmentally disruptive and expensive and will not reduce the cars in the lower part of the canyon or the Albion Basin. Climate change and drought will make the canyon less desirable, especially for skiing. Less business means less traffic. The items in the phased implementation make the most sense. Parking reservations, tolls, and carpooling will help. On holidays and weekends there could be enhanced express bus service from parking lots not used on those days like high schools or the Sandy Amphitheater. People could make a reservation for the bus, park at the designated lot, and ride the bus up at the designated time for all day or half day. The buses load and leave a half hour or 45 minutes after half day or all day ends and return the people to the lot. You could even stop car traffic for a few minutes and the buses could descend all at once. UTA used to do this for BYU games from SL Valley and it worked beautifully. With more people working from home and more flexible work schedules, locals could be encouraged to use the canyons on less popular days/times. On-demand pricing could be used to slightly reduce the price or waive the toll on days that are typically slower. I'm concerned that the gondola will be an expensive "white elephant" like the pumps out at the Great Salt Lake. | 32.2.2K; 32.2.4A; 32.2.2I; 32.2.2FF | A32.2.2K; A32.2.2I |
| 25305 | Squire, Brian | As a college student and climber, someone who actively utilizes the resources and activities present in the greater Salt Lake City area including Little Cottonwood Canyon, it would not only be detrimental to the ecosystem but ruin the overall atmosphere that the canyon provides. Climbers are one of Salt Lake City's biggest communities and destroying so much climbing for infrastructure which will realistically only be utilized for a minimal part of the year is disrespectful and unnecessary at best. | 32.4B | |
| 30128 | Squire, Louie | Udon asking for comments is a joke. This was a done deal between Udot and land developers. Udot did such a poor job on the wasatch blvd connect and that took awhile. | 32.2.9N | A32.2.9N |
| 30026 | Squire, Rob | This is only a solution for the land investors and ski resorts it doesn't help the issues you are trying to solve. More snowplows is the answer. | 32.2.2II | |
| 25575 | Squire, Susan | so disappointed by UDOT decision. Obviously UDOT does not care that the majority of people DO NOT WANT THIS and DO NOT WANT TO PAY FOR IT. I hope lawsuits will stop UDOT. | 32.29D | |
| 38602 | Sramek, Stephen | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 38603 | Sramek, Stephen | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 34562 | Sroykum, Corinne | Property taxes are already killing us. We don't want to pay for a Gondola! More buses makes the most sense | 32.2.9A | |
| 29981 | St. Clair, Colby | Why would T you listen to the 80% of Utah residents that OPPOSE the LCC gondola?! Please do NOT ruin the beauty of LCC with a gondola that will only benefit 2 ski resorts. This is not the best way to spend \$500+ million! Please don't destroy the natural beauty of LCC!!! | 32.2.9E; 32.2.9N | A32.2.9N |
| 31025 | St.Clair, Eric | I do not support the Gondola project. common-sense solutions, including parking management technologies and policies, multi-passenger vehicle incentives, traction device requirements and regionally placed mobility hubs should be fully explored before installing a large expensive project that will only truly help service skiers for 20 days out of the year. While it will impact all users of the canyon year round | 32.2.9E; 32.2.2K; 32.2.4A; 32.2.2M; 32.2.2I; 32.1.4D | A32.2.2K; A32.2.2I |
| 37171 | Staats, Galen | I mean really? How is this helpful? Who really benefits? Maybe less traffic, maybe less congestion but at the end of the day this isnt for the public. | 32.2.9E; 32.1.2D | |
| 34491 | Stacey, Annika | I fear this gondola and the fees to enter the canyon will ruin the culture in the canyon. As a local it would be extremely frustrating to pay to enter a canyon that has been my backyard for my entire life. I am all for improving air quality, but people will still drive their cars anyway. I fear this whole ordeal is going to further commercialize one of the most beautiful canyons in the country. It should be left as it is. | 32.2.4A; 32.2.9G | |
| 32248 | stachowiak, beverly | Please do not diminish the natural beauty, splendor and magic that LCC a iconically is for the sake of capitalism. There are other traffic congestion solutions that do not pose irreversible damage to our sacred canyon! | 32.2.2PP | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37630 | Staes, Catherine | The permanent impact of gondola towers that only support access to ski resorts and are only advantageous for a set of weekends during ski season is not worth the negative impact on the environment. I am a skier and understand the desire but it is not worth it. Costs (financial and environmental and aesthetics) is NOT worth the benefit. | 32.2.9E; 32.1.2B; 32.1.2D | A32.1.2B |
| 32124 | Staes, Rosie | UDOT - Thank you for taking the time to read this comment. I have been a life long resident of Salt Lake and grew up and still use the Cottonwood Canyons year round for skiing, hiking, biking and simple getaways out of the city. The problems with congestion in the canyons is no longer limited to just an occasional powder panic Saturday. In fact, just this past weekend, UDOT put out an advisory on Instagram advising people heading up the canyon to consider going on the weekdays instead as they were seeing traffic of over 2hrs at some points due to the increased number of visitors going to enjoy the fall foliage. The gondola is NOT the solution. We need true infrastructure providing year-round bus transportation and better mobility hubs throughout the valley so that people don't have to drive 80% of the way to the canyon and then take a bus or gondola the last 8 miles. We also need to acknowledge capacity constraints in the canyons and implement better tolling and limiting ski passes sold to manage capacity. I know we all want a better experience than multi-hour waits in the canyon and the gondola does not solve that. Let's implement common sense mitigations, tolling, more frequent busses, and limits on ski passes, before jumping the gun on expensive and ineffective gondolas. Thank you - Rosie | 32.2.9E; 32.2.2I; 32.2.9A; 32.2.2Y; 32.2.2K | A32.2.2I; A32.2.2K |
| 36901 | Stagg, Maddie | I am strongly opposed to the gondola. As someone who has spent their entire life skiing and realizing what a privilege it has been to ski, I want to make skiing more accessible. Currently, at both Alta and Snowbird season passes at both resorts are around \$1,500 a year. Day passes are between \$115-190 at both of the resorts. That's not including the purchase/renting of skis or any other gear. Skiing is already inaccessible to so many individuals, it has become an elitist sport for the rich. Now, it is estimated that the fair to ride up the gondola will be between \$30 and \$35. So on top of those day passes or season passes, you are expected to pay an extra \$30. How is this making skiing more accessible? I think instead of putting a tourist attraction, like the gondola, we should work to make skiing more accessible for people right here in Salt Lake County. For these reasons, I strongly oppose the Gondola. Let's instead put our time and effort to make skiing more accessible for everyone. | 32.2.9E; 32.1.2D | |
| 27574 | Stahler, Lori | Why wouldn't we try simpler things first before jumping to the extreme of a gondola? How about starting with tolls to get up canyon, parking reservations, more parking near the mouth of canyon? Instead of a gondola, has anyone considered snow sheds like they have all over Europe to go across all the slide paths? I realize that these are expensive also but then people can still drive up the canyon. A lot of people are concerned about the amount of time it will take to get up to the resorts when using the gondola. A lot of locals sometimes only have a couple of hours to go up and ski. Using the gondola when you only have a short amount of time is not feasible. Please consider the simpler options first before jumping to such an extreme option like a gondola. Thank you. | 32.2.9E; 32.2.4A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 31202 | Stahler, Michael | I am not in support of the gondola. The price tag is excessive and the benefits are minimal and benefit two private companies who have created this problem themselves by embracing a high-volume business model that is not sustainable in this narrow fragile canyon. Alta is to be commended for using a parking reservation system that has done a lot to reduce the traffic. That cost the taxpayers \$0. Snowbird could easily adopt the same. If we had a Great Salt Lake that was full, no homeless people in Salt Lake City, and a properly funded education system, then this "luxury" item would be a "maybe" for me. But giving two employers (who DO NOT pay a livable wage and one that is notorious for making bad business decisions) a \$550 million gift is not the definition of fiscal responsibility especially considering that cheaper and less environmentally damaging. Reconsider this boondoggle. | 32.2.9E; 32.1.2B | A32.1.2B |
| 38928 | Stahulak, Michael | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): It seems to me that the development options for Little Cottonwood Canyon are pretty much limited to expansion (also limited) of the two major private businesses located there: Alta and Snowbird Ski Resorts. Why would we spend all of this money, along with the environmental costs, to benefit so few? My opinion is that no money should be spent on a gondola or on adding lanes to the Little Cottonwood Canyon road until we have done the easier things like adding year-round bus service, and limiting car access to high-occupancy-only during ski season. We could spend some of the money we save by not building road or gondola to enlarge some of the non-ski resort parking areas to make the canyon more accessible to non-ski traffic. My opinion is that that we not spend any money on a gondola or expanded lane solution. We should add year-round bus service as well as expanded public parking options that make accessing the other recreational opportunities (for example hiking / backpacking, camping, picnicking) easier and safer. UDOT exists to build stuff, unfortunately. I challenge you to create solutions that don't cost money, don't add to our road congestion, and don't negatively impact our fragile canyons environment. 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission, there has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that Carrying Capacity known? How does | 32.2.2BB; 32.2.0B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I; 32.2.9R; 32.2.9A; 32.1.2B | A32.1.5C; A32.2.6.5E; A32.2.2I; A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>UDOT weigh that information in this Draft EIS Process?</p> <p>3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort.</p> <p>4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored?</p> <p>5). Traffic congestion in LCC will continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of these canyons.</p> <p>Sincerely, Michael Stahulak [REDACTED]</p> | | |
| 30754 | Stair, Geneva | As a Utah/SLC resident for over 20 years, I am strongly opposed to the proposed gondola in Little Cottonwood Canyon. A solution must be found that will not cause such monumental, irreversible destruction to an area that is enjoyed, appreciated, and loved by so many locals and tourists alike. For many visitors, the first natural Utah scenery they experience when they visit will become a scene of utter devastation. This is not the way to represent our state, city, or society. As a climber, skier, and former Snowbird employee, the thought of that beautiful canyon being torn to shreds in order to offer profit and convenience for some, quite frankly, makes me disgusted with our handling of this natural resource. A better solution must be found! | 32.2.9E | |
| 35862 | Staker, Brii | the gondola in the canyon is honestly a horrible idea. it will absolutely ruin the beautiful views the canyon has as well as destroy parts of the land. growing up 10 minutes from the base of the canyon i can say i have spent a huge majority of my free time up LCC it's absolutely breath taking and the gondola will ruin the nature of the canyon | 32.2.9E | |
| 33427 | Staley, Cheryl | I agree with the phased in approach-no gondola. Just improve the current use of road way. No toll-outdoor recreation is the last, free opportunity for families to be outdoors. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 36665 | Stamenkovic, Ana | <p>No gondola! It's going to destroy the already altered ecosystem :(there are far less invasive alternatives like electric busses (pay the bus drivers!) tolls (you can use toll fees to fund more cash flow into parks n recreation), create a more efficient bus schedule/parking system.</p> <p>NO. GONDOLA. NOT NOW. NOT EVER!</p> | 32.2.9E; 32.2.9A; 32.2.4A | |
| 37514 | Stamp, Melissa | I am very disappointed that UDOT has opted to choose the gondola as is preferred alternative. I oppose this alternative because it is unfair, overpriced, inequitable, inflexible, and short-sighted. I am pleased to learn that UDOT is planning to use a phased approach that will initially implement enhanced bus service, measures to promote carpooling, and snow sheds. These measures make sense and have much broader benefits than a gondola that would primarily benefit the companies that own Alta and Snowbird. Please consider adjusting your preferred alternative to eliminate the gondola component and implement only the phased elements. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37198 | Stampfl, Dan | I have lived in [REDACTED] with my wife since 1998. The preferred option for Wasatch is not acceptable because it does not include a Shared Use Path on both sides of the road. This is the main north-south roadway but it does us no good for foot travel if the Shared Use Path is on the opposite side of the road. Also, please do not turn the Boulevard into a speedway, which it surely will when widened to 4 lanes. The minimal time saved to drive the 4 miles between the canyons at the posted 50 miles an hour is outweighed by the decreased safety to our community. Design it for 35 miles an hour please. As far Little Cottonwood Canyon, by all means use enhanced busing using the current roadway. The gondola is too narrowly focused to the two ski resorts, and ultimately would take away from the visual beauty of the canyon. Thank you for taking my comment. | 32.2.9E; 32.1.2D | |
| 35734 | Standriff, Patricia | No Gondola! With climate change projections we won't even have enough snow for skiing in the next 10-20 years so the point will be moot. | 32.2.9E; 32.2.2E | |
| 26352 | Stanfield, Gillian | I am strongly opposed to construction of a gondola in LCC. Installation of a massive structure throughout the canyon will essentially destroy the wild beauty of one of our precious natural resources, without even serving the full population that uses LCC for recreation. I favor a solution involving environmentally-responsible buses that run at a high frequency & strongly limiting access to low-occupancy cars/ charging fees for driving into the canyon, along with expanding transport hubs/parking near the bottom of the canyons and at strategic spots in the valley. The drawback to the current bus system, which I believe prevents more people from using it, is the low frequency of service and long times required for the trip. These issues could easily be mitigated by more-frequent service that includes both intra-resort/intra-canyon routes and express routes, along with reducing traffic volume so that buses can provide more rapid service. Transit hubs could include dining & shopping options, to enhance the experience for those using transit. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.9A; 32.2.9E; 32.7B; 32.7C | A32.1.2B |
| 34544 | Stango, Christopher | There are about 30 days per year when Little Cottonwood Canyon is congested. This is a small problem that does not require a \$500M+ tax-payer funded solution. I have no interest in paying for a giant chair lift to two private businesses. Even if the gondola helped reduce traffic on those 30 days per year, it would be useless 90% of the year. There is so much more that can be done with that money to address the incredible growth the valley is seeing. We're talking about spending half a billion dollars of public money to benefit the wealthy and a couple private interests. Use the public's money on projects on the west side of town. Do something about traffic in town that happens every day of the week, not just 30 days per year. In addition, the climbing community is enormous in Salt Lake. As non-climbers, you may not realize the destruction you would be causing and the history you would be removing. You should think about all users of the canyon and not just the skiers | 32.1.4D; 32.1.2B; 32.2.9E | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | and resorts when making this decision. There is overwhelming feedback from the public condemning this decision. I'm conflicted about leaving comments because I feel like it's just a formality at this point. With the amount of push back on this from residents, I thought this idea was dead but it looks like you're going to try to spend our money on this anyway despite the fact that so many people don't want this. Consider listening to us if you want us to trust you with our money in the future. | | |
| 33802 | Stanislawski, Brooke | The gondola option is a waste of money and resources. This option has negative effects on climbing, the environment, and the view in the canyon. Enhanced bus service and park n ride lots would be a more cost-effective option and would increase access to more parts of the canyon than just the two ski resorts while reducing traffic. | 32.1.1A; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.4B | A32.1.1A |
| 26723 | Stanley, Christopher | The Gondola is a clean / low impact solution that will offer opportunities to anyone visiting the canyon. Not just skiers, but year round options that connect to public transit are welcome. Expanding a road just continues the congestion and the expansion itself would likely be more damaging than an ongoing gondola (used successfully in Europe / and globally for fast, efficient, low emissions public transportation). | 32.2.9D | |
| 36573 | Stanley, Jim | With the existing drought and long range climate forecasts predicting much less winter snow I believe a gondola system a very poor idea. A wasteful, pointless idea that would have a negative impact on this beautiful canyon. | 32.2.9E; 32.2.2E | |
| 33617 | Stanton Lugo, Ruben | I oppose the gondola for the following reasons: 1. It's too expensive 2. Tax payers are paying for it. It's my understanding that Alta and Snowbird have no "skin in the game" 3. Water concerns 4. Environmentally damaging. 5. The gondola would be an eye sore. Currently it's naturally beautiful. 6. Congestion would still be a concern because vehicles would still need to get to a parking garage Please don't build the gondola. The community does not want it! Thank you, Ruben | 32.1.2F; 32.2.7A; 32.2.9E; 32.7B | A32.1.2F |
| 35133 | Stanworth, Rex | I am not a skier but love the mountains! I would never consider driving up the mountain during ski season because of the traffic and danger!! I Would consider taking the gondola for a scenic ride. This opens the mountains to many seniors who cannot enjoy the winter weather. I have ridden a gondola in the summer in the Caribbean and it was awesome. It was a great tourist attraction. It was as fun and exciting. You can ride a bus in the city. You can ride the canyon in the new proposed gondola and see and enjoy the canyon. Can't have views from a bus! Please build the gondola. Give us a real tourist opportunity that will highlight our beautiful canyons and mountains | 32.2.9D | |
| 38103 | Stanzione, Johnny | There are many reasons that the gondola is not the right solution for the Little Cottonwood Canyon traffic problem. Firstly it will forever scar the canyon and take away from its beauty. It is a natural treasure of Salt Lake City and I could not imagine the canyon with huge metal towers and cables running above me throughout it. The decision about the gondola has been made too hastily and is irreversible. The decision to move forward completely disregards local and political opinions. It is tax-payer funded and primarily benefits private resorts. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 38064 | Stanzione, Johnny | My name is Johnny Stanzione and I am a freshman this year at The University of Utah. A huge draw to the U and Salt Lake City are the mountains and Little Cottonwood Canyon specifically. I love skiing and climbing and everything outdoors, and to see that threatened by the proposed gondola is terrifying. I want to do everything in my power to protect this canyon for my generation and for generations to come. | 32.2.9E | |
| 31214 | Staples, Dona | Based on factual information, I believe that the Gondola in LCC is the best option. It is safer, in the long run more cost effective, will allow more people to use the canyon with less emissions and relieve the congestion. Widening the LCC roadway to four lanes, to accommodate more cars, would cause so much destruction in the canyon and destroy some of the current views. The Gondola impact on the views would be minimal compared to widening the road. I believe that people would be much more willing to ride the Gondola than a bus up the canyon. Whistler/Blackcomb ski resort is a great example of how a Gondola can impact a community. The Gondola will be a better use of tax payer money as it can be a solution to the problem for the long term and not a short term fix that we will need to pay for and address again in the future. | 32.2.9D | |
| 32132 | Stark, Douglas | According to the US 2020 Census Utah has the highest population growth rate in the US. Since the current Utah fertility rate is below replacement the growth is coming from people moving into Utah partly because of Utah's good economic and recreational opportunities. The Covid pandemic and an increased Wasatch Front population is creating traffic jams and overcrowding in Little Cottonwood Canyons (LCC). Climatologist think future precipitation will be more in the form of rain in the summer and less snow fall in the winter. Because of the Wasatch Front temperature warming the snow season will be shorter and less desirable. Thus, the future of downhill skiing does look bright. The gondola would only travel from the mouth of LCC to Snowbird and Alta. This is an example of corporate/business wanting taxpayer money to support their dying businesses. A much better long -term solution to the traffic problem in LCC is eliminating all private vehicles entering LCC except for LCC residents. All visitors to LCC would have to take an electric bus to access any area in LCC. | 32.2.2E; 32.2.2B; 32.20B; 32.2.2Y; 32.2.2I | A32.2.2I |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>The human carrying capacity of LCC should be determined for each month of the year based on the environmental impact and the quality of the canyon experience. Once the carrying capacity is reached no more people would be allowed in the canyon.</p> <p>An intermediate solution is a gate/toll booth at the mouth of LCC to monitor this carrying capacity and to charge private vehicles a fee similar to Millcreek Canyon. Also, private vehicle parking at the ski resorts should be high enough to discourage using them.</p> <p>Buses offer much more flexibility for year around access to all venues including all trailheads and picnic areas. To help transport people to the bus terminal at the mouth of LCC there should be increased bus service county wide to the mouth of the three Salt Lake County canyons to avoid large parking lots there.</p> <p>Doug Stark According to the US 2020 Census Utah has the highest population growth rate in the US. Since the current Utah fertility rate is below replacement the growth is coming from people moving into Utah partly because of Utah's good economic and recreational opportunities. The Covid pandemic and an increased Wasatch Front population is creating traffic jams and overcrowding in Little Cottonwood Canyons (LCC).</p> <p>Climatologist think future precipitation will be more in the form of rain in the summer and less snow fall in the winter. Because of the Wasatch Front temperature warming the snow season will be shorter and less desirable. Thus, the future of downhill skiing does look bright.</p> <p>The gondola would only travel from the mouth of LCC to Snowbird and Alta. This is an example of corporate/business wanting taxpayer money to support their dying businesses.</p> <p>A much better long -term solution to the traffic problem in LCC is eliminating all private vehicles entering LCC except for LCC residents. All visitors to LCC would have to take an electric bus to access any area in LCC.</p> <p>The human carrying capacity of LCC should be determined for each month of the year based on the environmental impact and the quality of the canyon experience. Once the carrying capacity is reached no more people would be allowed in the canyon.</p> <p>An intermediate solution is a gate/toll booth at the mouth of LCC to monitor this carrying capacity and to charge private vehicles a fee similar to Millcreek Canyon. Also, private vehicle parking at the ski resorts should be high enough to discourage using them.</p> <p>Buses offer much more flexibility for year around access to all venues including all trailheads and picnic areas. To help transport people to the bus terminal at the mouth of LCC there should be increased bus service county wide to the mouth of the three Salt Lake County canyons to avoid large parking lots there.</p> <p>Doug Stark</p> | | |
| 31817 | Stark, Kathy | <p>The arrogance of UDOT has been especially difficult to stomach with each day! The misrepresentation of an expanded bus service with the ads on tv are untruthful. The TRUTH is, this is a boondoggle that serves only two ski resorts. It will profit ONLY Alta and Snowbird. It will permanently destroy the beauty of Little Cottonwood Canyon. It's construction will adversely affect the quality of our water source and air. The noise of that construction will also cause disturbances in the natural world which will adversely affect the wildlife. And then UDOT announced limited bus service for the coming winter! Then, in their infinite wisdom, they announced their "plan" to put a \$20.00 to \$30.00 toll on both canyons! The level of incompetence in both of those ideas put forth, particularly at this time, also strikes many of us who are against the gondola as a disingenuous way to force the issue. The greatest of insults is UDOT and it's two greedy backers expect this gondola to be paid for by we the tax payers!!! The ongoing misrepresentation and faulty planning only compounds my discontent and I for one have no interest in my tax dollars going to such a bad solution. Hasn't the climate changed enough to consider there may not be much snow to ski on in the coming years?</p> <p>I remember when we had tons of snow and UDOT put low priority on the canyons-they plowed the main roads first and the canyons were last. Now they want us to pay for this ridiculous gondola! Some kind of plan for the increased traffic is a value concern, but a gondola is not the answer. Certainly not on the backs of the tax payer.</p> <p>Teddy Roosevelt said it best "Leave it as it is-you cannot improve it-the ages have been at work on it and man can only mar it"</p> <p>I fully support a bus service and it should be funded by those who will profit from the use of a bus to bring those to the resorts so they can pay \$150.00 to ski for one day. I know the climbing community will not support this gondola scheme either. Thank you for the opportunity to voice my concerns.</p> | 32.1.2D; 32.2.7A; 32.2.2E; 32.2.9A; 32.2.4A | |

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| 28468 | Starks, Nancy | Taxpayers should not be burdened by this gondola project. Transporting more and more people to two profit-making businesses for a shortening ski season is not good planning. I believe that better bus service is the answer with parking availability upgraded. When the canyon is full, stop admittance, like Arches National Park. A gondola would forever devalue what the canyon offers through its beauty. | 32.2.9A; 32.2.2K | A32.2.2K |
| 28273 | Starley, Jessi | Hello. I do not agree with the gondola. There have not been enough other solutions tried to make such a massive, invasive decision such as this. Especially without support from locals who actually care about the neighborhoods and canyons. We also pay the taxes and vote. There should never be an issue with political "representatives" owning land and benefiting from the sale of precious land. No sane person is going to trust anything being done when it is already a shady deal. How embarrassing for them/you/the office. These concerns are not being addressed and the "representatives" that think they know better than anyone else needs to take a step down from their pedestal and realize that they have to live with this decision too. Or maybe they'll make enough money to love [move] out of town and forget about it. I have been silently watching this debate and I am appalled with the lack of care and concern that the committee has. Why hasn't anything else been tested? Paid parking, tolls, reservation systems? Let's see the plan of the village, who's benefiting from that? Not Cottonwood Heights. Why aren't the ski resorts paying for a gondola or other updates? They are the ONLY ones benefitting from this. I am asking for you to look at other solutions. The gondola is not the answer. Thank you. | 32.2.9E; 32.2.4A; 32.2.2K; 32.2.7A | A32.2.2K |
| 34315 | STARR, JONATHAN | I believe that the proposed Gondola option is the wrong choice. I think it is a waste of taxpayer money with a huge impact on our canyon that will not alleviate the issue. The Gondola will only serve two private businesses, yet the taxpayers are going to have to foot this \$550 million bill to build it. It is not going to solve the traffic issues, but merely push them down the road (onto Wasatch blvd, i15 and into the surrounding neighborhoods). This problem has to be fixed with a behavior shift in the ski/snowboard community. We need to prioritize and incentivise public transportation from our own neighborhoods, not just the park and rides. it won't even be that convenient of a solution time-wise. Who is going to use the gondola on a "non-traffic" day if it takes over twice as long as it would to drive or bus up? I truly hope that UDOT will change their decision on moving forward with the proposed gondola plan. | 32.2.9E; 32.2.6.5E; 32.2.9A; 32.2.2I | A32.2.6.5E; A32.2.2I |
| 38090 | Start, Phil | The gondola is not the solution. I commuted to Alta for 4 years on the 953 route and preferred taking the bus. There is so much opportunity to expand public transportation use with bus routes and in little cottonwood. This place will never be the same and a gondola would truly lead to the degradation of little cottonwood. As a local skier employee and lover of the wasatch please consider the logical alternatives to this temporary issue. | 32.2.9E; 32.2.9A | |
| 34698 | Stasny, Jerome | Thank you. A gondola will not in any way relieve congestion. It will only compound it at the base of the canyon. A gondola only provides access for the elite to travel away from the many good people of SLC and surrounding areas. My wife and I take the bus to Alta. It is inexpensive and actually expedient. It would be best to add bus service on the 209. Repair, and enhance the road for smoother travel. Update parking for all season use. During winter months, tighten controls over vehicles not suitable for driving on winding mountain roads in the snow. Ditch the gondola. And tell the former State Senator land developer and the guy that owns the French Restaurant at the base of the canyon where the gondola would start, to politely and kindly, "go pound sand". | 32.2.6.5E; 32.2.6.3C; 32.2.9A | A32.2.6.5E; A32.2.6.3C |
| 31281 | Stauss, Jack | Well I did this really eloquently last time but I don't think y'all deserve that again. This EIS was flawed from the start - you didn't ask the right questions and because of that you came up with a bad solution. It's clear that the whole process was a long strategy to work with the ski areas to build revenue and market the resource. Here are some questions, followed by some solutions: Why was the reality of the climate crisis not front and center in this decision? why wasn't there a canyon capacity study done? How much time and resources are you going to allocate to a phased approach, and how does that even work while UTA is taking busses off the road? Why weren't the USFS, UTA, and SLC/SLCo more actively engaged in the eis and subsequent plans? What has the budget for the gondola expanded to in recent years? Cuz it sure as ain't \$600m anymore. I would implore you to reconsider this decision. Try the phased approach, take the gondola off the table. Apply 1/4 of the resources to new and better busses. Pay the bus drivers more. Expand access to service across the valley with direct, four season lines to all of the canyons in the central range. Make them free, | 32.2.9E; 32.2.2E; 32.2.0B; 32.2.6.5K; 32.2.2B; 32.2.2Y; 32.2.9R; 32.2.9N; 32.1.5D; 32.2.7F | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N; A32.2.7F; A32.2.7C |

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| | | <p>comfortable, and easy. Incentivize people to take them. Create an aggressive fee structure for personal vehicles.</p> <p>ldk. you guys are basically just pawns at the whims of the developers, grifters, and some of the worst politicians in our nation so this seems futile. But you know what: nature bats last, and when that gondola is dropping people 1000 feet below the snow line in 2050, she will have had the last word.</p> | | |
| 30832 | Stawski, Andrew | Tolls will only make lines longer getting into Canyons. Will Toll booth attendants also check for snow tires or chains? Will there be a turn around for vehicles not paying toll? Will it also keep folks from driving on bald all-season tires? Ski resorts are already keeping patrons from going up Canyons by charging for or reserving parking, maybe if parking along roads was pared down? Or enforce a "No Parking" area along road and ticket and tow vehicles. A friend of mine, plows the Canyons, and vehicles parked along side of road keep him from keeping the roads clear of snow. No To Tolls!!!! | 32.2.4A; 32.2.2M; 32.2.9P | |
| 28748 | Steadman, Luke | I oppose the gondola as it does not fix the problem of too many people in the canyons at one time. Remove the iKon pass and raise prices. I prefer the bus option/road widening. | 32.2.9E; 32.2.2K; 32.2.9B | A32.2.2K |
| 32276 | Steadmon, Annie | How long will the gondola take to construct? What percentage of taxpayer dollars will contribute to the gondola? Where is the gondola pulling energy from? Will the gondola be free to the public or cost money to utilize? | 32.2.7C; 32.2.7A; 32.2.6.5P; 32.2.4A | A32.2.7C |
| 26147 | Stearns, Betty | You're asking all Utahns to pay for a more pleasant way for skiers to get to two ski resorts. Is that not the case? Explain how that is fair. | 32.1.2B; 32.1.2D; 32.2.7A | A32.1.2B |
| 29511 | Stearns, Erin | The gondola will not only be an eyesore for the canyon, but it will also create more congestion at the ski resorts which are already at their limit. If the gondola ran year-round, maybe there would be some benefit for overall canyon use, however instead, running only part of the year it will sit unused. Not to mention the climbing areas the gondola posts will destroy. Overall, I think this will be an exorbitant expense for something that will only benefit some people, some of the time. Push more busing in canyons, encourage carpools - the reservation system IS working. | 32.2.2K; 32.2.2Y; 32.2.6.5F; 32.2.9A; 32.4B; 32.20C | A32.2.2K; A32.20C |
| 31582 | Steck, Dana | <p>I truly find it hard to believe that the gondola has even been entertained as a viable solution. When I take the time to envision myself using such a transportation "solution" it all falls apart.</p> <p>Don't ruin little cottonwood canyon for 2 resorts. They aren't even footing the bill, we taxpayers would be. Why would I want to pay tax dollars to destroy climbing areas that I like to access, and views that are part of the reason I live here.</p> <p>I am encouraged that the funds for the Gondola have not yet been secured and that in the meantime the Enhanced Bus Service Option will be implemented. This provides time for the transportation solution that I believe will be best for BOTH Little Cottonwood and Big Cottonwood Canyons to be implemented, if done right, this will be successful and eliminate the need for the Gondola Alternative.</p> <p>One of the biggest oversights of this entire EIS is that it is focussed solely on Little Cottonwood Canyon. The data shows that there are more heavy congestion days in Big Cottonwood Canyon than Little Cottonwood for the past several years, even outside of ski season. The Enhanced Bus Service should equally help the traffic congestion in both canyons if implemented effectively and will provide a year round traffic solution.</p> <p>The Enhanced Bus System will be most effective if it is made to be easier than driving your car to the resorts or any of the many trailheads between Wasatch Boulevard and the top of each of the two canyons. As such, it should be free or at least subsidized enough so that taking the bus is cheaper than the gas that it would take to drive up each canyon from the each mouth in a personal vehicle (including the parking fees being implemented by the resorts in the winter). Buses should be given priority over personal vehicles to enter the canyon, this can be done by creating bus only lanes on Wasatch Boulevard to allow buses to pass traffic and make the turns into each canyon. If the buses have priority over personal vehicles for entry to the canyons, they may still be a very attractive option to users if the cost is slightly higher than driving a personal vehicle because you will get there faster. Buses should be equipped with external ski racks to avoid the hassle of bringing equipment on to the bus and holding it for the duration of the ride. Buses should also be equipped with external racks to carry bikes, crash pads for bouldering and sleds so that canyon users other than skiers may also be accommodated. The bus should be able to make stops at any requested location between Wasatch Boulevard and the top of each canyon so that all canyon users can be accommodated year round.</p> <p>In order for the Enhanced Bus System to be effective, the amount of buses needs to match the demand on any given day. This also holds true for parking at the bus stations. In the past years, I have observed the parking availability to be less than adequate for the amount of people trying to ride the bus. Perhaps the parking lot for the Gondola option could begin early to provide more parking options for the enhanced bus system? After studying this for the past few years, we know the approximate number that would be required to ride the bus to the resorts in the winter. We also know that currently there is not enough buses or parking to make the enhanced bus option a success. If the number of buses are adequate, and they are given priority to enter the canyon over personal vehicles, and they are cheaper than driving a personal vehicle...people will take the bus.</p> <p>Don't ruin the wasatch by building a gondola that only services some skiers, when by the time that atrocity would be built, we may barely have enough snow to ski on. Maybe use that money to help deal with the dire water/mega drought/ shrinking great salt lake situation in Utah.</p> | 32.2.9E; 32.2.9A; 32.2.7A | |

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| | | <p>No one will be able to live or ski in Utah if we don't deal with that first.</p> <p>Be smart, don't ruin the wasatch with a gondola that only helps the resorts and not a single other user group.</p> | | |
| 29750 | Steckel, Jeremy | <p>It disappoints me that the Gondola Alternative B has been chosen as the preferred alternative for improved transportation in Little Cottonwood Canyon. I am encouraged that the funds for the Gondola have not yet been secured and that in the meantime the Enhanced Bus Service Option will be implemented. This provides time for the transportation solution that I believe will be best for BOTH Little Cottonwood and Big Cottonwood Canyons to be implemented, if done right, this will be successful and eliminate the need for the Gondola Alternative.</p> <p>One of the biggest oversights of this entire EIS is that it is focussed solely on Little Cottonwood Canyon. The data shows that there are more heavy congestion days in Big Cottonwood Canyon than Little Cottonwood for the past several years, even outside of ski season. The Enhanced Bus Service should equally help the traffic congestion in both canyons if implemented effectively and will provide a year round traffic solution.</p> <p>The Enhanced Bus System will be most effective if it is made to be easier than driving your car to the resorts or any of the many trailheads between Wasatch Boulevard and the top of each of the two canyons. As such, it should be free or at least subsidized enough so that taking the bus is cheaper than the gas that it would take to drive up each canyon from the each mouth in a personal vehicle (including the parking fees being implemented by the resorts in the winter). Buses should be given priority over personal vehicles to enter the canyon. This can be done by creating bus only lanes on Wasatch Boulevard to allow buses to pass traffic and make the turns into each canyon. If the buses have priority over personal vehicles for entry to the canyons, they may still be a very attractive option to users if the cost is slightly higher than driving a personal vehicle because you will get there faster. Buses should be equipped with external ski racks to avoid the hassle of bringing equipment on to the bus and holding it for the duration of the ride. Buses should also be equipped with external racks to carry bikes, crash pads for bouldering and sleds so that canyon users other than skiers may also be accommodated. The bus should be able to make stops at any requested location between Wasatch Boulevard and the top of each canyon so that all canyon users can be accommodated year round.</p> <p>In order for the Enhanced Bus System to be effective, the amount of buses needs to match the demand on any given day. This also holds true for parking at the bus stations. In the past years, I have observed the parking availability to be less than adequate for the amount of people trying to ride the bus. Perhaps the parking lot for the Gondola option could begin early to provide more parking options for the enhanced bus system? After studying this for the past few years, we know the approximate number of users that plan to use the canyons each day throughout the year. We also know that the current amount of buses and parking areas do not match those numbers. The quantity of buses and associated parking lots must match the demand for the enhanced bus system to be a success.</p> <p>If the number of buses are adequate, and they are given priority to enter the canyon over personal vehicles, and they are cheaper than driving a personal vehicle, and they accommodate the needs of all canyon users...people will be happy to take the bus.</p> | 32.2.9E; 31.1.1A; 32.2.4A; 32.2.6.2.2A; 32.2.6.3C; 32.2.9A | A32.2.6.2.2A; A32.2.6.3C |
| 31375 | Steckel, Alex | <p>Arches National Park and Zion National Park implemented a quota system to address the associated impacts of visitation on the landscape and the diminished visitor experience.</p> <p>Both alternatives that attempt to address the skyrocketing visitation numbers in Little Cottonwood Canyon, are focusing their gaze in the wrong direction. If national park officials can recognize the irreparable damage caused by uncontrolled visitation, it puzzles me that UDOT fails to recognize the only sustainable solution for the long lasting vitality of Little Cottonwood Canyon. A policy that caps the number of people in the canyon at any given time, is the obvious solution. The water crisis that we're in, should be of paramount importance. Since LLC is part of the capital city's watershed, its integrity shouldn't be compromised. Inevitably some citizens will be upset because it infringes on their sense of entitlement, but ultimately this difficult decision is incumbent upon UDOT to make, for the protection of every citizen of the Wasatch Front, today and tomorrow.</p> | 32.2.9C; 32.2.9E; 32.1.2B; 32.20C; 32.2.2K | A32.1.2B; A32.20C; A32.2.2K |
| 38135 | Steckel, Eric | <p>The transportation plan to install a gondola system in Little Cottonwood Canyon appears to be a system that will never succeed for several reasons. 1) It will fail because it will not have the capacity to transport the public to the ski resorts in a reasonable amount of time that will result in the revenues of Alta and Snowbird to decline due to the discouraging experience of its users. Ultimately this will lead to a reopening of the roads for car traffic. 2) Operating the proposed complex gondola system increases the potential of operational failures and therefore further decreasing the overall efficiency of transporting people. 3) Riding in a gondola for an extended period increases the health risk to all. Have you already forgotten about viral diseases, the flu, etc? This alone should be enough reason to abort the idiotic idea of using a gondola system. There are more reasons to list, but those listed above should be enough to bring pause to this poorly thought out answer to a solution that deserves so much more.</p> <p>I found that none of the top three leading solutions were any good. There is an excellent solution and is something I mentioned in one of my earlier comments - a tunnel that is large enough for 2 independent rails and would connect Little Cottonwood to Big Cottonwood to Park City where it would exit the tunnel or continue underground. The next stop in the circuit would be downtown Salt Lake and would connect to the Little Cottonwood Station completing the circuit. There are easy solutions to limit the passengers exiting the train to satisfy the ski resort's maximum attendance or limits imposed by other governing bodies.</p> <p>This solution would obviously not only improve transportability of people up the canyons, it would improve the transportability of people into and out of Salt Lake City and Park City. Of course there is the added environmental benefit of reducing automobile pollution and increasing the overall safety of those travelers, especially during the winter months.</p> <p>The old adage "you get what you pay for" could not be more true in this case. Let's welcome Utah to the 21st century with a system that would make the people of Utah proud.</p> | 32.2.9E; 32.29D | |

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| 27433 | Steckler, Ron | I think its the best alternative. Please try to hide the lift towers if possible. | 32.2.9D | |
| 33374 | Steele, Ana | I do not want a Gondola going up little Cottonwood canyon. I believe it's environmental impact would be very negative. | 32.2.9E; 32.2.9N | A32.2.9N |
| 26083 | Steele, Brooks | This is a travesty. You can not repair the damage that will be done by the gondola. Spending billions of dollars to solve a small problem and mar the beautiful canyon is reprehensible. We are not Switzerland. People will not use the gondola and we will be in the exact same boat as today. Shame on greedy UDOT and the pathetic choices made. | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 29579 | Steele, Lauren | Hi - It's a deep hope of many Utah residents that these comments are indeed read, and, more importantly, heeded. Creating new travel infrastructure in a canyon is an irreversible decision and one that should be made with the majority of stakeholders in mind. The majority of stakeholders in this case are users, not developers or ski resorts. Looking at other regions in the Intermountain West that have similar geography and recreational use interests, we see that there are several more efficient and more conservative options that can be optioned in lieu of a costly and largely inefficient gondola. Consider Maroon Bells Wilderness in Aspen, CO. This is the most-photographed mountain vista in the US. In order control traffic congestion as well as provide funding for national forest and highway 13 maintenance expenses, Pitkin County requires all travel up Maroon Creek road to the wilderness portal to be on ticketed public shuttle buses. No unpermitted private vehicles are allowed on the road after a certain morning hour. I strongly encourage UDOT to consider a similar shuttle option or tolling for private vehicles with snow tire/chain enforcement at the gates in lieu of the gondola. Please. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2M; 32.2.2PP; 32.2.4A; 32.2.9E | A32.1.2B |
| 29581 | Steele, Lauren | In addition to my previous comment, I would like to add that I don't see the proposed Gondola B option as a convenient travel option. I would never gravitate towards a travel option as slow, uncomfortable, and expensive as this option will be. Gondola B is a rushed and ill-researched option. There is simply no reason to invest \$550 million in a permanent project with so many potential issues and oversights being flagged at present. | 32.1.2B; 2.2.2PP; 32.2.4A; 32.2.5.5C | A32.1.2B |
| 30204 | Steele, Noah | The towers are going to have a huge negative impact on the viewshed. On the news and most websites, all of the renderings show gondola's and cables floating off into the canyon without any towers, this is false and misleading. Each tower will have an access road, which will require bridges, culverts and lots of cuts and fill. Also, there are only two stops. This is not fair to spend so much money to only serve the ski resorts. What about the hikers, climbers, fishermen, and mountain bikers? I would support tolling and especially higher tolls for single occupancy vehicles (like \$50 bucks high), higher frequency and reduced cost bus service during peak times, a large park and ride carpool parking lot at the base, and I would love a 10' wide asphalt multi use trail bottom to top that didn't necessarily follow the road grade. In the winter, if you were to park in the park and ride and ride the bus up to the ski resort, you could just ski all the way back down to the parking lot at the end of the day. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 28608 | Steele, Robyn | I am not exactly sure why you are asking for comments since the final decision has already been made. 90% of the comments all along have been opposed to a gondola. I am strongly opposed to a gondola in Little Cottonwood Canyon. Following the money it is clear why this option is being pushed and it is NOT to benefit the taxpayers or the people of this state, but to line the wallets of a few. I was not surprised at all to find that former legislator Niederhouser is behind much of it and will benefit significantly. This reeks of special interests and once again of fleecing the taxpayers. No gondola and no tolls in OUR (the people's) canyons! | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 36911 | Steele, Ryan | I am writing in opposition to the current plan/EIS for the Little Cottonwood Gondola, phased or otherwise. My objections are two-fold: (1) The gondola only serves two private businesses, not all users of Little Cottonwood Canyon. (2) The gondola imposes irreparable harm to the Little Cottonwood ecosystem and viewsheds. The gondola option really only serves to expand the functional capacity of two specific ski resorts. Expanding business capacity--although sometimes a reasonable motivation--should never be the sole driver of such an impactful project. In the interest of providing constructive alternatives, however, I will float the following suggestion: First, limit the parking capacity of the ski resorts in question. This restriction neither limits their property rights (via illegal "taking") nor imposes any functional limitation that does not already exist. Second, implement a "pass" system at both the mouth of the canyon and the resort parking lots such that (a) only pass-holders can park in the resort lots and (b) any entrants to the canyon who intend to ski must already hold a pass. Other users of the canyon would not need such passes. Some operational costs would be incurred to implement this gating system, but it would be orders-of-magnitude lower than a gondola and could be shared with the resorts. The resorts could work to load-level the parking availability or even put spaces "out to bid" to adjust for demand. This approach would kill two birds: The traffic impacts, due to skiing, would be mitigated, and it would still allow other users to enter the canyon without restrictions. Certainly, such a plan is not perfect. But it is the type of solution that could be easily implemented with little change to the existing infrastructure...and it certainly should be considered prior to dropping a destructive, billion-dollar+ project into a national forest. | 32.2.9E; 32.1.2D; 32.2.2K | A32.2.2K |
| 33146 | Steele, Tara | I think this is an unacceptable risk to our watershed. A gondola will only benefit people traveling to and from the resorts while spreading the risk and cost to the rest of us. Try the less permanent and/or damaging options first, then reevaluate to see what needs to be done | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25511 | Steely, Tori | I am disappointed in the decision by UDOT. I don't feel as if all options have been explored. The gondola will only service the two ski resorts and ignores all the other recreation that happens in LCC. Going with this decision is a very short-sided money driven decision that goes against what the majority of citizens in SLC want. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30485 | steen, christopher | I appreciate the amount of work that has gone into trying to find a solution. I can not support the gondola idea. Our state has many more pressing UDOT related needs that far outweigh financially supporting two large corporations and their bottom line via this project. The continued lobbying by the groups who stand to benefit is of a major concern to me. This project will forever ruin the beautiful canyon that is loved by our residents and visitors from around the world. Look at the permanent landscape transformation at the mayflower site. I urge you to not bend to the desires of Alta and Snowbird. We will never be able to cram the growing population into that canyon no matter what the solution. Stop trying to do so. Maybe we all need to be less selfish, myself included and realize there will be days where we can ski because too many people beat us to it. Perhaps invest in some additional real time warnings about traffic or parking availability. I have turned around many times but only when I was in the traffic and realized it was not going anywhere. I would have turned around earlier if better up to date data was available. More buses. I would rather see a fleet of busses that would have minimal impact than a gondola that ruins it forever. | 32.2.9E; 32.1.2B; 32.2.9A | A32.1.2B |
| 30434 | Steen, Michele | Please do not put a gondola in Little Cottonwood Canyon. It will destroy the view, impact wildlife, & create more congestion due to the tourist attraction it will create. Please use the money slated for this project to improve the bussing in the canyon (look to the National Park Service for electric vehicles & efficient service models). The general consensus is that UTAHNS DO NOT WANT A GONDOLA! | 32.2.9E; 32.2.9A; 32.2.2B | |
| 33936 | Steenblik, Amy | I really enjoy the mountains and rock climbing in the area. If a gondola was put in, it would ruin the experience and cost way too much money. We the people should have a say in what our tax dollars are getting used for. | 32.2.4A; 32.2.7A; 32.2.9E; 32.4B | |
| 29503 | Steenblik, Daniel | To whom it may concern, My family and I live near Wasatch Boulevard and are frequent users of all our canyons throughout the year. I agree that we need to address safety and traffic congestion concerns in the canyons and along Wasatch Blvd, but the gondola plan does not solve those problems for (at least) the following reasons: - It only addresses one of several canyons with congestion problems. - The gondola cars cannot carry enough passengers to cut down the number of cars in Little Cottonwood. What problem does it solve? - The gondola would exclusively serve a few businesses at the top of the canyon, but doesn't provide access to other parts of the canyon. - It would actually increase traffic to the gondola parking area, since passengers would need to get to the base of the gondola instead of parking at more dispersed lots like the do for the buses today. The gondola plan is a transparent act of greed and corruption that won't help our community and isn't wanted by the locals. Please shut this plan down! | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.4H; 32.2.9E; 32.2.9N; 32.7B; 32.7C | A32.1.1A; A32.1.2B; A32.2.9N |
| 36079 | Steenblik, Glen | I'm am NOT at all in favor of the Gondola option. Way TOO EXPENSIVE of an option which benefits so few local residents. Consider other options. | 32.2.9E; 32.1.2D | |
| 28435 | Steenblik, Josh | I'm against the gondola. I believe a reservation system or fled lanes are worth a shot prior to spending so much money. Clearly neiderhauser and the developer have huge incentives. It's simply going to push the congestion from the canyon to the. Parking structure. How many entrances and exits will the structure have? It's simply compounding the problem in my opinion. Resorts already have huge lift lines, now we're throwing more people onto an already overcrowded mountain? Makes little to no sense for me. I'd like to see real studies with real dollars, fees and wait times. Josh | 32.2.9E; 32.2.9R; 32.2.6.5E; 32.2.0C; 32.2.2K | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.5E; A32.2.0C; A32.2.2K |
| 34570 | Steenburgh, Jim | I am writing to express support for the phased pursuit of an enhanced bus option for Little Cottonwood Canyon and opposition to the gondola. I have lived in the Salt Lake Valley for 27 years and ski in the central Wasatch 30-50 days a year. Sadly, there has never been adequate bus transit in the canyons due in part to the lack of large transit hubs in locations that make sense for most canyon users. Enhanced busses with mobility hubs appear scaleable and fiscally responsible. Road expansion could ultimately be pursued. My opposition to the gondola reflects costs, lack of information concerning funding, lack of information concerning how much it will cost to ride, poor access to the canyon other than at Snowbird and Alta, and environmental impacts (visibility, loss of bouldering terrain, etc.). Some of these concerns are addressable, others not (for example, visibility impacts are largely not addressable except to avoid building the gondola). In the case of the former, a well designed gondola would include an access hub at the angle station, with new trails constructed to connect with White Pine and Red Pine Canyons for use in winter and summer. Such a hub would also allow for one way hiking to or from Snowbird in the mid canyon and in the lower canyon to the lower gondola station. Such capabilities are commonly integrated into cablecar systems in the European Alps and should be part of the design for any gondola solution in Little | 32.2.9A; 32.2.9E; 32.2.9R; 32.2.4A; 32.1.2B; 32.2.6.5G | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |

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| | | <p>Cottonwood Canyon.</p> <p>Others require more information to be provided to taxpayers and canyon users. As much as mountain railways and cablecars in the Alps are to be admired, they are often expensive to build and to ride. For example, a round-trip ticket on the tri-cable Eiger Express between Grindelwald and the Eigergletscher Station in Switzerland, is 64 CHF (also 64 USD at current exchange rates). This gondola is similar in design to the one proposed for Little Cottonwood, but half the length. Will Little Cottonwood become a playground simply for the well off? I hope not.</p> <p>Sincerely,</p> <p>Jim Steenburgh</p> | | |
| 31392 | Steffen, Esty | <p>It seems like no matter what the public says, the gondola is going to be built. For what it's worth, I am opposed to the gondola for the following reasons:</p> <ol style="list-style-type: none"> 1. With the current parking reservation system in place by Alta (and Snowbird in seasons past), the traffic has not been bad except for a few days a year. Is it really worth \$500 million to alleviate a problem that only occurs a few days a year? 2. Adding snow sheds alone will take care of the majority of the road closure issues and thus the traffic issues. 3. Taking the gondola will take much longer to get to the resorts. Driving to parking the parking lot, finding a spot, waiting to get on, etc. It's not worth my time. 4. Families with small children need their cars to keep their supplies - diapers, breast pumps, food, etc. 5. The gondola will allow for unlimited amounts of people at the resorts. They are already overcrowded on powder days. 6. It's very expensive and will be an eye sore in the canyon. 7. It seems to me the gondola is just a way for a few people to make money and is not really serving the public like it claims. It's quite disturbing that it's so blatantly obvious, yet it's getting pushed along to be built anyway. Go ahead and make your money right now and forget how this will affect generations to come. | 32.2.9E; 32.2.2K; 32.2.9K; 32.20C | A32.2.2K; A32.20C |
| 34940 | Stegerwald, Courtney | Resorts need to fund partial gondola cost. Toll road. Carpool incentives Both resorts paid parking fri-sun. Widen Wasatch | 32.2.7A; 32.2.2Y; 32.2.4A; 32.2.9Q | |
| 27720 | Stegerwald, Pam | Let's save money. Save the canyon and provide access for our community. Last year Alta's parking plan worked. Why is there no acknowledgement of that? If Snowbird made the same plan, there would be additional effects. Public money is not free, we don't want to spend our taxes on the gondola. Spend our tax dollars wisely. Housing for low income people or pay our teachers more. There are tons of projects. that was benefit our community. People do not want the gondola. I'm a skier and hiker and I don't want the gondola. The gondola will also put more people up there and the canyon will not be able to sustain all the people that the gondola will be able to deliver up the canyon. Please be honest and listen to our wishes. Thanks you! | 32.2.9E; 32.2.2K | A32.2.2K |
| 30178 | Stegman, Audrey | <p>Building a gondola in LCC is an overall bad idea. Yes, it's will help skiers and snowboarders get to ski resorts but the canyon is so much more than the privately owned ski resorts. There is snow shoeing, snowmobiling, backcountry skiing, and so many more summer activities like hiking, mountain biking and climbing. The gondola does not serve the canyon in its entirety and will cause great detriments to the natural environment of the canyon. There are many outdoor recreation spots that will be affected by the instillation of the gondola. There are better options that spending \$550 million of tax payers money and will allow for that money to go to people in need. These options include creating a better city bus service going to the resorts with incentive programs, encouraging skiers to carpool to resorts, and having resorts create more parking at the base of the ski mountains, and many other options given by experts in this field. Thank you for you time to whomever reads this, I hoe you are able to make our voices heard.</p> <p>Best,</p> <p>Audrey Stegman</p> | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.9E; 32.2.9N; 32.4B | A32.1.1A; A32.1.2B; A32.2.2K; A32.2.9N |
| 35096 | Stegvik, Julia | As a Salt Lake County resident and avid user of Little Cottonwood Canyon, I am strongly opposed to the Gondola as a solution to the traffic problem I'm Little Cottonwood Canyon. How will this gondola benefit all recreational users if it's destinations are only to two ski resorts? Where will the fees that are collected to ride the Gondola go? This is not the solution. | 32.2.9E; 32.1.2D | |
| 29733 | Stegvik, Julia | I oppose the gondola because it will destroy the environment and the view shed of Little Cottonwood Canyon | 32.2.9E | |
| 28275 | Stehlikova, Zuzana | Gondola project does NOT benefit majority of Utah citizens. Extremely expensive, environmentally destructive project, benefiting only few - mostly businesses. Lot of conflicts of interest in those that are making decisions. I am against supporting Gondola project. | 32.2.9E | |
| 27820 | Stehlikova, Zuzana | I believe that this project doesn't benefit majority of Utah citizens. Extremely expensive, environmentally destructive project, benefiting only few - mostly businesses. I am against supporting this project. | 32.2.9E | |
| 26687 | Steimle, Elizabeth | "Enhanced bus service" is just a quick-assemble light rail that adds to the winter inversions and gets stuck in traffic. Why not save money just make the real thing? A commuter train, possibly along the existing roadway, could be useable by the entire community all year, and we know historically there were rail lines that went through these Canyons all winter; just revive those lines. If you stick with the gondola, then expand it at least to Park or Heber City--not just stopping at the resorts | 32.2.9F; 32.1.1C | A32.1.1C |

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| | | but also to the towns in the area so it can be used all year long; it's a better return on this expensive investment and better for the overall air quality and traffic. Think all-year regional tourism--not just winter recreation. Half-baked and half-hearted commitment screws over taxpayers and loses potential supporters. Whatever you choose, please get rid of the ski bus. | | |
| 38183 | Stein, Noah | Fix the traffic like you did in Zion for everyone to benefit. The gondola is shown to only benefit resorts and a small percentage of tourists. | 32.2.2B; 32.2.9E; 32.1.2D | |
| 38069 | Stein, Wendy | After driving home on the evening of October 16 in the red snake lasting an hour and a half, it's clear that the problem isn't just during the winter. It is anytime there's a peak event in Little Cottonwood - heavy snow days, weekend ski days and days that Snowbird are having large events. Not only is it ethically wrong to ask tax payers to foot the bill for a problem created by the for profit entities, Alta and Snowbird, it is an aesthetic eyesore that isn't even available year round. The people have spoken. It is time for you to listen. We do not want a gondola. | 32.2.9E; 32.2.7A | |
| 26175 | Steiner, Richard | This is a terrible idea. A 1500 car parking lot at the base will increase congestion, not alleviate it. The traffic issue is occurs on a small number of days and does not warrant the expenditure. With climate change issues and a drying Great Salt Lake the long range health of the ski industry is questionable. Maughan's comment that the ski areas provide a service and therefore deserve the public funding is a joke. More people recreate in the canyon in the summer. The gondola ignores all recreation in the canyon except downhill skiing. Rock and ice climbers, snow shoers and back country skiers all will have to contend with towers and overhead gondolas as they pursue their passion. On the very days this plan is supposed to alleviate congestion the demand will be high and the inconvenience of fighting the traffic to get into the parking lot will cause havoc. And no one ever mentioned price of a ticket. The ski areas are said to have promised to make the ride free for ski pass holders. Will they be paying for those tickets to help recover the cost of building the gondola? I'm guessing the cost would be prohibitive for those individuals and families that have to purchase a ticket. Has anyone considered a time entry permit for those reserving a parking space at Snowbird or Alta? It is the ski area patrons who cause the majority of traffic issues so spacing out their arrival would leave the canyon manageable for those taking the bus or accessing non ski area parking areas. | 32.2.6.5E; 32.1.2B; 32.2.2E; 32.2.4A; 32.2.2K; 32.1.2D; 32.4B | A32.2.6.5E; A32.1.2B; A32.2.2K |
| 31780 | Steiner, Richard | A recent editorial in the Salt Lake Tribune stated that Gondola tickets could run \$50. If that is indeed the case the ridership will be nil. If a ski area pass includes the gondola will the ski area actually pay the fee? If not, this is just additional subsidy for two businesses at the expense of all other users. The cost of a ticket for the gondola has not been part of the discussion, yet is an integral part of whether or not the system will work. Before a final decision is made this issue should be addressed and proposed ticket prices be made public. | 32.2.7A | |
| 36836 | Steinke Crockett, Kristine | Don't ruin our canyons by putting in a gondola or trax. Please keep our canyons beautiful! | 32.2.9E | |
| 35709 | Steinke, Bruce | I am STRONGLY against using any funding that comes from coffers into which I have or will in the future pay any form of taxation. The gondola will mostly benefit 2 entities, the ski resorts. I would gain nothing for my share of payment. What percentage of tax paying residents would actually benefit? If snow slides are a problem for drivers, build a few snow sheds as needed - much cheaper than a gondola. | 32.2.7A; 32.1.2D; 32.2.9E | |
| 27647 | Steinke, Susan | I strongly opposed to the Gondola. This does not benefit ease of transport nor environmental preservation. I have written before and stand strongly with the mayor of Brighton to use a cog wheel train! This allows passengers to exit at various resort locations with ease as well as being able to transport more guests. Look at Zugspitzebahn in Germany! Please do not do a gondola! Sincerely, Susan Steinke | 32.2.9E; 32.2.9F | |
| 25810 | Steinke, Susan | I strongly opposed to the Gondola. This does not benefit ease of transport nor environmental preservation. I have written before and stand strongly with the mayor of Brighton to use a cog wheel train! This allows passengers to exit at various resort locations with ease as well as being able to transport more guests. Look at Zugspitzebahn in Germany! | 32.2.9E; 32.2.9F; 32.2.6.6A | |
| 34532 | Steinman, Chris | The gondola and accompanying parking garages must not be pursued for Little Cottonwood Canyon, ever. The best alternative is to charge Canyon entrance fees based on number of occupants per private vehicle AND increased public bus transportation. | 32.2.9A | |
| 31008 | Steinman, Paul | Strongly AGAINST the gondola. You state the input from the draft EIS requested: - Consideration for all canyon users. The gondola fails, and only services the resorts at the expense of the tax payer and environment. - Keep existing recreation intact: The gondola fails to do so. Support structures slated to destroy valuable climbing areas. - Maintain existing visual experience: The gondola fails. The gondola is the option with the largest negative impact on our beautiful canyon! It could not be more obvious that the gondola is meant to serve only special interest groups (e.g. resorts and land owners positioned to benefit strongly from this development). You are permanently destroying public land for the benefit of the few! This is an expensive boondoggle that does very little to solve the canyon transportation problem. What does it do for people using areas other than Alta or Snowbird? How does it help alleviate congestion issues at the trailheads? How does it help summer use at areas other than the resorts? | 32.1.2D; 32.2.9E; 32.2.6.5G; 32.1.2C; 32.2.9A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | I will repeat my suggestion that we try expanded bus service and/or bus transportation requirements rather than throw a huge amount of our tax money to build something huge, destructive, and shiny with little other purpose than to attract more visitors to Alta and Snowbird ski resorts. | | |
| 35319 | Steinman, Robin | <p>To whom it may concern,</p> <p>First of all I am very concerned that I have to write a letter again and that the voice of the people were not heard. There are so many negatives in even contemplating putting a gondola up little! #1 The view shed would forever be lost. #2 The cost of this monstrosity would forever be the taxpayers burden supporting two ski resorts. #3 You are telling us that this is to keep the traffic down in the canyon but at the same time trying to get even more people up to the resorts than possible now. The skiers are already complaining that the resorts are getting to crowded. We have yearly out of town guest that ski all over the US and love the accessibility that Utah offers. When chair lift conversation on occasion with out of towners they were mostly appalled by the idea of a gondola an more and more skiers on the mountain. #4 The fact that you are trying to lesson the traffic burden and yet still route the many to the base of the canyon is just plain wrong. There should be dispersed hubs whichever final decision is made. That would also help with air pollution.#5 I have heard it said while listening to one of the CWC meetings that gondola tickets would be about \$35 a piece and if they did decide to run it in the summer that it would be a nice tourist attraction. I do not see that as affordable for most locals as in all Utahns, especially with their family. Maybe they could save up to take the family once a year but not what they would have otherwise. #6 Widening Wasatch and huge parking garages so close to neighborhoods has so many negatives, both as a gathering of traffic centrally and increased air pollution to the area. I do see there are many other solutions to be tried before a gondola is even considered. More buses that would go straight up to the resorts from dispersed hubs. Tolling and even one bus lane that would only run busses uphill at certain times in the a.m. and downhill in the p.m. Please listen to the people of Utah.</p> <p>Robin Steinman</p> | 32.17A; 32.6.5E; 32.2.4A; 32.2.2I | A32.2.2I |
| 29020 | Stelmach, Dainna | The gondola is a bad idea. It is expensive, damaging to the natural habitat and beauty of the canyon and will not solve the problems of traffic. We should have more buses that are free with a pass and improved parking at the bottom of the canyons. | 32.2.9E; 32.2.9A | |
| 38364 | Stenger, Thomas | <p>Also submitted via the online portal.]</p> <p>I was extremely disappointed to fail to find among the comments reproduced in the Final EIS the comment I submitted last year.I am resubmitting it here, below. I would be grateful to receive a response to my comment. My only additional comment is that UDOT should consider a strategy in which the "bus only" alternative I describe below is implemented only on certain days (e.g., days with or after significant snow accumulation). Please, do not proceed with the gondola proposal.</p> <p>[The below was submitted 9/10/21, as confirmed by an automatic email reply from UDOT.]</p> <p>Dear Utah Department of Transportation,</p> <p>\$500 million is an incredible sum, and it should buy incredible results. Unfortunately, I'm extremely concerned that the two preferred alternatives would be ineffective--even before considering their environmental impacts.</p> <p>It's simple: Without a materially significant toll on vehicular access to LCC, very few people will choose to ride a gondola (which might frequently lengthen their trip to Snowbird/Alta), and only a modest number more will choose to bus. If one of the two preferred alternatives were chosen, a substantial toll must be imposed as well. Otherwise we'll simply have sent even more winter sports enthusiasts to the resorts, without reducing congestion.</p> <p>In the short term, with population increasing and people heading outdoors more, the best choice would be to adopt a "bus only" model, akin to the one used in Zion National Park. Private vehicular access would be forbidden. No construction/destruction would be necessary. It would be cheapest, fairest, and least environmentally-disruptive option. Honestly, \$500 million of taxpayer money to fund a project that disproportionately benefits the well-to-do? The well-to-do (and resorts) ought to bear the cost themselves (whether enduring the current traffic or paying a toll). I write this as a very fortunate, well-to-do snowboarder.</p> <p>A softer, less permanent touch is all the more advisable given technological advances. Autonomous vehicle technology--at least of the "minimal" sort necessary to travel the LCC--will be here within the next 5 years, latest. Widespread adoption will follow. Perhaps using that technology could be mandated. Cars might then move synchronously up and down the LCC. Drivers could remain in their cars, but the consequences of human driving (slow "domino" starts, slower driving) would be eliminated. Why spend \$500 million tearing up LCC when it might not even be necessary in the near future?</p> <p>If \$500 million simply must be spent, how far would that amount get us toward "snow sheds" spanning the entire length of the LCC? That is, consider what would be, in effect, a miles-long tunnel to the resorts. Ideally the "roofs" of the sheds would be covered with earth (and be allowed to "return to nature"). Far from further blighting the LCC with a gondola or wider roadway, we would have gone quite a ways to reclaiming what it once was!</p> <p>Please, please, do not undertake either of the two preferred alternatives. Please institute a bus only model like Zion has, then wait for the technology to arrive that will eliminate the need for the project altogether.</p> | 32.2.9E; 32.2.2B | |

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| | | Sincerely, Thomas Stenger [REDACTED] | | |
| 36978 | Stenger, Thomas | <p>I was extremely disappointed to fail to find among the comments reproduced in the Final EIS the comment I submitted last year. How can that be? I am resubmitting it here, below. I would be grateful to receive a response to my comment. My only additional comment is that UDOT should consider a strategy in which the "bus only" alternative I describe below is implemented only on certain days (e.g., days with or after significant snow accumulation). Please, do not proceed with the gondola proposal.</p> <p>[The below was submitted 9/10/21, as confirmed by an automatic email reply from UDOT.]</p> <p>Dear Utah Department of Transportation,</p> <p>\$500 million is an incredible sum, and it should buy incredible results. Unfortunately, I'm extremely concerned that the two preferred alternatives would be ineffective--even before considering their environmental impacts.</p> <p>It's simple: Without a materially significant toll on vehicular access to LCC, very few people will choose to ride a gondola (which might frequently lengthen their trip to Snowbird/Alta), and only a modest number more will choose to bus. If one of the two preferred alternatives were chosen, a substantial toll must be imposed as well. Otherwise we'll simply have sent even more winter sports enthusiasts to the resorts, without reducing congestion.</p> <p>In the short term, with population increasing and people heading outdoors more, the best choice would be to adopt a "bus only" model, akin to the one used in Zion National Park. Private vehicular access would be forbidden. No construction/destruction would be necessary. It would be cheapest, fairest, and least environmentally-disruptive option. Honestly, \$500 million of taxpayer money to fund a project that disproportionately benefits the well-to-do? The well-to-do (and resorts) ought to bear the cost themselves (whether enduring the current traffic or paying a toll). I write this as a very fortunate, well-to-do snowboarder.</p> <p>A softer, less permanent touch is all the more advisable given technological advances. Autonomous vehicle technology--at least of the "minimal" sort necessary to travel the LCC--will be here within the next 5 years, latest. Widespread adoption will follow. Perhaps using that technology could be mandated. Cars might then move synchronously up and down the LCC. Drivers could remain in their cars, but the consequences of human driving (slow "domino" starts, slower driving) would be eliminated. Why spend \$500 million tearing up LCC when it might not even be necessary in the near future?</p> <p>If \$500 million simply must be spent, how far would that amount get us toward "snow sheds" spanning the entire length of the LCC? That is, consider what would be, in effect, a miles-long tunnel to the resorts. Ideally the "roofs" of the sheds would be covered with earth (and be allowed to "return to nature"). Far from further blighting the LCC with a gondola or wider roadway, we would have gone quite a ways to reclaiming what it once was!</p> <p>Please, please, do not undertake either of the two preferred alternatives. Please institute a bus only model like Zion has, then wait for the technology to arrive that will eliminate the need for the project altogether.</p> <p>Sincerely, Thomas Stenger 1929 E Rocklin Dr, Sandy, UT 84092-4047 stahzhay1@gmail.com</p> | 32.2.9E; 32.2.2B; 32.1.2D | |
| 28152 | Stepan, Don | Comment: UDOT made the correct decision to decide to build a Gondola up Little Cottonwood Canyon. It's the only choice that will fix the traffic problem. It is environmentally sound, and will be a great addition to the SLC Valley and it's residents. I'm ashamed at the Sandy City Mayor, Salt Lake County Mayor, and news media that speak so negatively about this decision by UDOT. Please interview those persons who are in favor of this project instead of just those who are against this project. | 32.2.9D | |
| 31373 | Stepanek, Teresa | To UDOT, Please do not allow a gondola in Little Cottonwood Canyon! Who does this actually benefit, the owners of the resorts! It sure will cost tax payers a lot and few will benefit from the service. Isn't it your priority to provide services where the most can benefit? Also what an horrible permanent eye sore it will be in one of the most beautiful canyons we have in Utah! Please do Not build a gondola. Teresa Stepanek | 32.2.9E | |
| 38604 | Stephen, Josh | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |

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| 35537 | Stephens, Allison | <p>Dear UDOT,</p> <p>My name is Allison Stephens and I live [REDACTED]. As a resident, I have major concerns regarding the passing of the EIS Gondola Solution.</p> <p>Firstly, I'm concerned about the worsened traffic congestion and lack of access to the canyon during the construction of the project. This could go on indefinitely, as construction inevitably takes longer than what is projected. Further delays could result from supply or funding shortages. Another potential impact to whether the project ultimately gets finished is if it were to span a change in elected officials. Public objection and voting persuasion could heavily influence future public funding for incomplete construction. This would likely leave irreversible damage due to abandoned construction and vandalism. If more money was forked out for deconstruction, there are hazards with that too.</p> <p>Secondly, as a registered voter, it is very upsetting to me that so much public money, money that should benefit the greater population, would be dumped into something that is purely recreational and mostly benefitting a small, elite community. It's even more upsetting to me that proposal discussions and decisions on which 'solutions' to focus on were held without the public's knowledge or say. Utah has bigger issues to solve (i.e. food disparities, water shortages, air quality, the housing crisis, education and healthcare needs). The funds that have been designated to address transportation issues were meant to analyze the entire state- rather than use the entirety for one road. These other issues have seen nowhere near the amount of money at its disposal as this project would get.</p> <p>Thirdly, as a Registered Nurse, and parent of a Wildlife Biologist, I'm concerned with the implications on human health in general and our wildlife population in the canyon, that would be associated with risks of potential construction spills into rivers and added sediment and waste into the watershed. The noise, pollution, destruction, and physical footprint from a gondola will disturb and deter existing wildlife-creating susceptibilities for new problems in the canyon and surrounding areas (i.e. more predatory animals into residential areas).</p> <p>Fourthly, even if the Gondola project were to be completed, there will be periods of it being unusable due to general maintenance of materials, icing, avalanches, monitoring, vandals and further construction needs for erosion and flooding changes that would compromise the safety of the structure. When it is fully operable, I don't see it solving the traffic issues we are seeing now. A gondola also has less options for stops, thereby forcing riders to less destination points along the way and at a higher fee. This is not ideal.</p> <p>A gondola on such a large scale and dependent on so many factors for it to even be operable is a precarious and foolish decision. Given all of the concerns I've listed, I strongly urge you to remove the gondola from consideration.</p> <p>Shuttle and electric buses are a comfortable, yet cheaper alternative in rider fair, cost for the buses and operation. They would shorten commute time in comparison with the Gondola. It gives more options for parking (without relying on structures near the mouth of the canyon) and more options for stops along the way. It also allows for more flexibility with maintenance (i.e. if one bus is out, the whole system isn't shut down), and for usage in other areas during off seasons. Buses can be utilized much sooner and would reduce traffic immediately vs. worsen it while waiting on construction. Buses have already proven to be an effective means in our National Parks and pose less risk to our environment as well as human and wildlife health.</p> <p>Thank you UDOT, for taking the time to read my comments and for your consideration on this important matter and its far-reaching effects. I look forward to hearing from you.</p> <p>Sincerely, Allison Stephens [REDACTED]</p> | 32.2.6.5E; 32.1.2D; 32.2.7A; 32.2.9A | A32.2.6.5E |
| 33251 | Stephens, Amy | NO GONDOLA!!!!!!! | 32.2.9E | |
| 30253 | Stephens, Linda | This is an example of money buying the response you want. CW management, political friends, and a safety net of people with money-will buy support as needed. Taxpayers should not be paying for a gondola when the support for a gondola is clearly, not coming from them. | 32.2.9E; 32.2.7A | |
| 38114 | Stephens, Sydney | <p>In regards to the detriment caused by a gondola, as a wildlife biologist I am concerned with the EIS's ecosystem section and believe it inadequately assesses the risk to wildlife- which has subsequent impacts on the wellbeing and relationships of humans to their environment. For example, as you saw from the Metropolitan Water District and Public Utility Comments, the affect on water quality is not likely negligible. Small changes in pH and sediment deposit have drastic and deadly affects on wildlife, aquatic and terrestrial. Cleansing this water for public (human) use will have added costs: how has UDOT anticipated/budgeted for these costs?</p> <p>Habitat fragmentation by presence of anthropogenic structures (i.e. large towers), noise disturbance from construction and high-decibel machinery (i.e. gears on a gondola which will easily disturb airborne creatures - UDOT's analysis of the peak-to-peak gondola's dB heard from the ground is inadequate in assessing wildlife hearing ranges and proximity to source) are shown in many studies to affect health, reproduction, and survival of many species. These effects can be seen miles from the source and have spill over throughout many canyons. Furthermore, this causes dispersal into bordering urban areas where we see an increase in human-wildlife conflict following disturbance events and habitat fragmentation. Increase in domestic pet predation, garbage/food scavenging, denning/destruction of property, and even attacks on human will ensue. This is strongly correlated with habitat/resource disturbance in multitudes of peer-reviewed studies. When rises in human-conflict increase as a result of habitat alteration, in the U.S. we most often punish the wildlife (removal/euthanasia from management agencies to keep people comfortable) instead of changing human behaviors/attacking the root of the problem. Subsequently, wildlife populations further decrease. What, if any, plans does UDOT have to rectify changes in wildlife population, particularly those that are sensitive species, locally endangered, threatened, or migratory, throughout the entire Wasatch as a result? What collaborations with NGO expertise and state wildlife agencies are in place for proper management? What monitoring and surveys</p> | 32.12K; 32.1.2F; 32.1.2D; 32.2.9E; 32.1.2B; 32.13A; 32.2.6S; 32.5A | A32.12K; A32.1.2F; A32.1.2B; A32.13A; A32.2.6S; A32.1.2H; A32.29R |

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| | | <p>are in place to ensure awareness in wildlife presence/populations are up-to-date and responses are appropriate and flexible? If adequate management under a gondola is deemed impossible, what actions is UDOT willing to take to change construction plans- and is it even able to do so after a Record of Decision is made?</p> <p>The operations of construction machinery, and manufacturing costs of these structures have significant carbon emissions. The removal of vegetation, and disturbance of soil, releases additional carbon into the atmosphere. Each plant sequesters CO2 from the atmosphere and converts it to oxygen- removing the natural systems that aid in fixing our air quality is a poor choice. Furthermore, the gondola is not carbon-neutral; aside from the steep carbon costs of construction, its operations also add to the environment. Since it does not currently plan to remove cars from the canyon, but to be an added transportation system, this is also added emissions. As a city with some of the worst air quality in the country- this not an insignificant factor. What, if any, climate mitigation/carbon offset strategies has UDOT considered?</p> <p>As stated above, the aim of having people be added to the canyon (aka the resorts) via gondola, in lieu of reducing vehicles their footprint- shows clear prioritization of ski industry profits over environmental stewardship, public desires, fiscal responsibility, and income equality. Should the gondola truly remove vehicles (which is unlikely once people realize the amount of effort and time it takes to ride the gondola instead of driving a personal vehicle), its services only the ski resorts. From 2012-2021 (9 years), ski visitation in Utah grew by 1.5 million while population grew only 0.12 million. In 2022 alone, ski visitation grew 0.5 million (1/3 of the growth seen over the previous decade) while the population grew by only 0.01 million. The representation that accommodating ski resort access is for the people of the Salt Lake valley and its population growth is a blatant misrepresentation- completely inaccurate to the data. The ski resorts aim to grow their visitation, and thus their profits, and are now restricted by transportation rather than global interest. Using this opportunity to desecrate the canyon for corporate gain is greedy and corrupt; the allowance/cooperation of it by government organizations such as UDOT would be negligent to say the least.</p> <p>Much of the SLC area does not use the resorts: income disparity is a prominent reason for this. 60% of canyon users do not use the resorts. Therefore, the majority of canyon users would be either physically (forced gondola) or financially (income restrictions to steep tolling alternatives meant to dis-incentivize non-gondola use) cut off from the lower 90% of the canyon and various recreational activities therefor: rock climbing, hiking, ice climbing, mountain biking, picnicking, backpacking/camping, etc. The median household (not individual) income in 2021 was \$67k. A single-person season pass to Snowbird for an adult is \$1,550 - this means that at least 2% of a household's entire year profit (before tax, so much more of net income) would have to go to a single member of that household's ski pass for the gondola to have any significance to them. This is for a pass alone, and does not include money for equipment and gondola/transportation tickets or fees - raising this cost even higher. Recall that the median is only the middle marker for income, meaning that over half of Utahns would consider their % of their household to be much greater for a single ski pass. This is simply not viable for low-income individuals, families, etc. Consequently, the gondola and the restriction of the canyon subsequently creates socioeconomic discrimination. Public lands (for which the majority of LCC is, or is leased under) are "are owned collectively by U.S. citizens." What, if any, are UDOT's plans to subsidize and make affordable the access to the canyon so as to avoid socioeconomic discrimination? Considering the 'gate keeping' of a gondola: what, if any, are UDOT's plans to make the canyon accessible for non-resort users after the essential privatization of public lands?</p> <p>Furthermore, the #1 reason for canyon value/usage in LCC (as found by the extensive survey of LCC conducted at USU) was "to observe scenic beauty." This beauty is irreparably marred by such an intensive and destructive project as a gondola. Recreationists come to see the canyon. It has a rich history in the development of rock climbing world-renown and respected- and is in the works of a historic designation for such. Most climbers climb, especially in the multipitch-rich granite sea of Little Cottonwood, to get to the top and be able to look out at the world around them. Most hikers and backcountry snowsport users do so for the same reasons. To say otherwise is a clear indication of lack of involvement in these sports or appreciation of nature- and is not in line with the public wishes for public land. Little Cottonwood Road is a scenic highway that cannot currently allow even large telephone poles; this designation would obviously be stripped if skyscraper size industrial towers are constructed.</p> <p>There will never again be the Little Cottonwood that exists today, the canyon that gained the love and attention that got us here in the first place.</p> <p>UDOT has failed to prioritize lower-impact solutions. You have stated that a 30% traffic reduction would solve the congestion issues in the canyon. Your EIS states that 36% of vehicles are single-occupancy. Simply banning single-occupancy during peak-use days would more than solve this problem. Considering traction laws, appropriate tolling (that is not used as an exploitive tool to force people to ride a gondola that only services the elite ski industry), or parking reservation systems at the resort are all viable options. Not implementing these solutions (not as a phased approach that serves as a coercion for a gondola) is not negligent to your duties, and corrupt in many people's eyes.</p> <p>Should UDOT pass a record of decision for a gondola, regardless of private or public (tax) funding, lawsuits will surely ensue from various parties. The individuals working at UDOT (though not the organization itself as a government entity) and Gondola Works (i.e. Snowbird) that seek to so blatantly ignore the data, responsibility, and public outcry, would find themselves vulnerable to defending litigation. This will have substantial time and financial costs. How, if at all, has this factor been budgeted for/anticipated in construction timelines and expenditure?</p> <p>Many projects like this that are not as popular as expected end up abandoned, instead of deconstructed due to the costs. The Moab gondola is one of multiple examples just within Utah. How, if at all, has UDOT budgeted/planned to remove structures if the operations of the gondola are failed after construction?</p> <p>I, along with 80% of Utahns, urge you to remove the gondola from consideration. This is based on sound economic, social, and environmental data and reasoning. It is also based on a personal connection to the canyon for which many of us have. I urge you not to prioritize the agenda of elite developers over the responsibility of stewardship to the land, and to its overwhelming majority of people.</p> | | |

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| 38372 | Stephens, Zac | <p>Dearest UDOT,</p> <p>The proposed gondola is a poor solution that no matter how it would be funded is an unbalanced and unfair deal for the public. The current busing is a disgrace and embarrassment. Resorts need to contribute more meaningful efforts to encourage use of busing before anything else is considered. This means solutions at the resorts themselves for better storage and paying for increased buses themselves. Only solutions that serve the whole canyon user population equitably should be considered when all canyon users will be impacted. Gondolas even with one or two extra stops cannot accomplish this and disproportionately serve ski resorts. Frankly, I think consideration of this proposal illustrates many have lived in Utah too long and take its awe for granted. While many man-made structures, including some of UDOT's own, inspire awe at their engineering and expanse, a certain kind of sublime is found only in the awe from nature alone. In Utah, these sites are almost too common, yet finding this on the sprawling granite faces of LCC as if ripped from a vast Tolkien landscape right next to a city the size of Salt Lake is exceedingly rare. We've certainly begun to take Utah for granted. The number of towers and scale will have a much larger impact on the environment than proponents suggest. The gondola is the absolute worst solution for all and should not be considered any further no matter how it is funded.</p> <p>Zac Stephens </p> | 32.2.9E; 32.2.7A; 32.1.2D | |
| 30068 | Stephenson, Jeff | Thanks for running the process. I support the gondola option, with tolling for cars that drive up the canyon. | 32.2.4A; 32.2.9D | |
| 30466 | Sterling, Scott | I prefer the busses over the gondola. The number of busses servicing the canyon can easily be adjusted up or down depending on demand any day through out the year. What about safety for passengers in case of brake down or high winds and blizzard condition, heard nothing about that. Thank you. | 32.2.9A | |
| 33501 | Stern, Colin | Hi, I am a Utah voter and a user of Little Cottonwood Canyon. I believe that benefits of building the proposed gondola do not outweigh its environmental impacts, and instead prefer the solution of increased bus service to the canyon and tolling. The users who would benefit from the gondola would only be users of the ski area. On the other hand, users of all trailheads and ski areas would benefit from increased bus service. Tolling is likely to reduce traffic by encouraging carpooling and bus usage, and will help to pay for the bus line. Thank you for taking the time to hear my feedback; I hope we can protect this important natural resource to our city. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28366 | Stern, Ken | <p>How can an alternative be selected WITHOUT FUNDING. That's ludicrous. My suggestions: Expand bus service Have buses stop at the trailheads (important for summer) Have a limited number of paid day passes to use the road in winter. That will force bus usage.</p> <p>Those alternatives have funding now</p> | 32.2.9A; 32.2.6.3C; 32.2.2K; 32.2.7A; 32.2.9N; 32.2.6.3F | A32.2.6.3C; A32.2.2K; A32.2.9N |
| 29151 | Stern, Lessing | Very much in favor of this initiative. | 32.2.9E | |
| 37003 | Stern, Michael | As an engineer I fail to see how this solution will resolve anything. | 32.2.9E | |
| 28222 | Stetler, Candy | Taxpayers should NOT be paying for this. Financing should be required from the ski resorts PROFITTING from the gondola! | 32.2.7A | |
| 31881 | Stetson, Colby | <p>The proposed gondola does nothing to solve the traffic problems in EITHER cottonwood canyon and amounts to little more than corporate welfare for two multi million dollar ski corporations. Nobody who lives in Utah thinks this is a good idea. The only benefit it would provide would be to the resorts who could ferry more people to their profit centers (ON PUBLIC LAND) when their parking lots are already full (which means traffic will be as bad as ever). It will not stop at popular USFS trailheads, or be mandatory for resort skiers. It does nothing to alleviate traffic in LCC OR IN BCC. It will be unused and only serve as an advertising gimmick for Alta/Snowbird. The fact that the resorts expect Utah taxpayers to fund this disaster is utterly offensive.</p> <p>There are many other lower impact solutions (increased bus service, snowsheds, commuter lane) that would safely alleviate traffic problems and allow ALL users to enjoy their public lands.</p> <p>The gondola solution is not a solution at all. It is a government>corporate handout that will likely have a net-negative impact on the Salt lake valley and the cottonwoods in general.</p> | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.9A; 32.2.2D | |
| 31885 | Stetson, Colby | Expensive and dumb. Nobody will use it. Who is expected to pay for this? Environmental and watershed degradation, no impact on traffic (seriously?), no access to USFS trailheads, corporate welfare. No benefits for anyone outside of resort shareholders. This is so offensive, I cant believe that this is even still on the table. Do better UDOT! | 32.2.7A; 32.2.9E | |
| 34294 | Stetson, Colby | A vast majority of Utah residents oppose the gondola. UDOT works for the state. It is absurd and offensive that this is still being considered. Prove that you work for the people of Utah and not a few private interests! | 32.2.9E; 32.2.9N | A32.2.9N |

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| 34771 | Stetson, Lori | I'm in favor of the gondola. Tourism is a large revenue factor in the valley and the gondola has less environmental impact than widening the roads and adding additional buses. It also eliminates the avalanche control traffic issues and is forward thinking for the future. It could potentially be connected with Brighton/Solitude and eventually Park City. This would benefit all three areas for traffic and enable tourists to expand their trips- creating additional funding streams throughout all three areas. Definitely a great idea. | 32.2.9D; 32.1.5B | |
| 28798 | Stetson, Lori | This is a fantastic idea and I fully support it. The revenue it will bring to the valley year round in tourism will be great. The environmental impact will be much less than the road expansion all the way up and avoids avalanche controls. I support this 100%. | 32.2.9D | |
| 38213 | Steury, Craig | <p>Hello,</p> <p>I'm opposed to the Gondola option and believe an improved bus option should be explored before making permanent and irreversible changes to Little Cottonwood Canyon. A canyon like this so close to an urban center like Salt Lake City is a rare treasure. Adding a gondola will permanently alter and many would say mar the beautiful vistas in this canyon. It would benefit mainly 2 ski resorts and not the majority of people who use the canyon and would amount to a taxpayer subsidy of the 2 resorts. It most likely would not be the most cost-effective and best solution to the problem of over-crowding in the canyon.</p> <p>I propose instead improved bus service with the following suggestions:</p> <ol style="list-style-type: none"> 1. Enforce 4-wheel drive and chain requirements! 2. Increase the number of buses and decrease the wait time for buses.. 3. Increase the capacity of buses and implement an easy to use outside storage setup on the outside of the bus. The current storage system on the inside wastes space and is slow and clumsy for passengers. 4. Provide lockers at a reasonable price at the ski resorts. This would encourage pass holders to leave their equipment at the resorts. 5. Improved parking at bus lots would distribute parking congestion. 6. Provide drop-off/pickup at climbing, hiking, and backcountry skiing trail-heads. <p>For the record, I am a 40 year resident of Salt Lake City and am a Alta-Bird passholder. I believe a Gondola would destroy LCC and one of the chief reasons I moved here!</p> <p>Thanks,</p> <p>Craig Steury</p> | 32.2.9E; 32.2.9A; 32.1.2D; 32.2.2M; 32.2.2K; 32.2.3A | A32.2.2K |
| 35818 | Stevens, Don | I am opposed to a gondola in LCC that is longer than anything that has ever been built in the world, so it is bound to be a debacle, just like our prison relocation and the inland port fiasco. There are 15 vehicle tunnels in the world that are longer than need for LCC, but that alternative was rejected out of hand based in inadequate research. So sad! And this only benefits the resorts. https://www.sltrib.com/opinion/commentary/2022/07/28/peter-dahlberg-tunnel-alta/ | 32.2.9E; 32.1.2D | |
| 33891 | Stevens, Emily | I don't support this. | 32.2.9D | |
| 30893 | Stevens, George | <p>I am writing to oppose the gondola option. It is not right for the state to ask taxpayers to fund a multi billion dollar project that will only benefit two private companies.</p> <p>The environmental aspects will also be very destructive and will ruin any sense of peace and calm left in some corners of the canyon.</p> <p>I am against any alternative other than enhanced bus service. The problem of traffic on ~20 pow days per year does not justify the expensive and permanent changes currently suggested by the gondola and road widening options. Let people sit in traffic on powder days. There's not enough space at the tops of the canyons anyway, putting people on a gondola won't change that.</p> | 32.2.9E; 32.2.9A | |
| 27290 | Stevens, Jeffrey | I am very concerned about the proposed gondola project. It will be a burden on the taxpayers, will destroy the aesthetics of the canyon and will serve the needs of a narrow group of the population, those who ski, for a few months of the year. It is too expensive! As a local resident and a skier, I don't think this is the best solution. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E | A32.1.2B |
| 32131 | Stevens, Jessica | I am a Sandy resident who pays taxes and skis LCC and I do NOT support the gondola. We do not need to spend so much money on a gondola. It is unnecessary and just plain wrong. It will not solve any of the problems, but will cost a ton of money just to create new problems. No one will want to pay to ride the gondola- it will be very expensive for families. The crowds and traffic will move to the bottom of the canyon. Just restrict the number of cars allowed in the canyon. Alta's paid parking system last year nearly solved the whole problem on its own! Don't do major surgery when just a bandaid is required. Please try some inexpensive and noninvasive measures first, like tolling and/or parking reservations. Save our canyon and our tax dollars!!! Please listen to the people. We don't want this!!! Thank you. | 32.2.9E; 32.2.9R, 32.2.6.5E | A32.2.6.5E |
| 34185 | Stevens, Kelly | I am a lifelong LCC/Wasatch canyons front-country and backcountry user. I am 61 years old and have been recreating in these canyons for fifty years. It is a special place, and difficult but worthy to protect, with such close and easy access to a large population base. There are lots of difficult issues but I adamantly believe a gondola thru the heart of Little Cottonwood Canyon will have an almost 100 percent negative impact. Unless I am an owner of Alta and or Snowbird (I am not), the two business's that can benefit from this huge (largest tramway in the world) exorbitantly expensive (550 million in todays dollars) taxpayer financed eyesore (20 towers, reaching 200'). This is a shortsighted answer that solves little, with long term and irreversible effects. Other much less flashy options have to be the answer. | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35178 | Stevens, Mary | Please listen to Utahns and do not saddle us with the bill and eyesore of the gondola. We do not want this!!! | 32.2.9E | |

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| 28711 | Stevens, Nate | When I first heard of the gondola idea, I thought it sounded great. Now though I have had a change of heart and am very much against it. I see how it could be good for skiing, but every other sport up the canyon it's bad for. The cost alone will be crazy, it'll destroy the view from my house looking up the canyon. Please please don't do this. | 32.2.9E; 32.2.9N; 32.4B | A32.2.9N |
| 35270 | Stevens, Robin | I oppose the Gondola. We need to do something. That I agree on. The Gondola would be an awful eye sore. How is the safety of it during strong winds? Thats a lot of people and skis in it. What about health of everyone packed in. (flu and Covid). You would need more locker spaces in the resorts for the people who don't want to haul them. And yes fees to go up the canyon. Do me, that is a good start. Limit the number of cars. When it maxes out. Not allowed up. Period! More transit/shuttles. No EXPENSIVE GONDOLA. Keep the environment beautiful. | 32.2.9E; 32.17A; 32.2.3A; 32.2.6C; 32.2.2K | A32.2.2K |
| 31728 | Stevens, Sarah | There are other options for transportation to the ski resorts BESIDES the gondola that have a LOWER IMPACT on the canyon and still provide transportation to thousands. Just because there is a cool ski resort at the top of the canyon does not mean we should destroy the bottom of the canyon for people to get there. If you build the gondola you are destroying all of the other activities and nature just for one activity of skiing. | 32.2.9E | |
| 27795 | Stevens, Todd | DO NOT BUILD THE GONDOLA!!!! WE NEED ELECTRIC POWERED BUSES AND WIDENING WASATCH. NO ONE WANTS THE GONDOLA. THE ONLY REASON YOU GUYS WANT IT IS BECAUSE YOU WILL GET RICH FROM IT. honestly, think about how beautiful our canyon is and how ugly it will be with a gondola | 32.2.9E | |
| 26507 | Stevens, Tyler | This is too hasty of a decision. If we're going to commit this much taxpayer \$\$ towards a project to alleviate congestion in LCC then we must consider better long-term solutions that actually solve the problem at hand. Permanent tolling or railways perhaps. A gondola isn't it. | 32.1.2B; 32.2.2I; 32.2.2Y; 32.2.2PP; 32.2.2PP; 32.2.9E | A32.1.2B; A32.2.2I |
| 36693 | Stevenson, Ben | This is a blatant misuse of public funds to benefit private companies. Both Snowbird and Alta should pay for this if they want a gondola up the canyon to serve their interests and revenue streams. Literally every other option proposed was better than the gondola. | 32.2.9E; 32.2.7A | |
| 37504 | Stevenson, Quin | Please see how the bus system works out and be willing to reevaluate how necessary a full gondola is. Either way, I strongly believe a gondola will be a an absolute travesty. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37520 | Stevenson, Rachel | Please before you do the gondola re evaluate if the bus system is effective. Encouraging people to take buses and carpool for the sake of traffic over the course of a few weeks seems like a better option. Please don't do the gondola in little cottonwood and forever change the landscape and atmosphere of a beautiful natural place. Utah winters are dwindling as it is. Maybe invest the money for a gondola into protecting the great salt lake, air quality and the natural wonders that make people want to call Utah their home in the first place. | 32.29R; 32.2.9E | A32.29R; A32.1.2H; A32.2.6S |
| 37200 | Stevenson, Rebecca | I do not believe Gondola B is the right decision. I think the best option for LCC financially, morally, and environmentally is more electric busses with better transportation hubs. Take a page out of Park City transit. More busses running more frequently. It defeats the purpose and discourages users if an individual makes the effort to ride the buss but the buss takes an hour to get there and then its full and they cant get on. I think there should be enhanced bus lanes on Wasatch Blvd. but not in LCC. I think the Gondola is a mistake for the future of SLC and LCC. -Becky | 32.2.9E; 32.2.6.3F | |
| 37280 | Stevenson, Sue | I am against the Gondola because of the negative impact it will have on the beauty of the canyon. Please consider the busing and road toll option for the canyon. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 27054 | Stewart, Alex | NO to gondola. I have seen these Gondolaworks advertisements spammed all over our local news channels, geolocated online video ads, etc. I have never seen a bus option advertised for LCC. It is obvious how much big money is backing the gondola and to approve it as the option for LCC only makes it obvious how the general public is being passed over in favor of corporate interests. Bus routes can be modified (different stops, different times) and maybe down the road we can incorporate more environmentally-friendly bus options on the route to improve its effectiveness. I support an option that will provide good access to public, free recreation options at the trailheads. This is particularly relevent during the summertime. I happen to live right next to a small gondola that takes people from a parking area to the resort base. I can count the number of times I use it in a year because there's no midstation loading. It exists only to serve the resort not the general public. What about pricing for the gondola? How can we know they won't strong arm ticket prices in the future? There's no ads for the UTA bus because there's no big money in it. Its an affordable way for the public to access multiple parts of the canyon, not just catering to expensive resorts. The public are the primary intended users of the LCC transportation option and their interests need to carry more weight here. | 32.1.1A; 32.1.2B; 32.2.4A; 32.2.6E; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.1A; A32.1.2B; A32.2.9N |
| 26033 | Stewart, Alexander | This should be solved via buses. Express buses to the resorts and buses that stop at trailheads. Cars should pay a fee high enough to let demand be what the current parking supply is. We don't need to spend money on fixed infrastructure when variable transit can better adjust to demand as can variable fees for cars. Have economists been involved to define how supply and demand will work in each scenario? | 32.2.9A; 32.2.6.3C; 32.2.4A | A32.2.6.3C |
| 29953 | Stewart, Andrew | LCC canyon only needs a better transportation option because of overcrowding. Instead of rewarding a private company with millions of dollars to further over crowd our canyons, the root of the overcrowding should be addressed. This is very obviously the inclusion of alta and snowbird on the lkon pass. If both these resorts were off the mega pass we would have no issue. These resorts should not be rewarded for greedily ruining the canyon. | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 31514 | Stewart, Brian | I am supportive of this project. It's net positive for the environment and public access. | 32.2.9D | |
| 29459 | Stewart, Camden | I believe a gondola is not a good solution because it is proposed to only serve day use skiers at high volume days only during the winter. This gondola affects every other user of the canyon year round and does not serve the outdoor experience due to many locations requiring lots of gear and thus cars to transport that gear. It is | 32.1.2B; 32.1.2D; 32.2.3A; 32.2.9E | A32.1.2B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | also a high cost and only serves to transport to certain spots up the canyon which is awesome if you like biking only downhill but for everyone else it is a pollutant to the core of the natural outdoors | | |
| 26922 | Stewart, Cooper | The gondola is not going to solve any of the current traffic issues, it will only allow even more people to cram into the canyon. The same number of people will continue to drive up LCC and clog the road, and simultaneously, the ski resorts will ALSO be able to ferry additional people in above the road traffic. More people sardined into the canyon for the ski resorts to profit off of. If you want to actually alleviate traffic, get more busses and create more ski bus parking areas, and ideally invest in more eco friendly busses too. The gondola structure will permanently scar the pristine beauty of LCC, it has no place being in such a beloved alpine environment and it solely serves to help the ski resorts make more money. | 32.1.2B; 32.2.2QQ; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.2B |
| 30636 | Stewart, Cooper | It is beyond absurd that UDOT would REDUCE the bus services that service the canyons, as they have just declared they shall do, while at the same time they call for the gondola to "reduce traffic." If UDOT wants to REDUCE traffic why the HELL are they CUTTING busses??? If UDOT can't find enough bus drivers then perhaps UDOT should raise the salary for bus drivers in order to attract more workers. I refuse to believe that having to increase the budget to pay bus drivers a better wage would be less attractive to the public than a \$600 million taxpayer funded project for Alta and Snowbird ski areas. We want MORE busses and MORE bus routes. | 32.2.9A; 32.2.6I | |
| 30317 | Stewart, Hannah | Let's face the facts, choosing the gondola as the best option would be highly hypocritical, you said it yourself... "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the value of the Wasatch Mountains". Meeting transportation needs of the public means, offering options that are accessible to everyone. That means considering options that are available for mental and physical handicap, finically restricted, and people of all ethnic backgrounds. The gondola does not consider those options. When you talk about preserving the environment of the wasatch, the gondola certainly does not meet that goal either. Currently, dogs are not allowed in LCC, this is to protect the fragile watershed, however that gondola would destroy that watershed, putting tons of toxic construction material into the watershed. Now tell me how that is preserving the environment? Not to mention the destruction of iconic climbing boulders, natural habitats for wildlife, and the view of metal poles rather than trees. Also the cost to tax payers is just laughable. If you truly wanted to give the public transportation options then offer more bus times, build a bus only lane, let's talk about electric busses. Let's create a carpool program. Enforce time slots or number of cars up the canyon during peak ski season. If you really wanted to preserve the beauty of the wasatch you wouldn't destroy a watershed, famous climbing crags, and the home of our wildlife. If you are here to serve a Utah, then serve a community who chose to live here because of the wasatch range. Don't serve tourist agendas or big men that will profit from the gondola. Don't be blinded by a bias, look at the facts and your own stated goals. | 32.2.9E; 32.2.4A; 32.5A; 32.12A; 32.4B; 32.2.9B; 32.2.6.3F | A32.12A |
| 25640 | Stewart, James | The gondola may dissuade single or double passenger cars from going up the canyon on a weekend or holiday IF the price of gondola is less than the canyon toll fee and any resort parking. During the week, it is still more convenient to pay a little extra and just drive up so the gondola really only solves weekend and holidays during ski season which about 5 months long/year. Let's say the gondola can run 30 years without any major overhauls that would run the cost up more. \$500M, 45 weekend or holidays/ski season, X 30 years....that's tax payers spending \$370,000/useful day for this thing, just to haul a few more people up the canyon. You don't need to increase capacity, you need to encourage ride sharing. Make it painful to be a single or double car going up the canyon during ski season and encourage the resorts to charge for parking. You don't need to increase infrastructure, you need to let market economics do this for you. UDOT is going about this backwards and for a deeply conservative state that loves capitalism, this seems like a very popular and easy solution. | 32.2.4A; 32.2.7E; 32.2.2Y; 32.2.2PP | A32.2.7E |
| 28486 | Stewart, Jaxson | As a lifelong Utah resident, I don't like the growth. I don't like how busy the canyons, lakes, and ski resorts have become, but we can't stop. It's vital for our economy to accommodate the natural increase in population and subsequent use. We were all outsiders at one point. People complain about the gondola, but they don't have a better solution to accommodate the growth and better serve the residents and visitors of this amazing state. I'm in full support! | 32.2.9D | |
| 28615 | Stewart, Jeff | Increased skiers going up the canyon benefits the resorts, hotels, airlines, and restaurant industry with more profits. They need to pay for this with their investment and taxes already levied on their services. Do not raise our state or sales tax for this! My family doesn't even ski! | 32.2.7A | |
| 36129 | Stewart, Katherine | After reviewing fact sheets and the videos, I still have some serious concerns about moving forward with 'phase 2'. Forgive me if I missed the disclosure of exactly WHO (besides the 'federal government', or, in other words, the taxpayers) is funding these projects, but I was looking and did not see anything specific. To that point, TAXPAYERS provide the funding that the federal and state government hands out. I have to wonder how much the ski resorts, who are bringing all these people into the canyon, how much is their responsibility? It ought to be a VAST majority of the cost, since it's a select group of people who get to ski. My family loves to ski. But we simply can no longer afford it. Do I work? Two jobs! With inflation surging, we are struggling to make ends meet. I have adult children living at home while they work and go to school. They pay their own tuition and make sacrifices to meet their obligations. I know not everyone else is struggling, but am not sure why my family will be stuck with higher taxes so those who aren't struggling can continue to have those privileges w/o any thought or concern. I'm not anti-wealth, but I am pro-self-reliance. It's wrong to hide the taxpayer burden under the guise of federal funding. Additionally, I heard UDOT has been working on this for 4 years. Inflation wasn't over 8+% four years ago. Maybe the proposed changes will improve reliability and mobility but are they fiscal improvements to the community member's budget? You can't proceed as if everything is the same as it was four years ago!! Our whole world has changed since then. Please please consider the middle class family who is struggling already w/o higher taxes. Saying 'It will take YEARS to secure federal funding' is a deceitful thing to say, as it lulls people into thinking they can let someone else deal with this problem later, when it becomes 'real'. Please don't forget who the taxpayers are, and the reality of how hard it is for many people just to pay their bills right now. Please don't make decisions that will, once again, turn a blind eye to the middle class. | 32.2.7A | |
| 31911 | Stewart, KC | Please. Please listen to the taxpayers and people who LIVE in and near LCC. There are many other viable options for reducing the effects of heavy traffic in LCC. I believe public outcry | 32.2.9E; 32.2.2K; 32.2.2Y; 32.2.6.3F | A32.2.2K |

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| | | has made it clear that we are ready and willing to give other, much less expensive and proven methods (reservation, tolls, electric busses, etc) a fair try before just rushing to the *easiest* but most expensive and really, the most devastating to us to whom preserving the canyon's beauty and natural state are so very invested. There ARE other ways. At a time when the cost of everything has simply skyrocketed, and our paychecks have not increased AT ALL, how can you, in good conscience, seriously be considering a gondola and the financial burden this straps to taxpayers? Please don't burden middle class taxpayers with yet another tax burden that we don't want or approve of. I can't even afford to ski (and I love to ski) so it makes me SICK to think I'll have even less from my paycheck every month, paying for something I don't want and think is incredibly irresponsible both fiscally and socially, further increasing the likelihood I'll NEVER. EVEN. USE. IT. PLEASE DO THE WORK TO FIND ANOTHER WAY. PLEASE. HAVE INTEGRITY AND HEAR WHAT WE ARE SAYING!! Thanks for your time. | | |
| 28103 | Stewart, Kelly | I am an avid skier, both resort and the backcountry and I strongly feel the gondola is absolutely NOT THE ANSWER. It requires massive tax-payer money to serve only a small segment of the tax-payer base and does not even accommodate all users of the canyon. Furthermore, there are better uses of our tax-payer money than funding convenience for skiing for the rich. Additionally, it destroys parts of our beautiful canyons. | 32.2.9E | |
| 28544 | Stewart, Kendra | I hate this. | 32.29D | |
| 36556 | Stewart, Michael | I would like to comment about the impact of the proposed gondola. I like the idea and it would be a nice tourist attraction, however it SHOULD NOT be funded by the taxpayers. The installation of this project is a direct benefit to the ski resorts and their bottom line. This should be a private industry investment and have no connection to public funds. UDOT currently maintains sufficient roads for canyon travel and needs. If the resorts feel that additional development is necessary to improve their business transactions, then let the resorts fund the project. There are much better places for funds to go before placing it into a canyon that is used by some and not by most. This project should not be a public endeavor as the existing infrastructure serves the current purpose satisfactorily. Please DO NOT use the taxpayers funds to develop something for the few that will not support the mass. | 32.2.7A | |
| 32173 | Stewart, Paul | I strongly disagree with the concept of putting in a taxpayer expensive gondola system that is targeted towards relieving stress of wealthy skiers and people that live in the area. It seems to me that it benefits only a very small population of the state of Utah and should be paid for with local funds or privately funded by the ski areas that it supports. Environmental impact is huge I think it is an unsightly thing to have in this beautiful canyon and they simply need to limit the amount of car traffic that can go up. We are seeing the same issue in Sundance where there are lines of traffic all the way down to the bottom of the canyon and I say tough it may not be good because of the exhaust but perhaps you only allow bus traffic up those canyons during the winter months | 32.2.9E; 32.2.7A | |
| 33849 | Stewart, Priscilla | I do not believe a gondola would serve the community. It would destroy the canyon especially the world class bouldering area at the base of the canyon. Providing more public transport, toll and limiting the amount of people in the canyon is closer to a better solution. | 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E; 32.4B | |
| 27224 | Stewart, Sophie | A gondola is not the solution to the transportation issues of little cottonwood canyon. It would massively impact the beauty of our mountains and I do not believe that it is a solution that will solve all the issues at hand. We take pride in our mountains, and placing ugly poles with large gondolas hanging in the way will ruin something we and so many others hold so sacred. A gondola is not the answer, we must do better for the place we call home and for ourselves. | 32.2.9E | |
| 36583 | Stewart, Tim | I am opposed to installing a gondola in little cottonwood canyon. The proposed gondola lacks the capacity to carry enough people up and down in a timely manner. There will be really long wait time at the beginning and end of each powder day. People will stop using it after experiencing these delays. Additional, the proposed cost at half a billion dollars is too much, especially in light of the fact that these types of projects always go over budget. It will destroy the beautiful scenery in little cottonwood canyon. It seems to only really benefit snowbird and alta, as such shouldn't they be picking up most of the cost to construct it. | 32.2.9E | |
| 34324 | Stewart, Tony | I do NOT want a gondola running through our national forest. What could be very easily done for a fraction of the cost is having actual enforcement of traction law at the mount of LCC to turn away negligent drivers from entering the canyon in vehicles that cannot handle driving in snowy/icy conditions. Bus service should be EXPANDED for more frequency and longer hours for those that work in LCC or for those that are patrons to the bars and restaurants at Snowbird or TOA will have a means to commute to and from LCC without needing to use their personal vehicle. I cannot stress enough how much I think a gondola would be disastrous and costly to taxpayers whilst it's ultimately only ski resorts that would benefit from the gondola, if it ever got completed in time and budget in the first place. | 32.2.2M; 32.2.9A | |
| 25513 | Stewart-graf, Deborah | I do not want to pay for a gondola to bring skiers to a private ski resort. The cost of the gondola is outrageous. I don't ski and I won't use it and I don't want to pay for wealthy skiers to get to the ski resort faster. I use the canyon down below the ski resorts and the gondola won't even stop at any of the places I want to go. The gondola is going to benefit only a few people using the canyon. We DONT need a gimmick to attract more people to the canyons who will cause damage to the eco system and trash the area. The roads leading to the gondola will be heavy with traffic that they can't handle. With global warming, the drought and the Great Salt Lake drying up I don't know if the ski resorts will still have skiers in 10 years. Don't do this stupid project. So many knowledgeable people have suggested better ideas with gas powered buses that don't pollute or need wider roads. I don't think your board really looked at the many ideas offered. They narrowed their choices to two and those both were not good. Why didn't you look at the many that were cheaper and more environmentally friendly. I have lived near the mouth of Little Cottonwood Canyon for 32 years and I know this area. Who are you really trying to benefit here? There are very few days where traffic is bad in the canyon. It's bad because people went there to ski. For the few days a year the skiers have to be delayed going or coming from skiing | 32.2.9E; 32.2.6.5G; 32.2.2E; 32.2.2PP; 32.1.2B; 32.2.2K; 32.2.2B; 32.2.7A; 32.1.2D; 32.2.4A; 32.2.2Y | A32.1.2B; A32.2.2K |

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| | | I don't really care. I think this is called a first world problem that only a few wealthy people have. To reduce the traffic in the canyon impose a toll, make gas powered buses mandatory, make people make reservations like the national parks do. Preserve the canyon as it is. Don't build a ridiculous monument for the ski resorts and the wealthy. The canyon isn't Disneyland so don't try to make it a huge tourist attraction. I've seen the gondolas in Switzerland and this situation in Little Cottonwood Canyon is not the same. Use taxpayer money for projects that benefit many, not just the Ski resorts and skiers. | | |
| 25534 | Stewart-graf, Deborah | I've listened to the info on your videos about the proposed gondola B option. What I don't get is why is it so important to move more and more people into the canyon? At some point it will be too many for the environment and ruin the experience with all the crowding of people. Please don't keep talking about moving more people easier up the canyon. We don't need more people up there. Regulate the numbers entering the canyon. Arches National Park has gone to a reservation system and people have talked about how much better their experience has been. Regulate the traffic don't build a disney type ride for only wealthy people to ride. I'm middle class and I don't want my money to finance this project. There are so many other projects that deserve the fortune that the gondola will cost. I also believe that a few people with insider info are pushing for this project to benefit themselves. None of the people along the route to Little Cottonwood Canyon want this gondola. Traffic will only be worse for them. Widening Wasatch Blvd. would ruin the beauty of that road. Keep the money hungry people out of this. The canyon needs regulation not big projects that will ruin the environment of the canyon. People are going to fight this. Taxes should not be spent to fund privately owned ski resorts. | 32.1.2B; 32.2.2K; 32.2.9E; 32.2.9L; 32.2.7A; 32.2.2PP | A32.1.2B; A32.2.2K |
| 27086 | Stickley, Sage | No Gondola!!!!!! Clean busses are carpooling is the answer. | 32.2.9E | |
| 26212 | Stien, Karl | I agree with the gondola proposal. | 32.2.9D | |
| 25520 | Stilley, John | \$550 million. I can't believe the state is wasting our taxpayer dollars on a project that only benefits wealthy tourists and skiers. Our state's homeless problem is a much more pressing issue and solutions could thrive if they were ever presented with that amount of money. The gondola only expects to make \$7 million a year max, so this is an investment that won't pay off for 80 years. How is this beneficial to Utah's economy? This decision is catastrophic, and just another example of how the state government places the wants of the wealthy over the needs of the general population. | 32.2.7A; 32.1.2B; 32.2.9E; 32.2.4A; 32.6A | A32.1.2B |
| 29912 | Stillinger, Tom | The proposed gondola is an astoundingly bad idea. It will shovel money from taxpayers to already-rich resorts; it will damage the environment and the special natural beauty of the canyon. It would be a colossal waste of our resources, at a time when we need to focus on the real threat to our climate. Please say no to it. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26070 | Stillman, Aaron | As a lifelong Wasatch front resident, year-round recreation enthusiast, and friend to hundreds, I am qualified to state that the gondola option is NOT wanted. Literally almost nobody wants this option. Read the EIS comments. Read the news story comments. Visit the ski shops and pubs. Nobody wants this. The gondola option will predominantly only help Alta and Snowbird, only during the winter, and do nothing to the traffic problem. Do. Not. Do. This. | 32.2.9E; 32.2.9N; 32.7C | A32.2.9N |
| 28617 | Stillman, Brian | I am in the most support of Proposed Phased Implementation of Gondola Alternative B. | 32.2.9D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 27969 | Stillson, Travis | The amount of effort and planning that has gone into this multi-year has been substantial, and I appreciate the apparent eye for detail that has been put into this. However, it is highly concerning to me, as a frequent recreational user of LCC and also a degreed engineer, that you fail to provide any sort of raw data. While most Utahns likely lack the technical ability to digest statistics it is still in your best interest to provide that information if the data you collected is honest and technically accurate. For me, what I see at this point in time is a conglomerate of corporations that are maneuvering to ensure the longevity of their business through a tax-paid windfall of cash. Any of the figures or work that you have done up-to this point illustrating how the gondola installation and operation is the preferred option is absolutely meaningless without transparency in how the information was collected and compiled. Please don't ██████ Utahns into thinking that UDOT was ever going to select anything other than the gondola with the EIS statement and deliverables. This was the decision from the beginning and it appears you have simply collected data that confirms your bias. Release the raw data. Release the methodology for how you arrived at your decisions and make it known to the public. | 32.2.9D; 32.2.9G | |
| 35037 | Stinehelfer, Jackie | To build such a massive vast structure would be doing the canyon, and the earth a great injustice. When having to spend a gross amount to construct a project just for revenue, we truly are sending the Earth the wrong message. We need to start with a problem that is tangible (transportation) rather than start a much larger one. The Great Salt Lake is desperate. And we the people can't do what's right without our leaders. (Or we would) what will we tell our grandchildren? And what will they tell theirs? The we, us, right now had the opportunity to fix this catastrophe? But we didn't? We chose to build a massive project just to create revenue, to entertain the vast amount of new residents of Utah, and it's many out of state tourists. I beg you all to make the right decision. Fix transportation, help heal The Great Salt Lake and preserve on of the most beautiful canyons in the world. | 32.1.2B; 32.2.9E | A32.1.2B |
| 30781 | Stinson, John | build the Gondola!!! | 32.2.9D | |
| 31970 | Stinson, John | build Gondola | 32.2.9D | |
| 36028 | Stirling, Nancy | No gondola. Make it a toll road with annual passes for locals. Additional buses won't help if it's still gridlock. Limit the number of vehicles at a time so the ski resorts can step up and provide their own shuttles | 32.2.9E; 32.2.2Y; 32.2.2K | A32.2.2K |
| 35664 | Stitt, Andrew | I support the gondola option if implemented in an environmentally sustainable fashion. The car/parking situation at Alta/Snowbird is not working well and is even worse on snow days. Let's reduce car traffic and pollution in the canyon and work to improve the experience for all parties. | 32.2.9D; 32.1.2F; 32.2.2K | A32.1.2F; A32.2.2K |

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| 25656 | Stobbe, Leslie | I grew up at the very base of this canyon. The problem is only an issue a handful of days a year. This is not the solution to year round enjoyment of this canton. Developers and the manager of snowbird are NOT the spokespeople for Sandy citizens. They just want money in their pockets. | 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 29569 | Stockley, Ej | This gondola is going to solve nothing and is a complete joke. It's a waste of resources and is completely irresponsible. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 35366 | Stockton, Katya | We DO NOT need a gondola in this canyon. You will be ruining one of the most beautiful places in utah. There are pristine nature spots that would be ruined with this. Do not do it | 32.2.9E; 32.17A | |
| 25443 | Stoddard, Jeff | WE. DO. NOT. WANT. A. GONDOLA. You clearly had no intention of listening to the public and tax payers addressing their suggestions and recommendations. We have the ability to provide affordable and electric mass transportation, but you will not listen. Get off your [REDACTED] and do your job. | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 35352 | Stoddard, Kari | I strongly suggest you to pursue the solution on electric busses instead of starting to gain funding for the gondola. The bus system will be much faster and less expensive in solving the solution of over crowded canyons than building a goldola. The gondola would also decrease tourism in the summer by literally destroying exquisite trails, views, and climbing areas. | 32.2.9E; 32.1.2F; 32.2.9A; 32.2.6.3F | A32.1.2F |
| 32235 | Stoddard, Scott | <p>The projected driving travel time of 85 minutes on the 20 worst days in 2050 does not justify an ugly extremely expensive gondola that will ruin the natural beauty of the canyon 365 days a year and still take 55 minutes to ride, plus who knows how long to get through the traffic into the parking lot, and ride the shuttle, and lug your gear to the station.</p> <p>30 minutes a few days a year is a terrible trade off. It doesn't seem like people will find it a good option, even on the worst traffic days.</p> <p>On regular days, it will be 30 minutes SLOWER than driving.</p> <p>To pay for itself, tickets will need to be very expensive. The tram ride at Snowbird is already over 30\$.</p> <p>With so few people riding the gondola, what will the ticket price need to be to pay for itself?</p> <p>Are people going to pay 50-100\$ to save 30 minutes? Will they even save 30 minutes with traffic and parking to get to the gondola station?</p> <p>Will a family of four lug their kids gear to the gondola, and pay \$400 to save 30 minutes?</p> <p>Will they pay \$400 to travel 30 minutes slower on regular days?</p> <p>It really doesn't seem like people will see the gondola ride as a good value. It won't be able to pay for itself. It won't solve the problem. It will be ugly.</p> <p>It's a terrible idea.</p> | 32.1.4C; 32.1.4D; 32.2.9E; 32.2.4A | |
| 26494 | Stohlton, Brett | I'm opposed to UDOT's finding that the gondola is the best solution for Little Cottonwood Canyon. The proposal not only does not address the core issue -- eliminating traffic bottlenecks during peak snow hours -- it is a massive public subsidy that benefits private entities (Snowbird and Alta) and landowners, including a member of the legislature who should not be allowed to weigh in on the subject. The gondola is 1). wildly expensive; 2). does not move enough people in the short time windows when it would be needed to mitigate bottlenecks; 3). inflexible in what it serves (Snowbird and Alta vs. all the other stops in the canyon); 4). is permanent and not in keeping with the natural beauty of our canyons; and 5). is not wanted by an overwhelming majority of the public. There are so many wiser and cheaper ways to create a tourist attraction in our amazing state. I further think you should make the 14,000 comments publicly available. Inviting people to your office to review the paperwork seems lazy and disingenuous when weighed against other available options. We don't use physical carbon copy imprints to process credit cards anymore and we no longer compute complex problems on mainframe computers. So why in an era of digitization and cheap online storage, are you choosing to step back into the stone age - i.e. hey drive across town so you can flip through all these pages where signal will be difficult to extract and share. The better option would be to make public comments available online and unedited for all to review. Furthermore, it could easily be in a format where it could be fed into a sentiment analysis engine. What are you afraid of that you're choosing to make this inaccessible? I suspect that the data would overwhelmingly support the themes I've highlighted above. This is an expensive option paid for by taxpayers, that desecrates our canyons, benefits private corporations and wealthy individuals, while not solving the actual problem. I recognize that Europe has used similar technology to great success. But that in its own is not sufficient cause to follow their example. I've travelled extensively through Switzerland and Austria and gondolas or funiculars are used where roads are not a viable option. In contrast, roads do work in our canyons and there are several, less expensive options that should precede a gondola - e.g. charge for parking at the ski resorts while incenting carpooling with discounts and other benefits, shift existing bus capacity to the short windows when congestion is most acute, etc. Spending half a billion dollars plus (yes, the actual figure will far exceed the budget if the SLC airport is any guide) on something that will look good in a brochure isn't sufficient grounds to fleece the taxpayers. This is not good for Utah now and won't be good for Utah in the future. Please reconsider and make the data transparent and available to all. Sincerely, Brett Stohlton. | 32.2.9E; 32.2.6.5N; 32.2.9A; 32.2.2K | A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 27664 | Stoker, Ashlee | I believe that we should no change anything, from personal experience, my family loves to take drives up the canyon. Yes it can get busy but everyone else is taking time to enjoy as well. some people get car sick, and wouldn't want to be on a bus full of other people. but then they can't always afford to drive up the canyon in their own car. and with the gondola, that just ruins the whole purpose of family drives up the canyon. and you can't pull over to explore unpopular places. | 32.2.9G | |
| 36878 | Stokes, Theo | Do not put in this disastrous gondola design | 32.2.9E | |
| 34650 | Stoklosa, Sonya | 1) The EIS was not adequate in scope. The canyons and roads in the vicinity need to be looked at in total. Big Cottonwood Canyon, impacts from 9400 South, Parleys or the Wasatch Back were not taken into account in the EIS. 2) Watershed effects were not adequately considered or studied. 3) Viable alternatives explored or presented. 4) Current traffic patterns were not analyzed systematically or rigorously. 5) The cost structures of the gondola were not analyzed rigorously. | 32.1.1A; 32.12A; 32.2.2PP; 32.7B; 32.2.7C | A32.1.1A; A32.12A; A32.2.7C |
| 26799 | Stolk, Sophie | The two options that were first proposed - a gondola or widening the roads, were not the only two options. As it has been presented recently, utilizing public transportation seems like a more feasible idea. It's not always about widening the roads, nor is it about building the next best or big thing. Utah as a state has lost hope in our public transportation system, so take the opportunity to show us what proper funding can provide us. It also needs to be considered that snow days have been decreasing since 1990, and they WILL continue to decrease into future years. Building something that is 500 million dollars, pushing 600 million that will not be done for years and will not be used indefinitely is a waste of legislative funds. Though there are people that support this idea, a majority of the east bench population DOES NOT, can we try and hear our people out? Instead of slamming \$500 million towards what seems to be a permanent answer - but is temporary, put it towards something else. Like our school systems that are under funded. If you look in the Salt Lake Tribune for today's date (01SEPT2022) notice there's an article discussing underfunding for school districts. Don't be dumb.. | 32.1.2B; 32.2.2E; 32.2.2PP; 32.2.7A | A32.1.2B |
| 36958 | Stolp, Bert | Instead of a gGondola, a better, and more inclusive plan for the canyons is busing. As the Gondola already involves a parking lot, go ahead with that portion of the plan. But in lieu of the Gondola, build an enclosed bus terminal. Skiers will have a place to park their cars, and a heated inside space to wait for the appropriate bus. The interior space should/could include a food court. Buses would leave at 10 or 15 minute intervals and serve both canyons. And stop at all requested 'backcountry' trailheads. Down canyon buses would also stop at the same trailheads to accommodate backcountry users. Bus service would be year-around to alleviate both winter and summer traffic in the canyons. Additionally, buses are a more flexible alternative as the usage in the canyons change in response to climate change. To address social justice, the savings realized by this much simpler and more appropriate view-shed plan can be placed in a fund that subsidizes lower income members of the community with year-around free bus tickets, free winter ski equipment usage, and an 80% subsidy on lift passes. The Gondola is a gift to Alta and Snowbird Resorts. And to the portions of the populous that can afford the luxury sport of skiing. No matter how you access it, the Gondola is a bad idea. Congratulations to both Salt Lake City and County Councils for opposing the Gondola. | 32.2.9E; 32.2.9A; 32.1.2D | |
| 31139 | Stone, Andrew | The Gondola is a terrible idea. Your Drafts seriously under estimate the visual and environmental impact of the towers and loading/offloading structures, all to benefit to private companies. A transportation plan needs to serve all canyon users all seasons. Buses and restricting private vehicles would be far less damaging and flexible. | 32.1.2D; 32.1.2C; 32.2.9E | |
| 27198 | Stone, Becky | No gondola. Use the funds to actually help both canyons... | 32.2.9E; 32.1.1A | A32.1.1A |
| 38214 | Stone, Brad | I am registering my opposition to the gondola proposal in Little Cottonwood Canyon. The state tax payers should not be funding improvements to private enterprise and I feel strongly that the building of the gondola will cause environmental harm. | 32.2.9E; 32.2.7A | |
| 36081 | stone, Dylan | Just like building extra lanes on highways creates more traffic other than a proper solution to the flow of traffic this gondola will also create that sense of security that there will be less traffic, creating a spiral of more visitors and more pollution, updating already in place public transport, and having a limit on how many people can drive through the canyon is a much better solution. | 32.1.2B; 32.2.9E; 32.2.9, 32.2.2K | A32.1.2B; A32.2.2K |
| 38190 | Stone, Holly | I would like to register my opposition to the proposed gondola in little cottonwood canyon. I feel this proposal will detrimental to the beauty of the canyon and benefit only the two ski resorts and their patrons. | 32.2.9E; 32.1.2D | |
| 35383 | Stone, Jillian | The gondola has no place in LCC! the environmental impacts alone make our hard work to protect the watershed obsolete. Furthermore, this option does nothing to help the traffic within BCC, which is often way worse than that in LCC. Please rethink this initiative! | 32.2.9E | |
| 37756 | Stone, Kathleen | Please do not implement the gondola. I was born and raised in Salt Lake, and grew up skiing at Alta. I've seen the traffic get worse and worse, and that's been hard to see as a local. But a gondola would be significantly worse. I just drove up during the peak fall leaves' colors, and couldn't help but think about the plans for the gondola and the models for how the gondola would look. It would fundamentally change the look of Little Cottonwood for the worse, to the embarrassment of Salt Lake. I implore you to look into buses as an alternative. They're easier and more flexible, and don't cause a year-round eyesore. The eyesore aside, it's also an insult to put so much money toward a private enterprise when there are public enterprises who could see much more benefit with the funds. Utah has the lowest educational funding in the country, a lake that's shrinking rapidly, and air that's making all of us sick. Is half a billion dollars really best spent on a ski resort? Really? I know UDOT isn't involved in these other issues, but it's immoral nonetheless. | 32.2.9E; 32.29D | |

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| | | Thank you for your time, whoever you are, as you read this commentary. | | |
| 35142 | Stonebraker, Chris | I vote no to the gondola proposition. It does nothing to solve transportation issues and destroys access to the rest of the canyon. This a very bad idea. | 32.2.9E | |
| 28214 | Stoner, Sydney | I strongly oppose building a gondola in little cottonwood canyon. There are a number of reasons for my opposition but first and foremost this build will destroy nature, the natural beauty of the canyon, destroy bouldering areas, not service other sections of the canyon besides two wealthy ski resorts that would benefit from taxpayer dollars funding this project. I'm mostly opposed because of the environmental impact but the greedy ski resorts (that I grew up skiing at) could find their own project if this was the final decision. There has to be a better way- toll, bus, limit the number of cars should be considered first! Please do NOT destroy the beautiful canyon! | 32.2.9E; 32.2.4A; 32.2.2K; 32.2.9A | A32.2.2K |
| 28007 | Stoppi, Bernard | Building a gondola in Little Cottonwood Canyon is a terrible idea. It will not solve the problem of skier traffic. | 32.2.9E | |
| 30785 | Stoppi, Bernard | A gondola will not solve the problem! | 32.2.9E | |
| 35471 | Storch, Annie | Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound. | 32.2.9E; 32.1.2F; 32.2.2I; 32.2.2K; 32.2.2Y; 32.2.6.3F | A32.1.2F; A32.2.2I; A32.2.2K |
| 32413 | Storey, Lisa | I'm disappointed in the gondola as a solution because it's so inflexible. A bus-based solution would allow for changing needs over time (different stops and schedules, different needs in summer vs winter, potential for shared resources with BCC, bus upgrades) whereas the gondola is significantly more static. It's difficult to predict canyon usage many years into the future because it depends on things like ski passes and weather patterns. There's a huge risk of the gondola not solving the issues as intended, or incorrectly accounting for the changing needs of future users. Invest money in figuring out how to implement buses really well, and course correct as needed until it's right. Also, for any transit solution, there is an unaddressed problem with transit users needing a convenient place to get ready and store belongings (gear, lunch, extra layers) at the resort. There should be lockers that are free (or included with a season/day pass) and easy to access. This is something that still makes a private vehicle much more appealing for many resort users. | 32.2.9A; 32.2.6.3C; 32.2.3A | A32.2.6.3C |
| 32878 | Storni, Dominique | If the ENTIRE cost of this project is covered BY THE BUSINESSES that will benefit ... what's the big deal? Now, if like all other socialized corporate giveaways, like sports arenas and such, they're asking for WE THE TAXPAYERS to fund their project ... HELLZ NAH!!! I'm pretty sick to death of my taxes going up for the benefit of a few rich corporations and the few wealthier people who benefit from capitalist ideas funded by socializing debt. | 32.2.7A | |
| 33438 | Storrs, Kathryn | A gondola is a terrible idea. It is financially irresponsible to cause tax payers to pay for a service that a fraction of the people use. It will not solve the traffic problem because people are still going to drive. There is more up that canyon than two ski resorts. If people don't want to get up early enough to get a parking spot, who's fault is that? Not UDOT'S. we need to expand bus services and make the buses free. Have them running every 10 minutes or build a parking a garage at the resorts. The gondola would have a tremendous financial and environmental impact. Think of the gondola to the rim in moab that has sat useless and lifeless for 20+ years. The same thing will happen. People don't want it and won't use it. | 32.1.2B; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 36588 | Storvick, Jeremy | No gondola!!!! | 32.2.9E | |
| 36310 | Stotesbery, Jenivere | I do not agree with the gondola. While I understand the need for a change I do not understand the reasoning behind the gondola. It does not serve the purpose of needs. Drive in the canyon any day and you can see the areas of use beside 2 ski resorts. During leaf season the road was lined with cars. Solving for A few snow days each year doesn't help the overall situation. The solution needs to include year round accessibility with multiple stops for hiking , climbing, viewing etc. snowsheds and constant bus service would afford this better. | 32.2.9E; 32.1.2D; 32.1.2B; 32.2.6.5G; 32.2.6.5F | A32.1.2B |
| 34741 | Stott, Nate | No gondola | 32.2.9E | |
| 32615 | Stott, Sage | I have grown up at the base of the mountain my whole life and it would be such a devastation if this went in and permanently destructed the natural beauty of our unique mountains. | 32.2.9E | |
| 37068 | Stout, Beverly | Please do not an use taxpayer funds to purchase an expensive amenity (gondola) to relieve a short-lived seasonal difficulty (traffic flow) that would benefit a single industry (winter recreation) but ruin the esthetics of a rarely beautiful and permanent natural asset (Little Cottonwood Canyon) loved by all. | 32.2.7A; 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 29451 | Stout, Bonnie | I don't understand how this project is moving forward with the gondola being the preferred option. There has been so much public comment already opposing spending the exorbitant amount of money that the gondola will cost. It is not financially sound to put that amount of money towards a project that a very small number of Utah residents will utilize. Period. It's just not a sound financial move. For example: changing Little Cottonwood Canyon to a toll road will help decrease the number of vehicles that travel the canyon; reservation system at the parking lots of both ski resorts will help control traffic patterns; increased number of buses to both ski resorts. There are just not that many days each year where traffic is bad enough in the canyon to warrant spending the amount of money the gondola will require. Yeah, it's a very cool idea to have the gondola. It's just not financially sound, especially now as many cities / municipalities are increasing property taxes already. Don't create another reason to increase everyone's property taxes that much more. Please. | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.2QQ; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |

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| 27862 | Stout, Cheryl | I am fully against the gondola being built before other options have been explored. This benefits ski resorts ONLY and seems like a very perfect example of public funds being used for private use. Not okay! | 32.2.9E | |
| 33985 | Stout, Jana | I am opposed to the proposal of building a gondola in Little Cottonwood Canyon. I am a skier, hiker, biker and climber and I want to preserve the canyon. I suggest increasing what we already have with buses or shuttles to help reduce traffic in the canyon to the ski areas. | 32.2.9A; 32.2.9E | |
| 35812 | Stout, Julie | I don't want a gondola up the canyon. I don't see it benefiting enough people and it will take away from the beauty of the canyon. | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 29404 | Stowell, Jason | I fully support UDOTs thoughtful conclusion to proceed with the Gondola. Utah leadership and UDOT have concluded there is a need to improve transportation in the canyon. As I study the opinions of critics, I concluded that their real desire is to restrict transportation. Arguments for no changes or modifications to bus service are valid if the end goal is to constrain access. The canyon is dangerous and can only handle a limited number of visitors that are comfortable driving in the snow and will sit in their cars for hours. The silent majority of Utahn's feel differently. We want efficient access to the resorts on the weekends, we want thoughtful methods of transportation, and we want a higher level of experience. This includes (i) a solution that works on snowy roads, unlike busses, (ii) lowering our carbon footprint, (iii) limiting the impact to the environment, unlike more paved roads, and (iv) creating an alternative form of egress. UDOT has shown that its leadership and citizens are looking towards the next generation and that we are open minded and willing to consider all forms of transpiration. This is a great step for Utah. I support the higher level thinking and look forward to new proposals on improving Utah's transportation. | 32.2.9D | |
| 37962 | Stowell, Jeff | I am a frequent user of Little Cottonwood Canyon. I strongly oppose the building of the gondola. I'll tell you why: 1. Buses are already paid for. The gondola system will cost millions. I don't want to have to pay to subsidize transportation of high income demographic people to play at a high income demographic sport. I will only support a Canyon transportation plan that serves all users of the canyon - not just skiers. 2. Buses can stop anywhere, serving all users of the canyon. The Gondola plan will only have 2 stops at the ski resorts. Canyon recreation doesn't just occur at the ski resorts. Whatever transportation plan is adopted needs to serve all canyon users, not just ski resort customers. For example visitors to canyon trailheads that park a half mile up and down canyon at the sides of the road creating traffic hazards for both canyon drivers and pedestrians. 3. Buses can pickup skiers and other Canyon users from park and ride lots all over the Salt Lake Valley. The gondola plan will only have a single point of departure at the mouth of the canyon. 4. The gondola will only have a relatively small proposed canyon mouth parking lot (I recall reading 1,800 car spaces), indicates the gondola proposal isn't adequate to fulfill its stated purpose - moving people up and down the canyon. Buses aren't constrained by capacity limits. The fact the state is actually considering the gondola alternative demonstrates poor logic, analysis or forethought for the future. It's right in line with past UDOT money wasting boondoggles like syncrete for resurfacing state highways. It makes me angry that I have to comment to try and keep supposed "experts" from making such a money wasting decision that will not serve the needs of the tourist economy, residents or the canyon preservation. | 32.2.9E; 32.2.6.5G | |
| 29185 | Strachan, Adam | The gondola is indeed the best option. We have learned time and time again that more rubber tires, more lanes, and more internal combustion engines are NOT the solution. Let's get it right this time with the gondola, and not only solve our transportation needs, but serve as a model to the rest of the nation! | 32.2.9D | |
| 37794 | Strain, Lindsay | I am definitely not in favor of this project. The effects on Cottonwood Heights, my neighborhood, and my bank account would be completely negative. The fix is not a gondola. There are many ways to help ease canyon traffic, one being that the resorts enforce paid parking. Buy a season parking pass for \$1500 or pay \$100 for the day. People will definitely carpool or take the bus a lot more if that's the case. The passes have already eased the traffic this last season, this would take it even further But a gondola is going to put a huge strain on our city, so I greatly oppose this. | 32.2.9E; 32.2.2K | A32.2.2K |
| 36853 | Strain, Nathan | Stadler said they could do rail for a fraction of UDOT's estimated price. Why has this not been considered with their estimated price? Something that could hook into TRAX is common sense. | 32.2.6.6E | |
| 30560 | Straley, Barbara | TOURISM & SKIING are big to UTAH's economy - The Gondola could kill tourism for the Little Cottonwood resorts!!!! What tourist is going to plan a ski vacation to Utah where you, have to carry your Skis boots & poles, & suitcases all over the place? With this Gondola plan they will have to; Rent a car to park at the gondola so you don't have to pay the toll, OR Take Trax to a Bus, Bus to the Gondola base. Then You continue shlepig your ski equipment, suitcases, From your bus or your car to the gondola base. Once at Snowbird if you are staying a Iron Blossm (the first condos in Snowbird resort) You have to take your skis, boots, poles, suitcase, through the lobby, down a level to walk across chick-a-dee slope, though the tram building down a floor, Through 2 parking lots and a along a short road, past the tennis courts, than finally into Iron Blossom lobby, up the elevator to your room. | 32.2.6.5D; 32.2.2I; 32.2.9E | A32.2.2I |

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| | | <p>Now pictures doing that either arriving at the airport at 7:30 a.m. in the morning or at 10:30 p.m. at night, and having to do that in the dark of night or while cars and skiers are arriving to ski for the day.</p> <p>Wouldn't you rather GO to - Vail or even Vermont? Not to mention the beauty of our one of a kind canyons. being ruined and unsightly. Taxpayers have to pay for the gondola, then have to pay to use it???</p> <p>Question about cost of operation. Is this another "Great Salt Lake Pump" in the making (only part time use). WHY would we spend \$550 million dollars on a project that is only used 6 months a year? AND Where are they going to store the gondola cars when it's not in use??? 16 miles(8 miles each way) of gondola cars would need to be removed and STORED if not being used in the summer.</p> <p>Leaving them hanging in the 105 degree weather all summer would do terrible damage to them, and would be ugly, also leaving them open to vandalism. Like the pump, the cost to maintain it would be too much and then the 2500 parking plaza would be maintained by the state but the La Caille landowners would use it for parking at their hotel/shopping center, they put in, making it ANOTHER taxpayer burden.</p> <p>Plus the base location makes traffic a worse mess pushing traffic from the south across the mouth of the canyon to get over to the gondola base.</p> <p>Utah needs a TRUTH in PRESENTATION Policy UDOT Tells legislators More Buses until this is built. then UTA announces they are stopping whole Routes of bus service for this coming ski season, I hope there is some government oversight. Could you make sure there are not any people working on any parts of the project who go ahead of the project buying land, then vote for that site so they can sell their land to UDOT/UTA for a huge profit, like happened with Fronrunner. PLEASE DO NOT PUT IN THIS GONDOLA!!!!</p> | | |
| 29909 | Straley, Jerry | What ever is done SHOULD BE PAID FOR BY SNOWBIRD and ALTA. Our tax dollars should not pay for rich corporations to more profit. | 32.2.7A; 32.2.9E | |
| 30537 | straley, sandy | I oppose the gondola since you still need \$55 million to complete the project and I do not want my tax dollars used to support this project. You need to offer better bus service but since you are short of bus drivers apparently this is not an option. . . . what happens when you are short of gondola drivers???? This to me is an accident waiting to happen. The canyons are over crowded as it is and I feel Snowbird and Alta should cut off passes after so many skiiers each day. . . save our canyons. The only ones benefiting from this will be the ski resorts and county officials. . . by the way who in UDOT is spearheading the restaurants at the bottom of the canyon who will be benefiting financially from this project. . . I am opposed and I do not want my tax money going to this project -- I am an avid skier and I feel the resorts are over crowded and you are no long catering to local residents who will be fi=llipping the bill. . . top this | 32.2.9E; 32.2.9A; 32.20C | A32.20C |
| 26118 | Stransky, Max | Please don't scar the natural beauty of Utah, it's irreplaceable. | 32.29D | |
| 28858 | Strasser, Colin | Please do not allow public funds to subsidize an expensive gondola system that is not proven to work. Instead expand the road, a proven transportation conduit. | 32.2.9B | |
| 34396 | Stratford, Amber | No gondola. 90% of your target audience does not want it. As a result, it will not actually reduce traffic and will instead be a massive waste of resources and a permanent scar on our canyon. There are too many better uses of nearly 1 billion dollars that our tax dollars can go towards. Why are the taxpayers being made to pay for a burden the ski resorts have created? There is a simple solution to this problem: LIMIT TICKET SALES. If the ski resorts are unwilling, that's their problem if thier customers complain of long wait times in the canyon. We the tax payer should not have to solve the problems of greedy corporations. If they simply limited tickets sales or improved their parking structures, we could eliminate most, if not all, congestion in the canyon. Furthermore, you yourself (UDOT) recently mentioned that the canyon is only highly congested a mere 50 days out of the year. Why are we expending all this money and time on an issue that has no effect on the other 300 days? Implementing a toll and improving busing are perfect improvements. You are an organization that is funded and paid for by the people. Your actions need to reflect as much. A gondola only serves the resorts, not the people. We need a more equal solution to our air problem than jumping to a flashy gondola. More economical alternatives such as improved busing and tolls need to be implemented and thoroughly tested before we jump to 1 billion dollar gondolas. Please listen to us. WE DO NOT WANT A GONDOLA. WE WILL NOT USE YOUR GONDOLA. Do better. For us and the generations to come. Thank you. | 32.2.9E; 32.2.2K; 32.2.9A; 32.29R | A32.2.2K; A32.29R; A32.1.2H; A32.2.6S |
| 27375 | Stratton, Madison | This is ridiculous. Despite many people well over a year now protesting and being against the gondola you guys want to move forward? Seriously? You guys have zero spine and are clearly just being paid to go forward with the gondola. | 32.2.9E | |
| 26209 | Stratton, William | for the limited number of days extra canyon commuting capacity is needed the resorts should provide it by selling bus tickets with their ski passes. I don't want to pay for this just to enrich billionaires. | 32.2.7A; 32.2.7G | |
| 34954 | Straub, John | Horrible plan, Cottonwood Heights resident against the gondola. Uploading will be slow and have lines but downloading everyone off the resorts at 4pm will be horrendous. plus the homes you are dragging the gondola over are all extremely wealthy people who are going to tie this up in court since they don't want this going over their backyards. | 32.2.9E | |
| 30279 | Strebe, Holly | As a resident of a Utah , I have seen the many natural amenities that are available to us. I strongly disagree with the proposed plan for the gondola in Little Cottonwood Canyon. By doing this, many of the natural amenities will be taken away. For the purpose of making the overly expensive sport of resort skiing more | 32.2.9E; 32.2.2E | |

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| | | accessible. Please also consider the current change in climate. There is less snow each year. At the cost of the ecosystem and environment, this plan will not be able to recreate the natural state of Little Cottonwood Canyon. | | |
| 37824 | Street, Taylor | I've lived in Utah for nearly two decades and have never skied there. I have, however, hiked, rock climbed, and mountain biked probably hundreds of time in the canyon. Why should I have to pay, in more than one way, for the destruction of this place that I love so much? All so that a few hundred rich folks can make it up the mountain faster?? This must be a joke. Let's not start destroying the very things that make us all love Utah. | 32.2.9E; 32.1.2D | |
| 37346 | Streff, S | We don't need a gondola. Parking reservations at Alta worked. Snow sheds are needed. Making a 3rd lane that alternates morning and evening is another better solution as many parts of the road are already three lanes. The head of UDOT on Snowbirds board seems to be influencing decisions. | 32.2.9E; 32.2.2K; 32.2.2D | A32.2.2K |
| 31030 | Strehl, Dorothy | 40 minutes. It takes 40 minutes to drive from Salt Lake to the top of Little Cottonwood Canyon (and Big Cottonwood). In my almost 60 years of life, that time hasn't changed. Will I forgo the faster alternative of driving with the higher price of toll and parking lot fees to wait in line to board a gondola with 34 people I don't know and don't want to be in the same cabin with? No. I took the bus when I lived in Salt Lake. Drove my car to the base of the Canyons, parked, and then rode the bus to the top. Didn't take much longer than driving myself. But a gondola? Nope. Since the majority of us won't willingly ride on the gondola, how will you force us? Will there be greater incentives if I forgo the 40 minutes it would take to drive myself? Toll fee for the Canyon? Yes. Parking fee? Yes. | 32.2.4A; 32.2.2K | A32.2.2K |
| 27098 | Strickland Lenart, Tanner | I have lived in Salt Lake City for 14 years. I am a backcountry skier and this proposal, with the gondola included, is for business and not for individuals or the environment. Please do not implement this, but look to options like Zion Canyon's bus service. Thank you. | 32.2.2B; 32.2.9E | |
| 30937 | strickland, Samuel | The gondola is not the way. Changing the canyon forever with a structure that costs hundreds of millions of dollars is not the move. The local residents have made it more than clear that we do not want the gondola. It will ruin the opportunity for pleasant recreation for the other 8 months of the year. Why destroy a beautiful canyon with the gondola? Please consider other options. It is not worth it. | 32.2.9E | |
| 26668 | Stringham, Sam | We don't want a gondola. | 32.2.9E | |
| 36296 | Stringham, Teresa | I am a local. I grew up in Sandy, and I have lived in Salt Lake County for 43 years. I enjoy the canyons year-round for hiking, mountain biking, and skiing. I do not agree with the gondola as a solution, and I do not agree with local taxpayers, who may not ski or use the canyon, funding the gondola. The timeframe during which the bottleneck exists, a few months during ski season, is quite small compared to the full year of use the in the canyon. Why are we spending so much time and energy to find a solution," when perhaps our canyons are at max capacity and there should not be more people in the canyon during those times. Yes, the ski resorts have more capacity and are certainly advocating for more ski-pass purchasers and dollars, but I do not know a single person who lives in Salt Lake who is in favor, despite also being personally frustrated that it is so much more difficult to ski than it used to be and reminiscing about the good old days when it was a quick 15 minute drive up to endless powder skiing. The gondola will not decrease the traffic on Wasatch Boulevard, as skiers will all still congregate to park or take the gondola at the base of the canyon on Wasatch Boulevard. If something must be done, the gondola will not be less impactful than expanding the road to add a bus lane. The gondola will require an access road cut along the bottom of the entire canyon to each tower for maintenance. There will be a shortage of gondola workers, just as there is a shortage of bus drivers. A major reason people use the canyon is to spend time in nature. A gondola that expands the entire length of the canyon will detract from that experience the remaining 9 months of the year for all who hike, rock climb, bike, trail run, go for scenic drives, picnic, etc. Adding an extremely expensive gondola which locals will still have to pay for to ride and/or park, for only skiers to access the resorts in winter is too narrow and costly of a solution. | 32.2.9E; 32.2.7A; 32.1.2B; 32.1.2B; 32.2.6.5E; 32.1.2F | A32.1.2B; A32.1.2B; A32.2.6.5E; A32.1.2F |
| 36299 | Stringham, Teresa | I am a local. I grew up in Sandy, and I have lived in Salt Lake County for 43 years. I enjoy the canyons year-round for hiking, mountain biking, and skiing. I do not agree with the gondola as a solution, and I do not agree with local taxpayers, who may not ski or use the canyon, funding the gondola. The timeframe during which the bottleneck exists, a few months during ski season, is quite small compared to the full year of use the in the canyon. Why are we spending so much time and energy to find a solution," when perhaps our canyons are at max capacity and there should not be more people in the canyon during those times. Yes, the ski resorts have more capacity and are certainly advocating for more ski-pass purchasers and dollars, but I do not know a single person who lives in Salt Lake who is in favor, despite also being personally frustrated that it is so much more difficult to ski than it used to be and reminiscing about the good old days when it was a quick 15 minute drive up to endless powder skiing. The gondola will not decrease the traffic on Wasatch Boulevard, as skiers will all still congregate to park or take the gondola at the base of the canyon on Wasatch Boulevard. If something must be done, the gondola will not be less impactful than expanding the road to add a bus lane. The gondola will require an access road cut along the bottom of the entire canyon to each tower for maintenance. There will be a shortage of gondola workers, just as there is a shortage of bus drivers. | 32.2.9E; 32.2.7A; 32.1.2B; 32.1.2B; 32.2.6.5E; 32.1.2F | A32.1.2B; A32.1.2B; A32.2.6.5E; A32.1.2F |

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| | | A major reason people use the canyon is to spend time in nature. A gondola that expands the entire length of the canyon will detract from that experience the remaining 9 months of the year for all who hike, rock climb, bike, trail run, go for scenic drives, picnic, etc. Adding an extremely expensive gondola which locals will still have to pay for to ride and/or park, for only skiers to access the resorts in winter is too narrow and costly of a solution. | | |
| 25835 | Strohacker, Eric | The proposed gondola idea is nothing more than a boondoggle and a complete an utter eyesore to our beautiful Wasatch Mountains. Not only has there been some fishy math with paying for this-including the proposed parking area at the base of Little Cottonwood Canyon where the land was secured with some at best questionable real estate dealings-but also how can we as tax payers expect to pay for something the ski resorts should be paying for?? How is the weekday athletic adventure supposed to occur mid-way up or anywhere other than all the way up the canyon with a gondola? Buses are the practical way to go-says every environmental study that has been completed. Don't build a gondola when it is NOT WHAT IS GOOD FOR THE ENVIRONMENT NOR IS WHAT THE PEOPLE WANT. Listen to the people an to nature. Don't muck this up. | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.9N | A32.2.9N |
| 30267 | Strohacker, Lauren | The gondola seems to be the option that most benefits the ski resorts but doesn't benefit use of the whole canyon. Not in favor. | 32.2.9E; 32.1.2D | |
| 34026 | Strom, Jenna | Please don't ruin this canyon! Its the way it is, and growth has happened. focus on other ways to help utah, like the great slc. so sad | 32.1.2B; 32.2.9E | A32.1.2B |
| 34855 | Stromme, Liv | I strongly support the alternative solution of a enhanced bus system. The gondola would not serve my needs in the canyon as a bat country skier, hiker, and climber. I strongly urge you to hear the voice of the Salt Lake City Council and Salt Lake County's agreement and alignment to vote against the gondola. The people have spoken and 80% of the Salt Lake and Utah population is in opposition of the gondola. The enhanced bus system would provide opportunity for incremental implementation that would allow the community to see benefits consistently one at a time, starting with a simple enhanced bus system, then perhaps tolling, then perhaps if still needed a widened road/bus lane. There are many "Common sense" alternatives that should be thoroughly pursued before considering a \$550 million project of taxpayer dollars that start and end on private land and private businesses. additionally, any profit from the gondola would likely go towards operating the gondola, whereas profit from a paid bus system or tolling could go back to our public lands. additionally, as an enhanced bus system is grown it could also begin to service the needs of big Cottonwood Canyon and other greater Salt Lake area needs as well. There is no expansion plan for a gondola. I strongly oppose a gondola and stand with the Salt Lake County and Salt Lake City opposition and VOTE to the gondola. I urge you to listen to what the people want, listen to save our canyons, listen to friends of little Cottonwood Canyon, say NO to the gondola. | 32.2.9A; 32.2.6.3C; 32.2.9N; 32.2.9E; 32.2.9R; 32.1.1A | A32.2.6.3C; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S; A32.1.1A |
| 34107 | Stromness, John | Please reconsider the decision to build a gondola in Little Cottonwood Canyon. This option will put a permanent scar in one of the most beautiful places in our State and will benefit primarily 2 privately owned businesses at taxpayer expense. It benefits the only the ski industry which, with climate change, has a dubious future at best. There are better solutions. Electric buses, tolls, carpooling mandates and other options that will not permanently scar the can you. I have enjoyed the beauty of the Cottonwood Canyons for 72 years. Please rethink this decision and listen to the PEOPLE, not the developers and ski industry who will reap the rewards of this plan. | 32.1.2B; 32.2.2E; 32.2.2Y; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9N; 32.6A | A32.1.2B; A32.2.9N |
| 32977 | Stromness, Lynn | I'm a skier, I like the gondola, I think us skiers should pay for it | 32.2.9D; 32.2.7A; 32.2.4A | |
| 34102 | Stromness, Ramona | The proposed gondola will be unsightly and will negatively impact Little Cottonwood Canyon and the area at the base of the canyon. I do not see how the gondola benefits anyone except the ski resorts. If they want it they should bear the full cost of it. Public funds should not be used to benefit a few wealthy companies, particularly with our changing climate where skiing may hardly be possible in the future. Please increase bus service, add electric buses, and make it a toll road so that those who use it pay for it, and so that those who wish to access other parts of the canyon besides the ski resorts can do so. Charging a nominal fee to access Millcreek Canyon has greatly improved the experience for everyone there. Why not try it in Little Cottonwood Canyon? Every city that is directly affected by the traffic up Little Cottonwood Canyon, is against the gondola. So is Salt Lake County. Please go back to the drawing board and look for a different solution to the traffic problems of this canyon. | 32.2.2E; 32.2.2Y; 32.2.2PP; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.6A | A32.2.9N |
| 26610 | Strong, Daniel | People keep trying to explain to me why the gondola is bad, but I must say, I don't see the problem. It sounds both functional and exciting. I look forward to riding it with my kids and grandkids in the future. Gondola on! | 32.2.9D | |
| 35564 | Strong, Debbie | NOOO on a tram | 32.2.9E | |
| 34335 | Strong, Ellie | The gondola is a ridiculously destructive option. A lot of LCCs appeal is it's natural and unobstructed beauty. This gondola would take away from the "wilderness," feel that many LCC visitors crave. It also further commercializes LCC, and would instead attract more visitors and increase traffic. The gondola would just put a temporary and very expensive bandaid on the problem. The main problem with the gondola is the climbing routes it would destroy. Resort skiers aren't the only users of LCC, and it's a disservice to the public to destroy public land in favor of large corporations. The only people in support of the gondola are Snowbird and Alta, because it directly caters to them and allows them to make more money. Please don't ruin the appeal of LCC in favor of large corporations. | 32.2.9E; 32.2.0C; 32.4B | A32.2.0C |
| 34417 | Strong, Jan | I live at the base of little Cottonwood Please no gondola A fleet of small vans like at zions would be awesome Please please no exclusive and damaging gondola Once we got used to Zion park bus vans- it was great People adapt NO Gondola | 32.2.9E; 32.2.2B | |
| 27144 | Strong, Koko | As someone who loves nature I wouldn't love if IES became a thing. Knowing that it would ruin my hiking and some peoples transportation. In my defense I don't think this is a smart idea. | 32.2.9E | |
| 33192 | Strong, McKay | This is not an acceptable solution. Please don't build these. Leave the outdoors wild! | 32.2.9E | |
| 32490 | Strong, Scott | This has now [no] real benefit for Utah and only causes short and long term negative impact. | 32.2.9E | |

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| 37267 | Strong, Steven | <p>PLEASE DON'T RUIN THE NATURAL BEAUTY OF LITTLE COTTONWOOD CANYON WITH GONDOLA TOWERS! PLEASE DON'T WASTE half a billion to one billion dollars of public funds (including my money) to built the gondola system, which would primarily benefit only two private ski resorts! I support increased and improved bus service, tolling or restrictions on single occupancy vehicles, and the construction of mobility hubs, as described in the phased implementation. I am strongly opposed to Gondola B. The views of the people who live in and around the canyons should be given high consideration. The FEIS doesn't address goals of the Central Wasatch Commission Pillars statement, it doesn't spend tax dollars in ways that benefit all Utahns, and it doesn't protect the iconic beauty of Little Cottonwood Canyon.</p> <p>I support the Pillars Statement issued by the Central Wasatch Commission in 2021. "The opinion considers visitor use capacity, watershed protection, traffic demand management and parking strategies, a year-round transit service, and integration into the broader regional transportation network, as well as the overall and long-term goal of protection of critical areas in the Central Wasatch Mountains through federal legislation, the Central Wasatch National Conservation and Recreation Area Act (CWNCRA)."</p> <p>The FEIS fails to adequately address traffic demand management and parking strategies, year-round transit service and integration into the broader regional transportation network, as well as the overall and long-term goal of protection of critical areas in the Central Wasatch Mountains.</p> <p>The FEIS fails to take account of improvements to traffic flow with parking reservation system at Alta Ski Resort. The 2,500 parking structure at the base station would exacerbate traffic flow along S.R. 210 rather than reduce the traffic, which could be achieved through transit hubs, which are now under study by Central Wasatch Commission.</p> <p>It fails to provide a depiction of the impacts to the viewshed in Alta itself. THE SUPPORTING STRUCTURES WOULD REQUIRE ILLIMINATION AT NIGHT, ACCORDING TO THE FAA, FOREVER CHANGING ANOTHER UNIQUE CHARACTERISTIC OF THE PRISTINE NATURE OF THE CANYON. It would disturb 0.63 acres of an archaeological site and has no clarification for the site of a new bus stop. There is no plan to provide facilities needed to absorb the thousands of people disembarking from the gondola, ignoring obvious further development to accommodate this change in flow of users. IT IS NOT SCALABLE OR FLEXIBLE, which is a high priority given the lower accumulations of snow the area is experiencing, and would permanently scar and negatively impact the beautiful area it is intended to service.</p> <p>The people of Utah will not adequately benefit from the more than \$600-800 million which will specifically benefit two ski resorts and the tiny percentage of Utahns who ski there (including me). The problem it addresses involves at most around 20-30 high usage snow days in the winter, but the visual impact would be felt by all users of the canyons year-round and forever into the foreseeable future.</p> <p>The FEIS also doesn't adequately address the superfund site which will be impacted and will potentially require costly mitigation where the parking structure would be sited.</p> <p>I join by elected representative, Gay Lynn Bennion, in her request for immediate steps to: enact for LCC winter-long vehicle traction mandates for all-wheel or four-wheel drive vehicles with appropriate winter tires; position snow plows up canyon to remove snow rapidly when it falls; and provide flexible, scalable transit year-round into LCC.</p> <p>Little Cottonwood Canyon is a unique, alpine wilderness. Any EIS should make protection of its current attributes the highest priority.</p> | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.4A; 32.2.2K; 32.20B | A32.2.2K |
| 37318 | Strong, Steven | <p>I just submitted a detailed comment opposing the proposed gondola. But I must write one more time to ask why UDOT continues to use the inane euphemism "Gondola B has been identified as the preferred alternative"????</p> <p>Why can't UDOT own up to this seriously flawed decision by simply stating the truth: UDOT has IGNORED what is best for nature and the environment and the public good and our children's future -- to push the Gondola alternative because that's what the powerful developers and ski resorts want. UDOT simply caved. Stop saying the gondola was "identified as the PREFERRED alternative" in the passive voice as if it was preferred by anyone except UDOT and those private interests UDOT is trying to please using public funds.</p> | 32.2.9E | |
| 34795 | Strong, Susie | <p>My name is Susie Strong and I am commenting to let you know I do not support the gondola project. I am a Utah voter, a resident of Salt Lake County, a member of a family who has owned a home in [REDACTED] since 1920, and a frequent visitor to the canyon. I appreciate UDOT looking in to traffic solutions for the canyon and the time that you have spent on this.</p> <p>I would like to see UDOT implement alternate solutions such as tolling and increased bus service. Please try these options before building a gondola. Why not try these things first before jumping to the gondola?</p> <p>There are some things that can be done better to help with traffic but even then I don't believe the goal should be to get unlimited amounts of people up the canyon at all times. It simply cannot hold that many people. The traffic helps provide a natural funnel to the canyon capacity.</p> <p>Another consideration is that locals will not pay to use the gondola. I have heard that it will be \$35 per person. I would never choose to pay for my family of 6 to use the gondola and I know many, many families would be in the same situation. And the gondola only seems to serve the ski resorts. What about the rest of the canyon?</p> <p>I would like to see UDOT implement the other solutions like more bus service and tolling and evaluate their success before building a gondola. It is the responsible thing to do, fiscally and environmentally.</p> <p>Thank you.</p> <p>Susie Strong</p> | 32.2.9E; 32.2.9A; 32.29R; 32.1.2C; 32.20C; 32.2.4A | A32.29R; A32.1.2H; A32.2.6S; A32.20C |

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| 33753 | Stroud, Alison | Reevaluate the Boring Company. Whatever you do, quit dragging this out. | 32.2.2C; 32.2.2PP; 32.2.9N | A32.2.9N |
| 32113 | Strout, Jessica | The traffic in the canyon has been a problem for decades. A gondola that only serves 2 resorts for only part of the year is a very bad idea. I say no to the gondola. | 32.1.2D; 32.2.9E | |
| 35323 | Struble, Claudia | Hello, I think that a gondola solution is a very bad use of funds. It services only a very select, small group of people for only a small part of the year. It would also have a much greater environmental impact than is now acknowledged. Support towers cannot be entirely installed by helicopter. Roads will inevitably be built to aid installation. Finally, visually it would be a disaster. Infrastructure is NOT beautiful. It would destroy the unique nature of Little Cottonwood Canyon. Best, Claudia Struble | 32.2.9E; 32.1.2D | |
| 35506 | Struble, Dennis | EIS, I am opposed to both building and running a gondola in Little Cottonwood Canyon. The process of installing gondola towers would almost certainly negatively impact the water transported within this canyon's watershed. And then, worse, once installed, the gondola would permanently and significantly degrade the viewshed of perhaps the most popular canyon in the Wasatch. Certainly S.R. 210 is a busy highway. And further the road does close a few times each winter. Nevertheless my wife and I are able to ski at Alta two to three morning each week all season. As I know all users of Alta and Snowbird are also aware, we are well aware of the S.R. 210 access issues. But all of us accept these issues as a necessary burden to access our beloved ski areas. We do not want nor need an enormous mechanical intrusion that would permanently deface our canyon. Please accept the vast majority of private citizen preferences and local government preferences that do not want and will fight continuously this gondola. Dennis Struble [REDACTED] | 32.2.9E; 32.1.2B | A32.1.2B |
| 37015 | Struble, Rose | I do NOT support an gondola in little cottonwood canyon. We need transportation solutions that alleviate the grid lock at the base of the canyon and that stop at trailheads in addition to alta and snowbird. Busses that run in the summer months would be helpful too! We need more buses!! And routes from downtown and u of u. NOT a gondola that increases congestion at the mouth of the canyon, that is invasive, and doesn't stop at any trailhead only access to Alta and Snowbird. A toll may be a solution but how do people pay with out causing more congestion and grid lock? Charge for parking at the resorts. A fast pass system. Any of that is fine but what we really need is more buses. And how does UDOT release this unnecessary proposal while cutting bus routes??? WE NEED MORE BUSES!!! Please do the right thing for the people of Salt Lake | 32.2.9E; 32.2.6.5G; 32.2.9A; 32.2.6.5E; 32.2.2K | A32.2.6.5E; A32.2.2K |
| 34194 | Struiksma, Allison | I do not think the gondola is the best idea for transportation in LCC. As a cottonwood heights resident, I worry about how this will affect our community. I worry about the environmental impact of this gondola. I worry about the loss of climbing areas and the access issues for backcountry skiers. I don't believe that spending half a billion dollars for maybe 50 busy days of the year is worth tax payer dollars. If anything, the ski resorts need to foot the bill. I think it's worth continuing with increased bus service and other resolutions before jumping to such a drastic solution. Please do not go forward with the gondola. | 32.1.2B; 32.2.7A; 32.2.9A; 32.2.9E; 32.4B; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 25476 | Struss, Tyler | The gondola is a profit grab! It is not a sustainable solution, and represents corrupt corporate lies. The negative impacts far outweigh the benefits and should guide the decision making process. Utahs ski industry will fail, persistent drought will cause societal collapse in this region, and this gondola will only contribute to future pain and suffering by long term residents of this state. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 25852 | Stuart, Jamieson | In a Nutshell, If the traffic in little cottonwood is only 1/2 to 1/3 of the problem, this gondola proposal only solves at best, 1/2 the problem. The gondola does NOTHING for big cottonwood canyon, nor will it help the flow of traffic in and around Ft.union blvd. and cottonwood heights - WHICH YOU DAMN WELL KNOW IS THE problem. I wanna see a solution that helps both canyons, and the people of the local towns. Here are my suggestions: For big cottonwood: - tolls/incentives to carpool on powder days - widening the shoulder from spruces to Brighton: Many areas have a very small shoulder which is covered up by the snowplows. Everyday, some unsuspecting skier or boarder tries to park, ending up nearly flipping their vehicle due to no solid ground underneath the park space. This creates a HUGE L, but solvable problem with slowing down cars around the mouth of solitude which in part backs up the whole canyon. Also, so many people are choosing to park on the road for free, that they end up creating a safety hazard themselves and others driving by. | 32.1.1A | A32.1.1A |

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| | | <p>- More snowplows - the crowding is not the problem, it's the crowding with poor road conditions / so hire up a gang of plows and people to make sure the roads are in as best driving condition before allowing anyone up!</p> <p>These are just a few very basic ideas that could be easily implemented this year. Please let's start small instead of jumping to huge conclusions that let's face it, won't turn us into Europe. Americans like to have their cars whenever and where ever they want. That's the difference.</p> | | |
| 33700 | Stubbs, Vanessa | Against the gondola. No room for that in nature. | 32.2.9E | |
| 30961 | Stucki, Larry | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.1.2B; 32.2.2I; 31.1.1A; 32.2.2H; 32.2.2L; 32.2.6.6A | A32.1.2B; A32.2.2I |
| 28480 | Stucki, Rachel | This project has absolutely no transparency. There needs to be more cost effective options and more environmentally friendly ideas. This would not do anything for the traffic problem as the line to get on would be huge. I think only the tourists would wait in line and people would still drive. | 32.2.2PP; 32.2.9N; 32.7C | A32.2.9N |
| 25664 | Studer, Annie | <p>I upset by UDOT's selection of the Gondola Alternative B as the preferred solution to improve transportation on S.R. 210. This does not reflect the comments from other periods and seems to favor private interest over public good.</p> <p>Even the way the data was presented is skewed towards the gondola by breaking down summer and winter costs. This is a known marketing tactic (written by a marketer here) to show smaller numbers which are more appealing. This should have been done for the Bus Alternatives as well.</p> <p>While scouring the EIS Final documents, I cannot find any mention of "wind". The safety and operations measures evaluated snow and traffic flow, but wind is a huge factor in gondola and other elevated mechanisms operability. Most skiers and snowboarders are familiar with "Wind Hold". Was Little Cottonwood Canyon's proposed gondola evaluated for wind effects?</p> <p>The Final Executive Summary fails to mention trailhead user access aside from "implementing trailhead and roadside parking improvements, as funding allows." Canyon access paid by taxpayers should not favor ski area visitors. It should favor ALL visitors.</p> <p>The proposed Gondola will also take years to complete, while the Enhanced Bus Service can be implemented much quicker. The operating loss cost of build time should be included in the EIS evaluation. This would heavily favor the Enhanced Bus Service over the Gondola.</p> <p>Please re-evaluate.</p> <p>Thank you, Annie Studer in Salt Lake City, UT</p> | 32.2.9E; 32.2.6.3C; 32.2.6.5K; 32.2.7C; 32.2.9N; 32.1.2B; 32.2.9A; 32.2.2PP | A32.2.6.3C; A32.2.7C; A32.2.9N; A32.1.2B |
| 34465 | Stueber, Kirk | I am not in favor of the Gondola option as it adds tremendous cost, just shifts the traffic jam down below the canyon, and will produce gashes into the middle of a national Forrest. Natural gas or electric commuter bussing at increased frequency rates and tolling of car lanes to reduce traffic flow may not be popular with those who want ease of unlimited access but our canyons belong to more than the wealthy my who can purchase unlimited ski and gondola passes. We are tired of developers and the wealthy monopolizing all that remains of our beautiful creation. | 32.2.9E; 32.2.6.5E; 32.2.9A | A32.2.6.5E |
| 31455 | Stueber, Lydia | It's extremely expensive, will cost taxpayers half a billion dollars for something the majority is protesting heavily. It will ruin the watershed and our view and is catering to a very small minority of people. Show you actually care about the people of Utah and listen to the solutions! | 32.2.9E | |
| 32247 | Stumpf, Zach | <p>Hello,</p> <p>After reviewing the EIS provided by UDOT, I am strongly opposed to the proposed gondola in Little Cottonwood Canyon. The gondola B alternative is a drastic measure to alleviate a problem that exists for ~30 days a year while ruining the beautiful views of LCC 365 days a year. I cannot fathom the justification of spending an exorbitant amount of taxpayer money to resolve a constraint that primarily impacts two private entities (Alta and Snowbird). If the ski resorts are concerned about getting more people to their businesses, then they can work towards a privately funded and low impact solution as opposed to the government subsidizing the solution to their problem. In addition to the devastating visual impacts of the gondola, this solution would not adequately alleviate traffic within LCC. The White Pine Trailhead is frequently overflowing with people recreating, however these users would not have an alternative method of transportation. Similarly, the gondola is only planned for winter operation, however there has been record levels of traffic this fall in LCC due to Oktoberfest at Snowbird which is attracting more people than ever. Yet these people would still be stuck in traffic as the gondola would be sitting idle and an eye sore. On the busy days in the winter, where the gondola is proposed to have the most significant impact, the traffic jam would shift from the canyon to the parking areas and subsequently the line to load a gondola cabin. 1,000 pph is not enough capacity to handle the crowds on the busiest days for people looking to head up the canyon during peak hours. The gondola B alternative is nothing more than an astronomical expense on the citizens of Utah to support private business while destroying the beauty and appeal of Little Cottonwood Canyon.</p> | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31225 | Stupelli, Nadine | I am adamantly opposed to building this gondola. We hear frequently that the canyons are being "loved to death". The gondola seems to me to be another way to help a few privately owned businesses add to this problem at no expense to them. I am opposed to my tax money being spent to enrich their bank accounts. A majority of the people of the state and local counties will never use it. If the problem is getting folks to the resorts there are other options. Limit the cars at any one time by some type of reservation system as was used in our national parks. Encourage the use of buses. The argument that people don't want to use the buses is a poor excuse for spending that much money to support a few businesses. If the bus becomes the best option, folks will use it. The timing of the announcement that there will be fewer ski buses this year is very suspect. I don't believe it's a coincidence. I'm not sure the gondola is good for the environment and the animals in the canyon. If you're planning to do this in "stages", maybe try the first stage before going ahead with building the gondola. It seems to me that this decision was made years ago (I remember some highly publicized "fact finding" trips to visit European ski resorts) Now UDOT and the other powers that be are on a major campaign to convince the public that we want it. I don't. The local communities that will be heavily impacted don't. Who does? The ski resorts and some of their (probably wealthy) patrons. There has to be a better solution. I'm retired and live on a fixed income. I don't believe I should be forced to pay for this. I'm also not convinced that it is the best choice. I'm fairly confident that those of us who oppose this actually have no voice in the final decision. But, thanks for letting us believe we might. | 32.2.9E; 32.2.4A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 37929 | Sturdevant, Betty | This proposal to build the gondola to service Little Cottonwood Canyon for the benefit of two ski resorts is not the answer to the traffic problem. Limit single rider cars, expand the bus service and possible toll charge make much more sense. | 32.1.2D; 32.2.9E; 32.2.4A; 32.2.9A | |
| 27715 | Sturgis, Charlie | First and foremost this gondola doesn't look like a public/private partnership but rather looks like a gift to a private corporation. Second, the numbers don't support an efficient movement of skiers uphill in a timely manner for a good ski day(960 per hour) Third , are we really decreasing auto traffic or are we just putting more skiers in the canyons? Fourth, LCC is a beautiful canyon as is , it doesn't need the longest gondola in the world dropped into the middle of it. My vote is no gondola. Thank you | 32.2.9E; 32.2.4A; 32.1.2B | A32.1.2B |
| 29516 | Sturm, Craig | Initially I supported the gondola. I do not support the burden placed upon the taxpayers. The resorts should take on a larger financial burden of the overall cost. Unless they do, I am withdrawing my support of the gondola initiative. | 32.2.7A; 32.2.9E | |
| 32596 | Sturm, Craig | No to taxpayers carrying the financial burden. No to a gondola forever marring the landscape. | 32.2.9E | |
| 25757 | Sturtz, Elan | These climbs are irreplaceable, and are truly some of the highest quality in the world. No one wants this gondola, please please please do not destroy the beauty of the canyon for something no one wants. | 32.2.9E; 32.4B | |
| 31033 | Stutsman, Beth | I think we should try an expanded bus system before building a very expensive gondola. We're talking about a traffic problem that is very specific to winter weekends and maybe powder days, which are just a handful of days in the year. Let's try some less expensive strategies first. | 32.2.9A; 32.2.9R; 32.1.4D | A32.2.9R; A32.1.2H; A32.2.6S |
| 33265 | Stutz, Zanna | How are the people supposed to trust that a gondola will adequately alleviate the traffic issues when simpler alternative options such as more rigorously enforcing the chain law and providing bus services just for the canyons have not been successfully implemented or fully tried? The gondola is not supported by the local community. It has been suggested that it will simply add more people to the canyon without recognizing this area's physical and environmental limitations. A responsible way to finance this option has not been identified because public funds through UDOT should not be applied to a solution that so clearly caters only to Snowbird and Alta. The gondola is an expensive, unpopular option. Let's fully commit to trying and incentivizing other less invasive ways to communally travel first. | 32.2.9E; 32.2.4A; 32.2.2M; 32.2.9A; 32.2.0C; 32.2.9R | A32.2.0C; A32.2.9R; A32.1.2H; A32.2.6S |
| 31487 | Suarez, MichaelA | I stand against the building of the gondola. There are better solutions that we can do that does not result in the permanent destruction of Little cottonwood canyon. | 32.2.9E | |
| 35990 | Subbotin, Tatiana | Very much against this proposal. This is clearly a chance to pander to a select few and mostly outside of our community. Leave this canyon alone. It's not a developers playground and there are other ways to solve the issue of traffic during the summer and winter. | 32.2.9E | |
| 26851 | Sudbury, Claire | Why would we put our wildlife and natural resources at risk for a gondola just to draw more people in? | 32.1.2B; 32.1.3A | A32.1.2B; A32.1.3A |
| 32508 | Sudweeks Willgues, Tara | An eight mile long environmental, maintenance, and gatekeeping disaster sounds about right for how Utah treats wilderness. Numerous sane alternatives exist, and this plan deserves nothing less than to be binned with great prejudice. But sure, let's kill the creek, put up economic and logistical barriers, and create a nightmare traffic jam when it, inevitably, breaks repeatedly and often. I predict that if this gondola is built, they will eventually need to provide a fleet of electric buses to manage the traffic around the broken eyesore, which is what should be done in the first place. | 32.2.9E | |
| 28712 | Sudweeks, Anthony | Please build the Gondola! I live at the mouth of the canyon, and I'm tired of the traffic (sometimes my commute to work is doubled due to the roads being at a standstill because waiting for the canyons to reopen). Also, it would be an amazing tourist attraction all on it's own. | 32.2.9D | |
| 36418 | Sudweeks, Madison | As someone born and raised in the south valley, I do not support the addition of a gondola to LCC. I believe that other less environmentally detrimental alternatives can be found to solve the same issues. Please reconsider alternatives to find a more sustainable alternative. | 32.2.9E | |
| 32442 | Suitor, Michelle | Please do not move forward with this plan, it is expensive, intrusive and does not actually meet the transportation needs of the greater public. | 32.2.9E | |
| 32316 | Suker, Jared | I don't want. Gondola when there are reasonable, less expensive options such as implementing a fee and added bus services that have not even been tried yet | 32.2.9A | |
| 37244 | Sulfridge, Susan | While I agree that something must be done to alleviate the traffic during the winter months, a gondola only solves a small part of the problem while creating new ones. We also have a responsibility to protect the lands and natural resources. Improving the bus schedules and Increasing routes feels like a better option to start. | 32.2.9E; 32.2.9A | |

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| 26725 | Sullivan, Amy | <p>The gondola is not a good idea. It is too expensive. It is ugly, and it will bring more people up to an already crowded little cottonwood canyon. The great "Utah Powder" will be jeopardized. Many busses will still be needed to get people to the gondola hub and up the canyon. A much better approach is to limit parking / implement reservations (which was successful in 2021-22) and have a very efficient, green bus system that get people up the canyon in a timely fashion. The gondola, as proposed will take 45 minutes, which does not include driving to the site, parking, and waiting for the next available gondola. The round trip is estimated more to be 60 minutes. This lengthy journey will encourage people to continue driving their own cars in the canyon.</p> <p>The Gondola is expensive, inefficient, and an overall bad idea for the community.</p> | 32.1.2B; 32.2.2K; 32.2.2QQ; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 38191 | Sullivan, Ana | <p>The Gondola B option is not going to solve the traffic problem in LCC. The solution needs to be much more nuanced than the exorbitantly expensive, short-sighted, nature marring approach that UDOT, Snowbird and Alta have proposed.</p> <p>Why? Because it's not going to solve the problem, it will just put more traffic to the base of the canyon, impacting both Sandy and Cottonwood Heights cities, causing another separate issue for the residents who live there, who have spoken out against the gondola in overwhelming numbers.</p> <p>Another glaring reason the gondola is not the best solution, is that it will forever destroy the natural beauty of the glacier cut canyon that recreationists of ALL kinds, come to enjoy. This decision cannot be taken back once it is implemented.</p> <p>The gondola only benefits the ski resorts, and does not consider other user issues in the canyon. Several parking areas along the road, both in the summer and the winter seasons are overcrowded. A gondola will not help with this, as there are simply no more parking areas that can accommodate the users in the canyon. Furthermore, the gondola is proposed to only run during the winter. Really? Just restating that sentence seems asinine.</p> <p>The overall price of the project is estimated at 550 billion, with many reports suggesting it could cost twice as much or more. That is simply not a good bet if you're looking at cost/benefit scenarios by any measure. Unless your only variables are the ski resorts and the developers. To add insult to injury, the construction will take a decade, with traffic issues constant. Just look at Big Cottonwood's example currently with the Fire Mitigation Project. Traffic delays are a major issue. This gondola proposal just keeps getting more ridiculous as I write.</p> <p>And even more absurd was the alternative to the gondola in the first comment period, with Expanded Bus Service which included widening the road and adding 200 foot retaining walls. How is that really an alternative worth pursuing? It appears to be the solution only to make the gondola appear to be the better option. Both are flawed and terrible options.</p> <p>Which brings me to my final comment, as I'm running out of time:</p> <p>The addition of more buses and routes to and from the ski areas seems like a much better alternative to implement, and I am glad to see that UDOT has proposed this solution as a "phased approach". Interestingly enough however, UTA announced that it is removing selected ski bus service routes to the canyon this 2022/23 season. Coincidence?</p> <p>How about using the Traction Law at all times and enforcing it? Several times over the past three years especially, UDOT has refrained from turning on the 4x4 or chains signs on at the bottom of the canyon during or before a predicted storm. Therefore, allowing 2wd vehicles to pass up and get stuck going up or down, causing several delays and accidents on many days that I witnessed personally in the canyon. Also, rarely were police stationed at the entrance to enforce laws on dangerous and or busy storm days.</p> <p>How can you say that there is problem with traffic in LCC when known solutions aren't being implemented in the first place?</p> <p>An example of buses working to move tourists in and out of a crowded and popular tourist destination is none other than our very own Utah's Zion National Park. Buses move millions of tourists there each year and has conveniently solved the traffic problem there without destroying the very place they are trying to profit from.</p> <p>Simply put, the gondola is a tourist attraction to benefit the few, at the cost of many. It just doesn't add up to good sense.</p> <p>Thank you for your consideration and time in reading my comment. I was born and raised in Utah, at the base of these canyons. Preserving them for generations to come should be all of our goals, not just what we can profit, extract and benefit monetarily by them.</p> | 32.2.9E; 32.2.6.5E; 32.1.2D; 32.2.7A; 32.2.2M; 32.2.2B | A32.2.6.5E |
| 35115 | Sullivan, Betty | I am absolutely against the gondola. Other alternatives have not even been reviewed before pushing this project. I'm saying absolutely NO!!! | 32.2.2PP; 32.2.9E | |
| 36979 | Sullivan, Casey | The proposed gondola doesn't serve the people of SLC more than it serves the pockets of big ski resorts. It will be an overhead eyesore and will PERMANENTLY alter the canyon. Please say no to the LCC gondola. | 32.2.9E; 32.1.2D | |
| 25549 | Sullivan, Dan | Finally a right decision, we definitely need no more traffic in that canyon. Catching up with the rest of the world | 32.29D; 32.1.4A | |

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| 37258 | Sullivan, Emily | <p>Please see my comments Irreversible & Rushed Decision</p> <p>There is simply no reason to invest \$550 million in a permanent project with so many unanswered questions.</p> <p>If common sense could prevail, we would implement cost-effective and environmentally-friendly options such as enhanced busses, tolling, reservations and enforcement of traction laws.</p> <p>We have seen parking reservations work throughout the Wasatch in the last few years. Tolling has proven to be an effective solution in Millcreek Canyon.</p> <p>As Salt Lake County Mayor Jenny Wilson said, these are "common-sense solutions that are fiscally sound."</p> <p>Tax-Payer-Funded, Serving Private Resorts</p> <p>Why are Utah taxpayers footing the \$550 million bill for a problem two private businesses created and for a solution that will only benefit those two businesses?</p> <p>As we know, resort executives stand to gain the most from a gondola and have been behind the majority of pro-gondola messaging.</p> <p>They view the gondola as a tax-payer-funded marketing ploy to increase visitation to their businesses.</p> <p>UDOT's EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> <p>Ignoring Local Public & Political Opinion</p> <p>80% of Utahns oppose the gondola, according to a Deseret News/Hinckley Institute of Politics poll.</p> <p>Salt Lake County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski and many other elected officials agree.</p> <p>"Rather than rip up the canyon with a half-a-billion-dollar price tag, let's invest in common-sense solutions. Parking hubs in the valley, electric busing with regular routes, carpooling and tolling, reservations, common-sense solutions that are fiscally sound," Wilson said at the Truth About the Proposed Gondola event in June.</p> <p>With no trailhead or backcountry access, the gondola is far from a solution that benefits all of LCC's users throughout the year.</p> <p>Not a Convenient Solution</p> <p>If the gondola is built, your ski day will consist of parking off-site (or paying a premium for one of the limited parking spots near the base), taking a bus to the base station then riding the gondola 31 minutes to Snowbird or 37 minutes to Alta.</p> <p>And then doing it all in reverse order at the end of the day.</p> <p>How can it be assured the gondola will be used and actually reduce cars in the canyon?</p> <p>For the gondola strategy to be effective, there will need to be a major change in public habits.</p> <p>With no plan by UDOT to limit cars (it is our understanding they plan to implement bussing until the gondola is built but not continue the program afterward) or any analysis of demand, the original issue of traffic is not being solved. It will simply funnel more visitors to the resorts.</p> <p>Increased Visitation Stress on LCC</p> <p>If those invested in the gondola are so interested in preserving Little Cottonwood Canyon, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support.</p> <p>As our friends at Students for the Wasatch pointed out, if the gondola is implemented, the number of cars visiting resorts will remain the same while skier visits will increase by 20%, per UDOT's EIS.</p> <p>The EIS states, "The [gondola] would provide an economic benefit to the ski resorts by allowing more users to access the resorts." [Ch. 6]</p> | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.2K; 32.2.2M; 32.2.7A | A32.2.2K |

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| | | <p>What Will it Really Cost?</p> <p>The proposed budget to build the gondola comes in at approximately \$550 million. But many estimate that number would ultimately come in closer to \$1 billion.</p> <p>We know projects of this size tend to go way over budget. Our new airport (which could use a gondola from Terminal B) was budgeted for \$1.8 billion and ended up costing more than \$4 billion.</p> <p>If the gondola is built, it would cost \$10.6 million annually just to operate. Plus, UDOT estimates an additional \$12.5 million in capital costs, expected by 2037, followed by \$16.5 million by 2051, according to the Deseret News.</p> <p>Is a Gondola Even Necessary?</p> <p>How many days per winter are you in a complete standstill in Little Cottonwood Canyon? No doubt the red snake is real. But real enough for an expensive, permanent gondola?</p> <p>Plus, the gondola will not run when howitzers are active during avalanche mitigation in the lower canyon from Lisa Falls to Monte Cristo.</p> <p>And we can't even think of an argument for the gondola to be operating for the other eight months of the year.</p> <p>Preserving the Beauty of LCC</p> <p>Little Cottonwood Canyon is a true treasure of our local environment and attracts skiers, climbers and hikers from around the world to enjoy its beauty.</p> <p>Constructing more than 20 towers reaching 200 feet tall and stretching eight miles through the heart of LCC would destroy the canyon's natural beauty.</p> <p>Altering the canyon's footprint will also destroy popular climbing and hiking areas including Alpenboch Loop Trail.</p> <p>Push Traffic onto Wasatch Blvd.</p> <p>The gondola will not solve traffic issues.</p> <p>It will simply push traffic out of Little Cottonwood Canyon onto Wasatch Blvd, I-215 and surrounding neighborhoods in the Cottonwood Heights community.</p> | | |
| 26191 | Sullivan, Jj | Do not do this | 32.29D | |
| 37608 | Sullivan, Laura | <p>The gondola is NOT the best option for Little Cottonwood Canyon for many reasons:</p> <ul style="list-style-type: none"> -It will be extremely expensive for the taxpayers. A solution that costs the ski resorts and the skiers is the fair solution (the gondola stops at the 2 ski resorts; it's obvious who will benefit-resort owners and skiers, not the common citizen) -the canyon is beautiful and should not be marred by a gondola (one of the biggest in the country I believe) -this is not popular with the citizens, who are the taxpayers; their voice must be heard -it is debatable if this will even reduce the traffic greatly; therefore an enormous cost is not warranted <p>Please come up with a more sensible and cost-effective approach that will not put this burden on thousands of taxpayers that will not benefit from this monstrosity.</p> | 32.2.9E; 32.1.2D | |
| 29044 | Sullivan, Lisa | I vote no to the Gondola!!!!!!!!!!!!!!!!!!!!!! | 32.2.9E | |
| 35748 | Sullivan, Marissa | <p>My last comments was on a logical basis for why this is a horrible plan. I guess this one will be more of a personal appeal even though it won't matter. As a SLC transplant, I may be considered part of the problem by some, but I find myself extraordinarily lucky to have gotten a job offer and been able to move out here. Coming from a bland midwestern town with the highest elevation being 200ft about sea level, I do not take the beauty of the Wasatch Front for granted. Heading up little cottonwood last week to boulder, even after 50 odd trips up that canyon, I was in awe of the stunning cliffs in contrast with the beginning fall colors. To mar this natural gem of beauty and recreation with what should be a last ditch solution to a problem that is honestly only present on the odd weekend powder day (by which the number seems to dwindle each year) is heartbreaking. An an Alta passholder, if people have to wait in traffic so that this canyon isn't obliterated, then we have to wait in traffic. Instead of gutting the bus service due to "budget," reasons, can we not increase the bus service and expand the park and ride lots? I thought Alta's parking system worked great- can Snowbird not adopt something similar? I can only imagine how much of a nightmare traffic and parking will be at the gondola station. But those have been "considered," and the gondola was somehow still recommended. Please reconsider this absolute travesty.</p> | 32.1.2F; 32.2.2K; 32.2.9A; 32.2.9E | A32.1.2F; A32.2.2K |
| 31795 | Sullivan, Mark | <p>The gondola is not a solution to the problem. It only serves as a tourist attraction to benefit the ski resorts. More reliable bus service is important in encouraging people to not drive their personal vehicles. This will need to happen whether there is a gondola or not. Otherwise traffic to and from the gondola base will be a problem, as will parking. Public transit in general needs improvement. Light rail from the U to the canyons along Wasatch Boulevard should be a long term goal. If an alternate mode of transportation up the canyons is considered, I would propose a monorail. Minimal footprint. Towers can be located out of avalanche paths.</p> | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.6.5E; 32.2.2I; 32.2.2M; 32.2.3A | A32.2.6.5E; A32.2.2I |

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| | | <p>Visually much less obtrusive than the Gondola. I also propose rail through a tunnel under twin lakes pass and potentially over guardsman pass. People need to get out of their cars. Preferably closer to their homes and have access to frequent and reliable bus service to, from, and up the canyon. More incentive should also be given to make leaving the car at home. This should include lockers available to locals for season long rental. Snow removal needs to be more often and reliable during storms. Disincentive for people who chose to drive in the form of higher parking pass prices. Better monitoring of 4x4 and traction device compliance. The gondola is a gimmick designed to attract more people to the resorts and benefits real estate and the resorts only. It solves none of the problems it is proposed to address.</p> | | |
| 35095 | Sullivan, Matt | <p>October 17, 2022</p> <p>I'm fully against for the gondola in Little Cottonwood Canyon for a variety of reasons. Of up most importance, the cost is far too expensive and for taxpayers to take on that burden. This is a very unwise direction take considering how careful and prudent the State of Utah is with their budget and cost state-wide. We're so budget conscious where education and other needs are not fully met, and now the State wants to spend over 500,000,000.00 dollars on a gondola? There is no common and economic sense in this. It only serves the ski resorts and those who have enough money to pay for that costly sport while the Utah taxpayers pick up the tab and cost to pander to the upper class and those who have recreational money to part with. It also only serves out-of-state tourists who MAY use the gondola, but in reality, they'll use rental vehicles to drive up the canyon and haul up all their ski wear and gear for their week's stay at Snowbird. The cost for ordinary Utah citizens who live on a tight budget can't afford the gondola costs of a ticket and is far too far out of range for the unbelievable cost to build a gondola. The gondola ruins the spectacular beauty of the Little Cottonwood Canyon landscape with this mechanical cube hanging in the air obstructing the view we have always enjoyed in all four seasons. It scars the scenic view. Parking lot. If you're interested in less environmental impacts, creating a massive parking lot runs the opposite and causes greater storm water runoff runs counter. Storm water runoff is a problem that would not go away and impacts wildlife. More surface water management will be a constant problem.</p> <p>Solutions Bring about electric bus services, and make it more available during the ski season. Make the fees discounted or free, and allow buses to have priority to cars and include a bus lane in parts of the road where feasible and safe. For summer, offer the same, and even make services free. Yes, this would be paid by taxpayers, but they at least would get the benefit of a free bus service; and it wouldn't be a service just for skiers. It would be for all Utah citizens.</p> <p>For those wanting to drive up the canyon, have a toll booth with a fee. That will incentivize some to take the free bus up the canyon.</p> <p>Offer discount to carpooling and vans with 7 passengers or greater. Even at all these suggestions of better bus services and free or discounted fees and toll booths, those are far minimal than the ridiculous cost of a gondola that'll really only serve a select class of people and many from out-of-state. It's not our job to provide some fancy transportation system that really will serve so few and still result in low impact of reducing road traffic. We all know that.</p> <p>Having a gondola WON'T solve the traffic problem, not slow it down. It makes no economic sense at the tune of >500 million dollars shouldered by taxpayers, hurts the common hard-working Utahn and families with more taxes and would forever scar the phenomenal scenic view of Little Cottonwood has always had since the post-glaciation Holocene period 11,000 years ago. There are much better common-sense solutions UDOT must seriously evaluate and not jump to a economically senseless gondola option.</p> <p>Sincerely, Matt Sullivan</p> | 32.2.9E; 32.2.9A; 32.2.4A; 32.1.2C | |
| 30739 | Sullivan, Patrick | <p>Hello UDOT rep,</p> <p>Thank you for providing information on the proposed projects for SR210. I have a few comments.</p> <p>1) I really like the large toll (\$20-\$30+) for travelers going above entry 1 in LLC. However, I would like to see the toll fare decrease based on number of occupants in the vehicle.</p> <p>2) The gondola primarily serves those utilizing the ski resorts. I understand that the traffic is largely due to resort users, but at the end of the day, the private resorts are the primary benefactors of this project. I think they should be on the hook for some of the cost of the gondola seeing as they get the only two stops.</p> <p>3) Backcountry skiers will need to walk to and from from the Alta gondola stop to where they plan on skiing. It would be nice to have some sort of pedestrian friendly buffer for the section of SR210 around the backcountry ski entries such as the Flagstaff/Superior approach and Grizzly Gulch. These are especially important as winter roadside parking will be eliminated up there.</p> <p>Thank you for your time, Patrick Sullivan</p> | 32.2.4A; 32.2.7A; 32.4Y | |

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| 27688 | Sullivan, Rhianna | This idea will not benefit the true issue in LCC, which is a lack of parking everywhere. Trailheads are just as packed as the ski resorts are, and the tram will not help this. Trying to solve an issue for the ski resorts that only exists half the year with an insanely expensive and environmentally altering solution is a poor choice. Expand the roads to add parking, or have buses run more often and stop at trail heads. Create a toll to enter the canyons or park anywhere in them or at ski resorts. This is much too expensive of a solution when there are less drastic, less permanent solutions that can be used. Also, while function over beauty is important, it should not be forgotten that this tram will be an absolute eyesore in the canyons, which takes away from utahs natural beauty. I truly hope this project does not go into effect. | 32.1.2B; 32.2.9E; 32.2.4A; 32.2.6.3C | A32.1.2B; A32.2.6.3C |
| 35386 | Sulskis, Marcus | The Gondola will not make parking OR transportation up the canyon any easier. Instead it will cause the tax payers more money and only benefit the ski resorts. If we were to spend half a billion dollars for "public transportation," up the canyon, we need a solution that will allow access to other areas of the canyon for summer activities. | 32.2.7A; 32.2.9E; 32.1.2D; 32.2.6.5F | |
| 27049 | Summa, Will | We don't need another tourist attraction in the canyon, the gondola will just increase the volume of people trashing little cottonwood canyon. | 32.1.2B; 32.2.9E | A32.1.2B |
| 26743 | Summerhays, Berkeley | Please keep our canyon natural and beautiful. There are SO many other options. Having a toll fee to drive up the canyon, having a season pass, have paid parking to get people to carpool. This has been my home for 18 years and I love it because of the mountains. Please keep my mountains natural<3 | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9E | A32.1.2B; A32.2.2K |
| 26010 | Summerhays, Jon | I live near the mouth of little cottonwood canyon and the number of days that traffic is an issue is minimal during the course of a year. Those in favor keep pushing this false story of how impossible it is to navigate the area all winter long. It's just not true. It's easy to see who is in favor of the gondola. The former politicians that own the land (how convenient) and their developer friends. Of course Alta and Snowbird are proponents of the gondola...it only serves their business and gives them a leg up on the competition. They should be the ones paying the majority of the cost. It does nothing to alleviate traffic for all of the people using the canyon in the 7-8 miles below the ski areas. The parking lots and road sides will still be packed. I admit the gondola sounds hip and novel, but at \$550 million, which will end up higher than that, it is a collective theft of tax payer dollars by the few who benefit. I vote no using any taxes (state and federal funds) to pay for any part of it. | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N; 32.7C; 32.6A | A32.1.2B; A32.2.9N |
| 26419 | Summerhays, Mike | The gondola is a mistake that can't be undone. Please don't build this eye sore when better options like buses exist. This only helps the resorts and neglects all areas in between. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |
| 25360 | Summers, Andrew | This is an absolutely terrible decision by UDOT. Greed, arrogance and egotism have once again drowned out the voices of the citizens. No gondola! | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 28967 | Summers, Andy | Taxpayer funded Moonshot to benefit two corporations. The citizens and the environment lose, the vacationers and the greedy win. | 32.29D | |
| 28487 | Summers, Brian | Concerning tolling in Big Cottonwood Canyon. I have heard the tolling gantry will be above the spruces. There are quite a few residential homes above the spruces in Big Cottonwood Canyon. Property taxes are high on these properties. Water companies are private as is the sewer and power. The only public infrastructure we see as a benefit of our taxes is the road. I do support both canyons being tolled at the same time to keep traffic more balanced between the two. But we shouldn't have to pay to drive home. Property owners above the gantry should get a toll pass. There are also other reasons we may need to drive around the community being residents of the town of Brighton. We shouldn't have to pay twice, Or more, for the road we already pay for. | 32.20D | |
| 28310 | Summers, Brian | Enhanced bus in phased approach implementation should be done just like was planned in enhanced bus service without the roadway widening so that we can be more effective faster. We may find that we may not even need the gondola if it is done right! | 32.29R; 32.2.9A | A32.29R; A32.1.2H; A32.2.6S |
| 28769 | Summers, Mitchell | Gondola will not tear up the creek. Avalanches will impact lanes for expanded bus service. | 32.2.9D | |
| 37471 | Summers, Paula | No to gondola. Please. Realize, the ski resort is what it is. Small. Go with the beauty that it offers and don't try to make it what it is not through excavation. Don't destroy the mountain and other people's property for revenue. It was never meant to be a large resort. It's just going to have to be a lottery on what days people can ski. Thank you. | 32.2.9E; 32.1.2F; 32.20C | A32.1.2F; A32.20C |
| 30136 | Summers, Steven | The gondola is THE absolute worst way to move people in LCC. You can double the cost for sure. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 30866 | Summers, Wendy | Clearly a gondola that serves only alta and snowbird at the expense of the tax payers is ridiculous, as well as obviously unsightly. A method involving buses and road expansion that will allow all canyon users equal access is a far more well thought out plan | 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 35241 | Sumner, Alyssa | NO GONDOLA! We have many other alternatives that will support the canyon. Increase bus usage, build snow sheds to help manage avalanche closures. Proposed alternatives are cheaper, better for the environment, support other forms of recreation. The gondola only supports 2 private businesses. | 32.2.9E; 32.2.9A | |
| 38113 | Sun, Alex | I don't think the gondola makes sense. 1) Traffic up the canyon is only bad a handful of days per year (mainly powder days). It doesn't make sense to build a gondola that's an eyesore for the whole valley to fix a problem that's really only present for a small number of days during the winter. 2) It also doesn't make sense to have a gondola that prioritizes skiing above every other outdoor recreational activities. The gondola really only stops at ski resorts, so they are the main beneficiaries. Also, skiing is expensive, so the only people being served are the middle / upper middle class. | 32.2.9E; 32.1.2B; 32.1.2D; 32.2.6.5G; 32.2.9A | A32.1.2B |

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| | | 3) There's already public transit in place. Why not improve existing public transit by adding buses on peak days before building something new that we don't know people will take? | | |
| 38193 | Sun, Emma | <p>Hi. I'm a Little Cottonwood local who strongly opposes the proposed construction of the gondola. There are a few points I'd like to make. I tried to leave a comment before but think it got deleted when I tried to submit it, so apologies if this is a repeat.</p> <p>1) As someone who has lived at the base of the canyon for the past 15 years, I can confirm that traffic up the canyon can get busy. BUT I can also confirm that this only happens a couple of days a year. Building a massive infrastructure project that costs millions of dollars and necessitates permanent destruction and alteration of the canyon for such a minimal problem makes no sense to me. There are other ways to decrease congestion on these days (such as the proposed increased bussing with no road widening and tolling). And worse comes to worse, there's ways to decrease numbers up the canyon on these days. I know that that last statement is controversial, as people want to get up the canyon to ski. I believe there are ways to get people up that aren't the gondola or road widening. But even if there wasn't, I don't think that the profit/enjoyment of a few days of skiing a year makes the gondola's impacts worth it.</p> <p>2) The gondola prioritizes skiing--a wealthy, largely inaccessible sport--over all other types of recreation of the canyon, including hiking and climbing. The gondola will impact the natural beauty of the canyon--which is a large part of what people go up it for. Additionally, the construction of the gondola puts climbing routes at risk. It seems like the gondola is only focused on skiers and ski resorts, but that's not all the canyon is! It's a refuge for people who want to connect with nature.</p> <p>3) It makes no sense to spend 550 million taxpayer dollars on transportation that only goes to the doorstep of private companies.</p> <p>If we can't prioritize preserving our canyon over a few days of skiing, what hope do our other natural wonders have? The proposed plan states that the gondola will "increase the quality of life for residents" but from everyone I've talked to, it seems that the local Little Cottonwood Community overwhelmingly opposes this option. Let's instead support the increased bussing without road widening and the tolling!</p> | 32.2.9A; 32.1.2B; 32.2.9E; 32.2.4A; 32.1.2D . | A32.1.2B |
| 30087 | Sunderman, Frederick | I support the determination that a Gondola system is the best solution for alleviating traffic congestion in Little Cottonwood Canyon. | 32.2.9D | |
| 34463 | Sundstrand, Jacqueline | I am against the proposed implementation of a gondola, as are 80% of Utahns. LCC is a natural wonder and my jaw drops when I think about how it will be destroyed and defaced by this proposal. Not to mention the absurd price tag of \$500m is expected to be picked up by taxpayers, many of whom do not ski, to mostly benefit two private businesses. If the ski resorts have the money to secretly buy a plot of land to build the gondola base, do they not have money to help provide drivers/shuttles for an improved bus system? Also, the ski season on average is shrinking. In ten years or less the need for a gondola will be obsolete, but by then we will have already destroyed the facade of LCC and our dwindling water supply. Feels like \$500m in taxpayer revenue would be better spent trying to solve other issues to help secure a better future for all of us, rather than a select few. We can do better. I appreciate you trying to help solve this problem, but highly caution against taking haaty action before all environmental and systemic issues are thoroughly evaluated. | 32.2.7A; 32.2.9A; 32.2.2E; 32.1.2B | A32.1.2B |
| 33077 | Suorsa-Johnson, Kristina | I am a UT resident and voter and I am STRONGLY opposed to the gondola in Little Cottonwood Canyon. This is not a reasonable solution and does not consider the broader needs of LCC users. Having increased bussing would be very much preferable to the gondola, and would help support other uses of LCC besides resort skiing. | 32.2.9E; 32.2.9A; 32.2.6.3C; 32.1.4C | A32.2.6.3C |
| 33771 | Supiano, Katherine | The gondola plan is poor environmental stewardship and an egregious example of eco-injustice. It favors the wealthy at the expense of both mountain and valley citizens. Strongly opposed! | 32.1.2B; 32.2.9E; 32.5A | A32.1.2B |
| 25856 | Suppinger, June | My parents were Swiss and I have spent time there. There are many gondolas and funiculars in use there. It seems to me the towers are not as obtrusive as the detrimental effects of building bus lanes, widening the road or making no change at all. Using any one of those options causes ever more pollution and traffic which is unsustainable as population numbers increase yearly. The avalanches, slide-offs and accidents cause the canyon to be closed on a regular basis. The gondola would alleviate these problems and maintain more of a pristine environment in the canyon. I am in favor of less pollution and reliable regular traffic flow up and down the canyon. | 32.2.9D | |
| 33865 | Susan, Ernst | I say NO to the gondola | 32.2.9E | |
| 32903 | Sussman, Deb | Dear folks this is my official email in response to the gondola issue a little Cottonwood Canyon. As an employee and as a skier and as a human that uses the canyon a lot for recreational purposes I do not think that the gondola is the best way to handle that ever increasing traffic that the canyons are now seen. This is a land grab greedy and not a really good solution to our problem. We need better bus service. I have been employed at Alta and Snowbird for many years and have used the bus many many times it is fine. It serves a purpose we just need more buses and more time that the buses go up the canyon. It will be a huge cost to the taxpayers of Salt Lake for this benefit. This is not a good idea please remove this idea from your list of alternatives and let's do something different. Sincerely Deb Sussman | 32.2.9E; 32.2.9A | |
| 36209 | Sutherland, Hannah | I oppose UDOT's preferred alternative: Gondola B (From La Caille). As evidenced by the original public comments for S.R. 210 Draft EIS, I, and most the public, strongly oppose building a Gondola in Little Cottonwood Canyon, and support an enhanced bus service, tolling, and other restrictions be implemented before any new construction is considered. In UDOT's executive summary for the Final EIS, UDOT claims there is support for gondola and bus alternatives., " While this is true, it misconstrues the overarching message from the 13,443 public comments UDOT received. While UDOT's 258-page public comment response is quite comprehensive, it failed to statistically summarize major themes of the public's wishes. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

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| | | <p>Because UDOT's 258-page public comment response sufficiently documents all the reasons the gondola is a bad idea, there is no reason to expand on that here. Rather, I call on UDOT to present a statistical summary of the major themes from the original public comments and act in accordance with the majority themes, that is: enhanced bus service, restrictions to single occupancy traffic, and no gondola in Little Cottonwood Canyon.</p> <p>Thank you for your careful consideration!</p> | | |
| 28002 | Sutherland, Hannah | No gondola! Building it is inconsiderate of locals, climbers, taxpayers, wildlife- flora and fauna and on and on. This absurdly expensive idea serves out of towners and private companies. End ikon in LCC, try rolling [tolling], reservations, anything else! Before implementing such a costly mistake. Gondola is an eye sore at best for the rest of the year and will collect rust in summertime. Please care! | 32.2.9E; 32.2.4A; 32.2.2K; 32.2.2Y | A32.2.2K |
| 31290 | Sutherland, Hannah | No gondola!! Prioritize people, flora and fauna over profits. Gondola is a nonsense plan. The people have spoken, listen. | 32.2.9E | |
| 36230 | Sutherland, Kali | <p>I oppose UDOT's preferred alternative: Gondola B (From La Caille).</p> <p>As evidenced by the original public comments for S.R. 210 Draft EIS, I, and most the public, strongly oppose building a Gondola in Little Cottonwood Canyon, and support an enhanced bus service, tolling, and other restrictions be implemented before any new construction is considered.</p> <p>In UDOT's executive summary for the Final EIS, UDOT claims there is support for gondola and bus alternatives.," While this is true, it misconstrues the overarching message from the 13,443 public comments UDOT received. While UDOT's 258-page public comment response is quite comprehensive, it failed to statistically summarize major themes of the public's wishes.</p> <p>Because UDOT's 258-page public comment response sufficiently documents all the reasons the gondola is a bad idea, there is no reason to expand on that here. Rather, I call on UDOT to present a statistical summary of the major themes from the original public comments and act in accordance with the majority themes, that is: enhanced bus service, restrictions to single occupancy traffic, and no gondola in Little Cottonwood Canyon.</p> <p>Thank you for your careful consideration!</p> | 32.2.9, 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 36224 | Sutherland, Lynne | <p>I oppose UDOT's preferred alternative: Gondola B (From La Caille).</p> <p>As evidenced by the original public comments for S.R. 210 Draft EIS, I, and most the public, strongly oppose building a Gondola in Little Cottonwood Canyon, and support an enhanced bus service, tolling, and other restrictions be implemented before any new construction is considered.</p> <p>In UDOT's executive summary for the Final EIS, UDOT claims there is support for gondola and bus alternatives.," While this is true, it misconstrues the overarching message from the 13,443 public comments UDOT received. While UDOT's 258-page public comment response is quite comprehensive, it failed to statistically summarize major themes of the public's wishes.</p> <p>Because UDOT's 258-page public comment response sufficiently documents all the reasons the gondola is a bad idea, there is no reason to expand on that here. Rather, I call on UDOT to present a statistical summary of the major themes from the original public comments and act in accordance with the majority themes, that is: enhanced bus service, restrictions to single occupancy traffic, and no gondola in Little Cottonwood Canyon.</p> <p>Thank you for your careful consideration!</p> | 32.29R; 32.2.9E | A32.29R; A32.1.2H; A32.2.6S |
| 35724 | Sutherland, Nathan | <p>As I was driving in the Red Snake yesterday, I was thinking about the gondola and what I wanted to say. I could mention how it is a horrible idea, how it would ruin the canyon, or how it is just ploy of nepotism; realistically though, it just is not the best solution. UDOT looked at ideas the included widening the road, putting in the worlds biggest gondola, or a train. However, from the public eye it seems they overlooked the cheapest and most efficient option. Buying a big fleet of buses, and running them every five minutes during peak hours. ■■■, you could make the fair free and give everybody a meal on their way up and it would still be significantly less expensive.</p> <p>I understand that buses don't address the issue of road closure due to avalanche. As a property owner in Alta, I can honestly say; big deal. We are talking about a "remote wilderness" in which UDOT should take it on the shoulder and tell people that it is alright if they can't get to 1 of the very few businesses up there for a day or two. Unfortunately, this would take UDOT choosing the harder right over the easier wrong and telling these private corporations that they can't be the sole beneficiary of massive amounts of tax payer money.</p> | 32.2.9E; 32.2.9A; 32.1.2F; 32.1.2B | A32.1.2F; A32.1.2B |
| 31865 | Sutton, Russ | The proposed line should not be built. Save the canyon please. | 32.2.9E | |
| 32363 | Sveiven, Chris | An Expensive gondola that will only help with traffic and congestion issues for one canyon! The resort's are not built to handle this in little Cottonwood or big Cottonwood. There obviously needs to be A different solution for both canyons. I absolutely do not support what is sure to be a giant waste of money. I cannot wait to hear the news of \$600 million-\$1 billion over budget. All of the skiing snowboarding resorts are being ruined by giant lift lines and locals are starting to see how greedy and awful developers are. | 32.2.9E | |
| 34222 | Svoboda, Ali | <p>I originally commented for the gondola, however, after seeing how much simply controlling parking at the ski resorts reduced traffic, even on powder days, I do not think it makes sense. Spending more time up LCC this summer also made me realize how useless a gondola would be outside is ski season. As someone who travels up LCC regularly, I will always choose to carpool or take the bus.</p> <p>I hope one of the bus related alternatives is reconsidered, with or without road expansion. I am still in favor of the avalanche mitigation options (snow sheds).</p> | 32.1.2D; 32.2.9A; 32.2.9B; 32.2.9K; 32.29R | A32.29R; A32.1.2H; A32.2.6S |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | Overall, an alternative that costs less and makes incremental improvements seems to make more sense after seeing how much traffic improved by simply controlling parking at the final destinations. | | |
| 36212 | Swaim, Matt | As a year-round recreational user of Little Cottonwood, I am strongly opposed to the gondola installation. I feel like there has been no attempt at mitigation of the traffic problem by more reasonable means such as extended bus service. This is an example of a taxpayer funded project for the benefit of a select few businesses and individuals. I don't believe the gondola is a sustainable or cost efficient option. Additionally, it will impact the year round recreating that I do in Little Cottonwood as a Sandy resident. These include mountain biking, climbing and backcountry skiing. It is rare for a city of our size to have such a pristine environment to recreate in. The gondola would be much more than merely an eyesore, it will be an irreversible mistake. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 26778 | Swain, Zack | Please just go with a simple solution that benefits everyone. No one wants the gondola. I'd love to see a fee for cars and more bus service. Please no gondola. | 32.1.2B; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 34468 | Swan, Daniel | A gondola would be a waste of money and destructive to the canyon. | 32.2.9E | |
| 32411 | Swan, David | <p>Even though I am fairly sure that this comment won't be read or have an impact as it is clear that you will not listen to the people who live in the state and use this canyon. I think that it is irresponsible to allow the gondola to go up in our canyon. For a number of reasons, mainly the cost which the proposed cost is by most accounts is far below what the actual cost will be. This amount of money could be used to support public transit not only through the canyons but through the whole county. And help pay our bus drivers improved wages and improve the bus riding experience. Secondly we are allowing private industry dictate what will be done with public funds which will only support them and the growth of their wealth which does not trickle down stream. I have worked for these companies I know what they pay their employees and most of the time it is not live able. A gondola in this canyon will bring additional tourists which will encourage local traffic to avoid the gondola and over all increasing the traffic in the canyons. Not to mention that this is a permanent solution which will likely become obsolete before the cost is recouped as by all accounts the climate changes that are occurring in the west will leave our mounts with little snow.</p> <p>I encourage the committee for this project to please listen to the people who will be utilizing the canyons regularly and understand the need. You have a responsibility to not only improve the traffic but to keep the beauty of these canyons and natural spaces intact. And not only thinking about lining the pockets of the wealthy and with kickbacks that they will provide. You can already see the unethical behavior that these companies are implementing to influence the public.</p> <p>David</p> | 32.1.2B; 32.2.9E; 32.2.9A; 32.2.0A; 32.2.0C; 32.2.2E | A32.1.2B; A32.2.0A; A32.2.0C |
| 26661 | Swanner, Brody | I do not support the gondola. Save little cottonwood and do not approve the gondola. | 32.2.9E | |
| 34695 | Swanson, Fred | As a long-time user of National Forest lands in Little Cottonwood Canyon, I oppose construction of a gondola transit system designed to serve the ski industry and real estate developers at the expense of watershed values, scenic beauty, and wildlife habitat. The Wasatch National Forest was originally set aside to safeguard watershed quality in lands that had been ravaged by mining, logging, and sheep grazing. It does not serve the public interest to spend tax dollars to speed wealthy visitors to two ski resorts. Please give all possible attention to solutions that emphasize mass transit, including bus service that accommodates hikers and snowshoers who make up a significant proportion of canyon users. Thank you. | 32.2.9E; 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 35262 | Swanson, Noah | The gondola and rail solutions are horrible and will forever alter and destroy the beauty of the canyon. Please don't listen to a few rich people who want public funds to enhance their business. Please listen to 80% of Utahns https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah | 32.2.9A | |
| 28350 | Swanwick, David | <p>The Gondola is a terrible idea. This will NOT solve the problem with only 1900 parking spots and massive cost.</p> <p>Let's make a dedicated bus lane and when the busses get to the slopes first, people will opt for that as the fastest way up the mtn. It is completely unfair to say that people don't use the busses now, there is no incentive to. Humans are incentive based creatures and skiers are incentivized mostly by getting to the mtn first. We are talking about 19 days a year, when a solution is needed and a dedicated bus lane with additional busses solves the issue.</p> <p>The gondola moving the 1900 vehicles worth of people does nothing more than line the pockets of the select few developers who are actively pushing this effort.</p> | 32.2.9B; 32.2.9E; 32.2.9N | A32.2.9N |
| 29181 | Swanwick, David | <p>Can we please widen the road to allow for a dedicated bus lane. Widening only needs to take place on approx 20-25% of the road, the rest is ready.</p> <p>A dedicated bus lane, will make busses become the fastest mode of transportation up/down the canyon and the ridership will sky rocket. The only incentive that truly matters to skiers is getting their first and easily. Add in the fact that, this will be the most cost efficient route and it is a no brainer.</p> <p>The gondola is a boondoggle.</p> | 32.2.9B; 32.2.9E | |
| 32734 | Swanwick, David | Completely against the gondola option. this is ill conceived, hyper expensive to the public, will result in tolls to both canyons, will cost \$30/ride and thus only be used by tourists/one time users. Enhanced busses and a dedicated bus lane is the best option. Please do what is best for the community of canyon enthusiasts and the public at large, not what suits the politicians and developers. | 32.2.9B; 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32094 | Swapp, Shelley | Really excited to see this as an option. Hopefully it will also be a great way to relieve traffic during the fall leaf peeping season & summer wild flower season & allow more access to people of all abilities to our beautiful canyon while decreasing pollution & negative impact. | 32.2.9D | |
| 34350 | Swartzwelder, John | I am an outdoor enthusiast, a skier, hiker, and climber. I am writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines all forms of recreation in the canyon that draw people to live in and visit Utah. Worst of all, it would block canyon users from accessing world class outdoor activities. UDOT's proposed gondola solution markets itself as the "best," solution to reduce the traffic in Little Cottonwood canyon. However, this proposal disregards that the most frequent canyon users do not want the gondola. To successfully reduce the congestion of Little Cottonwood Canyon, it is crucial for UDOT and the EIS to weigh the desires of LCC users more heavily. Above all, the EIS proposal should value the canyon users needs and wants over the developmental goals of the ski resorts and Gondola Works. The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered. I hope you will consider opposing the Little Cottonwood Canyon gondola in favor of better solutions. | 32.2.9E; 32.2.9R; 32.2.6.5G; 32.2.9N | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.9N |
| 37828 | Swasey, Duane | I live in [REDACTED] and I do not want my 1/2 billion dollars of my tax dollars spent on the gondola project. More buses to get skiers to resorts. That much money is better spent else where like highway 191 from crescent to Monticello . 4 lanes would be good to solve a lot of traffic issues. To [REDACTED] with the skiers at snowbird and alta. | 32.2.7A; 32.2.9E; 32.2.9D | |
| 37835 | Swasey, Duane | No to the gondola!!!! Money spent better elsewhere!!!! | 32.2.9E | |
| 30251 | Swasey, Earlene | I do not want to pay for this which I will never use. It seems to me only the rich can use this. Why not let the ski resorts pay for it or put a toll on the road so those who use it pay for it. This is not for the good of ALL people in Utah, only a select few, but all of us pay for it. | 32.2.9E; 32.2.7A; 32.2.4A | |
| 30252 | Swasey, Royal | I oppose any tax dollars to fund the gondola in Little Cottonwood canyon. The cars on the gondola would stop any time one of the cars loaded or unloaded people from that car. This would lengthen the time to travel through the canyon. People would likely not be willing to spend that extra time in a gondola car. | 32.2.9E | |
| 32063 | Swasey, Wayne | I believe that those who benefit from any improvements should pay for them. Ski resorts, skiers, climbers. Taxes on fixed income residents are already a huge burden. Often the tax burden prevents us from doing the things we formerly enjoyed because we have such high taxes. | 32.2.7A | |
| 37858 | Swaydan, Lorie | I like the gondola idea. It would cut down on traffic while providing clean transportation up the canyon. It would be a fun attraction even in the summer months. | 32.2.9D | |
| 26014 | Sweat, Kyton | This is the wrong decision and I completely opposed is a Salt Lake city/county resident. Work on other opportunities instead of this. | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 36398 | Sweeney, Larry | I am against building a gondola in Little Cottonwood Canyon. It would negatively affect the environment of the canyon. This is also a huge tax payer subsidy for skiers and two ski resorts. On busy days, reservations should be required to limit the number of cars going up the canyon. Bus service should be offered where skiers that choose to drive their cars up the canyon subsidize of the cost of the buses. This would encourage more bus ridership. | 32.2.9E; 32.2.7A; 32.2.2K; 32.2.9A | A32.2.2K |
| 34091 | Sweeney, Patrick | What UDOT says it will do, pending funding for the gondola option, as practical matter makes sense. | 32.2.9D | |
| 35843 | Sweeney, Rebecca | Please listen to the majority and do not build a gondola. Also, a toll for the Cottonwood Canyon Roads...what the [REDACTED] | 32.2.9E; 32.2.2Y | |
| 27157 | Sweet, Rachel | Dear UDOT, I fail to see how your recently released statement in support of the gondola does ANYTHING to alleviate the issues facing the canyon now and for the future. What it did do was 1) discredited 1000s of voices who wrote in opposition to the gondola 2) ignored realistic, less expensive solutions to the problem 3) proved once again UDOT can be bought with enough money and influence. I am wholeheartedly against the gondola on many grounds. 1) The water shed will be destroyed. 2) view sheds will be destroyed. 3) new noise levels to the canyon will be introduced, potentially disrupting the wildlife that lives in that area. 4) it's too expensive. 5) it's not a cost effective way to spend money for the valley. a few hundred thousand people will benefit for 2 corporations when we have many other real issues that would benefit from that same money and have a greater per person quality of life improvement index. 6) cost of maintenance is expensive, on and on. While I know it doesn't matter, but here is one more opposition vote to moving forward with the gondola. Find other solutions that incentivize what we are truly trying to do... cut down on the number of cars going up the road. Rachel Sweet | 32.2.9E; 32.2.4A | |
| 34904 | Sweeten, Clayton | Skeptical of gondola still. Doesn't seem like it would reduce any carbon footprint. Surely any cars alleviated by the gondola would be replaced by people choosing to drive the canyon anyway. Especially as the valley continues to become more populated. At most it would just put more people on the ski resorts. Also gondola only benefits two private business. And actively harms the climbing community. Towers on/near boulders etc. . . Even with the different tower placement (which I'm having a hard time finding the exact map of) a permanent alteration to the canyon in service of the private ski resorts just doesn't make sense to me. More busses. Toll. Lottery even. All seem more logical. | 32.2.4A; 32.2.0C; 32.2.2K | A32.2.0C; A32.2.2K |
| 25862 | Swenson, Alexander | How is this going to get funded? Are you seriously planning on making us shell out half a billion for a project this overwhelming unpopular? Between the gravel pit and this gondola Utah's managed to totally wreck the natural beauty of these canyons. | 32.2.7A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32847 | Swenson, Carol | I have to submit one more comment: the "preferred alternative" is the most expensive solution and does not come close to solving the problem of too much traffic in the canyon year-around. Additionally, with stops being only at the 2 PRIVATE SKI RESORTS, it is obvious that this is a solution for those ski resorts only. It isn't a solution for those who want to access other areas of the canyon, or at times other than winter. It doesn't take into account the other issues, such as permanently ruining the beauty of the canyon, the ongoing environmental impact, and maintenance costs over time. If Alta and Snowbird want a gondola - LET THEM BUILD IT, NOT TAXPAYERS!!! Especially all taxpayers in Utah, including a majority that NEVER use the canyon - why should they be paying the costs for Snowbird and Alta?? This is a ridiculous proposal, and is not a solution! It's plain to see that this is simply for those closest to this proposal to make money, not to solve traffic issues in the canyon year around. Plain ridiculous! Are you already bought?? | 32.1.2C; 32.2.6.3C; 32.1.5C; 32.2.7A; 32.2.9E | A32.2.6.3C; A32.1.5C |
| 26375 | Swenson, Carol | The gondola is the most expensive and worst option for environmental reasons, for a comprehensive solution to traffic issues, and for aesthetics - we already know this. NO GONDOLA! Why is this being chosen? Who stands to make profit off of the taxpayers that will pay for this?? STUPID decision, plain stupid! Widen the lanes and make it for buses only! | 32.1.2B; 32.2.2B; 32.2.7A. 32.6A; 32.2.9E | A32.1.2B |
| 26456 | Swenson, Eric | PLEASE DO NOT INSTALL A GONDOLA IN OUR CANYON. Enhanced bussing is by far the easiest and lowest-impact solution and should be tried before we resort to more permanent solutions | 32.2.9A; 32.2.9E | |
| 26381 | Swenson, Kristin | The choice of a gondola is a bad choice. It will not solve our traffic problems and will be a huge eyesore, and it is the most expensive option. It isn't a matter of how many people might THINK they want a gondola, it should be if it makes sense to install one. Sneaker fact...it does not make any sense. Did you guys read the facts? I guess not, it just sounds so cool to have a gondola, whether it solves the problem or not! | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 25391 | Swenson, Rachael | Please do not destroy this portion of the little cottonwood canyon. The proposed gondola will destroy a beautiful piece of our nation's lands. In this phase in the climate emergency we need to be doing all we can to prevent the destruction of the natural lands around us. The planned destruction will ruin the habitats of many plants and animals using that land. | 32.2.9E; 32.13A | A32.13A |
| 28493 | Swenson, Robert | No gondola, I have lived here for over 70 years an I don't want my tax money going to support snow bird, by the way there the only ski resort I've haven't skied at. | 32.2.9E; 32.2.7A | |
| 25500 | Swiger, Travis | The gondola seems absurd and will ruin the natural beauty of LCC. The reason I don't use public transport at the moment is lack of parking, no time benefits, and buses do not come fast enough. I think the best way forward is forcing people to use public transit and making it more feasible. Allow only private vehicles with 3+ occupants up the canyon, create more parking, turn away those who do not have 3+ occupants unless parking is full, and supply more buses. You could even charge a small amount of money for the buses when you consider the alternative is paying for parking and gas used sitting in traffic | 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E | |
| 32215 | Swihart, Janet | Protect the Home Planet. | 32.29D | |
| 31015 | Swihart, Janet | No. | 32.29D | |
| 31769 | Swindells, Charles | Please, please, please do not turn Wasatch Blvd into a five lane super highway! You will ruin the lives of all that live along this street. I will never be able to safely leave my neighborhood. I will have to move but won't be able to sell my house as its value will have dropped to zero. What is needed is the opposite of this proposal. We need traffic calming solutions and a lower speed limit. At one point a traffic circle was proposed at 8350 south and Kings Hill. Please revisit this solution. It would make travel along this corridor much safer. We have already had several fatal accidents at this location and the death count will only rise with higher speed traffic zooming through this area. There are sight restrictions with the curvature of the road here that have led to me being nearly rear ended numerous times by fast moving traffic that was not in sight as I entered the road. There is no reason to ruin the lives of thousands just to speed the traffic to the mouth of the canyon where it will inevitably stack up and have to wait anyway. If you think your ill conceived gondola plan will prevent this you are sadly mistaken. | 32.2.9L | |
| 35845 | Swinyard, Nancy | The gondola is an exceedingly expensive solution to a problem that occurs in LCC few days a year. Perhaps as many as 20 days, but certainly no more, are congested as people try to go up the canyon. There would be a huge impact to the natural beauty of the canyon by building the gondola and its towers in the canyon. It's "hub", with hotels, restaurants, and an ugly parking structure in the mouth of the canyon would be an eyesore. This proposal is mainly going to enrich the already wealthy owners of the properties in the canyon. It is telling that the citizens of the cities at the mouth of the canyon are vocally against the gondola. Citizens have begged for a reservation system, tied to more frequent buses for the canyon. Please listen to the people who live in the zone that will be most impacted by this project going forward. | 32.1.2B; 32.1.2F; 32.2.9E; 32.2.2Y; 32.2.2K | A32.1.2B; A32.1.2F; A32.2.2K |
| 28383 | Swonger, Molly | I agree with the expansion of bus service. I am still highly concerned about the Gondola. I am not sure where we will get the cost to build it or continue to operate it. I worry we will get partially through building and not be able to finish. This would completely destroy the landscape with no benefit. Also the Gondola does not completely solve the avalanche concerns. | 32.2.9A; 32.2.9E; 32.2.7A; 32.1.2B; 32.2.6.5K | A32.1.2B |
| 36831 | Sybert, Austen | Hi - I'm strongly opposed to UDOT building a gondola in little cottonwood canyon. I think UDOT needs to seek better alternatives for all stakeholders. Thanks, Austen | 32.2.9E | |
| 37435 | Sybrant, Hayden | I would propose turning one of the driving lanes into a train lane and only allow a flow of traffic, up the canyon or down, through the driving lane during certain times of the day. Don't build more than you already have. | 32.2.2D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25864 | Sybrowsky, Amy | Awful awful awful. I've lived on Little Cottonwood rd for 25 years. Nobody wants this. You guys have obviously sold out for corporate money and not the best interest of the community or the land. Why rush this when there are so many options and ideas that can still be discussed. Frankly it's disgusting, and you all should be ashamed. One of the saddest days of my life today. | 32.1.2B; 32.2.9E; 32.2.9N; 32.2.2PP | A32.1.2B; A32.2.9N |
| 26531 | Sybrowsky, Jody | Please don't ruin our canyon with a gondola! I love running, biking and hiking in this beautiful canyon.. but at my own speed and own my own time table. Using a gondola will put time restraints and make the experience too futuristic and less rustic! Please stop these plans now! It is a huge mistake! | 32.2.9E | |
| 30928 | Sykes, Mo | <p>1. UDOT's own criteria emphasize that the preferred alternative must benefit all users of the canyon. The gondola only benefits patrons of Alta and Snowbird and, not incidentally, the owners of these resorts who would be, in effect, receiving an enormous public subsidy.</p> <p>2. The gondola towers would permanently deface the natural beauty of the canyon, diminishing the experience of all future visitors, including those who derive no benefit from the gondola.</p> <p>3. The traffic delays and crowds foreseeable at the gondola base will cause many prospective users to drive instead.</p> <p>4. Better and much cheaper alternatives exist that UDOT has not considered. One would be to implement alternate day access depending on whether a vehicle's license plate number is even or odd. Another would be mandatory carpooling enabled by an app (similar to Uber's) to match drivers and riders who would meet at a designated place near the bottom of the canyon. It's understandable, although not in the public's interest, that the ski resorts would object to such arrangements for fear they would reduce the number of skier days.</p> <p>5. However, the resorts, and all of us, must realize that the only way to save Little Cottonwood Canyon is to limit the number of people who use it. This should be done in an equitable way (i.e. not a toll).</p> <p>6. Finally, it is short-sighted to spend half a billion public dollars on an industry whose economic importance will decline as our snowpack thins. By the time the gondola is finished, it is entirely possible that Utah will no longer be the ski destination that it has been in the past. Of course, the ski resorts refuse to consider this future. Whatever solution is adopted, it should minimally impact the experience of the canyon in case this future becomes reality. If the gondola is built, we will have permanently defaced the canyon and spent a huge sum of money for no purpose."</p> | 32.1.2D; 32.17A; 32.2.6.5E; 32.2.2K; 32.2.2E | A32.2.6.5E; A32.2.2K |
| 26211 | Sykes, Myles | The Gondola is the worst idea! Please don't ignore massive public opinion against the gondola. I'm disappointed UDOT only recognized so few options. Why wasn't a tunnel option part of the discussion? There are multiple US firms specializing in tunnel construction that would protect the boulders, view shed, and Essenes of Little Cottonwood. Quite frankly it's a shame that UDOT is railroading this Gondola decision on us. There's no way it is the public's favorite choice. Don't ruin the canyon with a stupid, slow gondol that just pushes the parking problem to the bottom of the canyon. | 32.1.2B; 32.2.2C; 32.2.2PP; 32.2.9E | A32.1.2B |
| 26161 | Sykes, Thomas | Don't build the gondola | 32.2.9E | |
| 28831 | Symons, Phillip | The gondola is not the answer! And if people have to pay \$45 to use it, they are just going to drive up the canyon. Ask yourselves who this is serving because it's definingly not the people. | 32.2.9E; 32.2.4A; 32.1.2B | A32.1.2B |
| 35920 | Symons, Phillip | Please do not build the gondola. Please do not destroy Little Cottonwood for greed. A gondola will not fix the problem. It will only ruin this beautiful canyon. | 32.2.9E | |
| 29365 | Synoground, Breezy | I am not in favor of the Gondola. I believe other options which are more sustainable environmentally, and cost effective (to not burden tax payers) that have yet to be explored or considered fully. For example, I believe we need real-time, on demand technologies that offer free market incentives like: large group carpools, surge tolls for peak travel times, enhance buses, mobility hubs, parking improvements and tolling just to name a few before tax payers (and non-skiers) are asked to cover a gondola. I am also confident the right community minds exist to engage and develop the 'right' solutions for all. | 32.2.4A; 32.2.6H; 32.2.9A; 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 33267 | Sypherd, Chris | I strongly oppose this, there's no need to build such an expensive mode of transportation that will serve a very small group | 32.2.9E | |
| 35194 | Syphus, Wesley | Here's a public comment: NO [REDACTED] GONDOLA Thanks, Wes | 32.2.9E | |
| 32256 | Syphus, Wesley | NO [REDACTED] GONDOLA. | 32.2.9E | |
| 31254 | Syroid, Noah | I'm against the gondola solution for all of the reasons that have been mentioned numerous times by others (e.g., Salt Lake County, Salt Lake City, and the public). Please consider this suggested alternative: | 32.2.9E; 32.2.9A; 32.2.2Y | |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | <p>1. Significantly increase bus service (electric/low emission) from multiple departure areas in Salt Lake Valley for both Little and Big Cottonwood Canyons. Use existing technology to allow users to monitor via mobile app in real-time to see what buses are full/available, wait times, locations, etc. Cost should be free to nominal.</p> <p>2. In addition to 1. above, provide premium reservable bus service at an extra cost (employ electric/low emission luxury tour buses with guaranteed seat, skis/snowboard storage beneath bus) that depart from a variety of places throughout the valley.</p> <p>3. Limit # of vehicles in both Little and Big Cottonwood canyons, ensuring that buses will not ever get stuck in traffic. Limit cars to parking lots, and there should be NO parking on the roads whatsoever.</p> <p>Use existing technology that may be deployed on mobile apps and allow advanced scheduling of up and down time (20 min windows) for vehicles that prefer to drive up and down the canyons. Single occupancy vehicles should pay a premium based upon "load" (e.g., a busy powder day, it could be \$125 where a spring weekday it could be \$30). The same could be true for double occupancy, but at reduce fees. Free for 3 or more in a vehicle. Ensure good "mobile data" accessibility in the canyons, particularly at the base.</p> <p>Install automatic (no human presence required) monitoring at the base of the canyons to monitor license plates (or use toll technology). Non-compliant drivers would be reported and subject to a hefty fine/impound. Incorporate the inspection/approval for vehicles to have all-wheel-drive or approved snow tires.</p> | | |
| 29606 | Szczerbinski, Ryan | Please don't build the gondola. Focus on bussing. Preserve the beauty of the already busy canyon. Skiers are already a privileged bunch and sitting a little longer in their car on a snowy weekend is not the end of the world. | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 29990 | Szukala, Ricky | No gondola! Decision makers will go down in history for ruining the wasatch front! What do you get for building the gondola? Favors, money, or giant conflict of interest. | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 36614 | Szymanski, Sarah | I am strongly in favor of increasing the frequency of buses up and down the canyon. And/or a toll for non local residents. | 32.2.9A; 32.2.4A | |
| 31253 | Szymczyk, Sarah | I am so thankful the council voted against the gondola. It is such a horrible idea that will drastically negatively impact our environment. And there is no good reason to ruin what the most beautiful part of our canyon is. | 32.2.9E | |
| 26321 | T, Jonna | I am strongly opposed to the gondola as a transportation solution up our canyons, especially up Little Cottonwood. Incredibly unsightly, invasive infrastructure that will still depend upon vehicles getting to the starting point. Upkeep and maintenance for decades to come. | 32.2.9E | |
| 25941 | T, Niq | Please reconsider the gondola. Once these places are impacted by such machinery, we cannot get them back. The west, and Utah especially, are such places of magic and wonder. Please consider an alternative that is less impactful to the views that make Utah, Utah. | 32.2.9E; 32.2.2PP | |
| 27170 | T, Tyler | Considering the phased nature of the preferred alternative, I would like to see the performance outcomes of the initial phasing (i.e. bussing and tolling) before proceeding to full implementation, especially in light of the magnitude of other transportation issues across the region (i.e. what could such a large investment in infrastructure do to better serve the wider region, such as supporting non-motorized vehicle access to mountain transportation. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 32474 | Tadehara, Rainey | Please protect our land and do not build another gondola in little cottonwood canyon. | 32.2.9E | |
| 35917 | Tadje, Morgan | I do not support the gondola being built in little cottonwood canyon. Little cotton wood canyon is one of my favorites climbing spots and building the gondola will take away many of the boulders I love to climb on. If the gondola is built it would leave me very sad and angry. | 32.2.9E; 32.1.2D | |
| 37020 | Tadych, Tyler | Please re-consider more cost effective and less impactful solutions. The gondola is not the most beneficial for the most user groups who deserve to access and enjoy all aspects of little cottonwood canyon. | 32.2.9E | |
| 32920 | Taft, Alex | I oppose the gondola as the preferred alternative. It is environmentally injurious, has a benefit only to the private ski resorts, and has already promoted corrupt activities to make money from your decision. | 32.2.9E | |
| 35302 | Taft, Ethan | We all know winters are getting shorter and drier. A gondola is not a good solution, especially when all Utah taxpayers will be asked to foot the 1 billion dollar price tag, even though most Utahns can't afford to ski anyway. Let snowbird and Alta pay for it if they really want it. | 32.2.9E; 32.2.7A | |
| 33449 | Taggart, Brandon | The cottonwoods are a natural beauty reserved for not just those that ride at the resorts. Tolls increased bus service and resort limits on visitors are all much more viable, cheaper and easier to maintain. If a bus goes out another can be brought in or worst case out just a bus. The gondola has something slightly go wrong and the whole mode of transportation is gone. Maintain the beauty of the cottonwoods the 8 months of the year that the gondola will be useless there are alternatives. Thanks -Brandon T | 32.1.2B; 32.2.2PP; 32.2.6.5K; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 27896 | Taggart, David | Please reject the plan for the gondola,as it will not solve any transportation problems and will only harm the environment.Thank you. | 32.2.9E | |
| 31381 | Taggart, David | Please do not permanently deface the natural landscape for the benefit of the few.Thank you! | 32.2.9E | |
| 27184 | Tagger, Michele | I am outraged by this decision to erect a gondola in Little Cottonwood Canyon. LLC is one of the most beautiful canyons in Utah. I do not want my tax dollars to support this eyesore that would only profit Alta and Snowbird resorts. I am a skier, and I agree traffic is an issue, but this is a short sided solution. It would make more sense to buy electric buses that could have multiple pickup and drop off stations scattered throughout the valley. And this irreversible plan could be moot if we | 32.2.9E; 32.2.2I; 32.2.6.3F | A32.2.2I |

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| | | don't get control of our shrinking GSL which brings in all that "greatest snow on earth"! If I was a homeowner in LLC, I'd go ballistic. The noise, the obstruction of views, the disruption to life during the development will be intolerable. Please, reconsider this plan which seems to be a result of corrupt lobbying by developers and resorts. Sincerely, Michele Tagger SLC | | |
| 29152 | Tahmoreszadeh, Karen | Our taxpayer money should be spent more wisely. We need more police and traffic control. We need recycle every week. Help homeless. | 32.1.2B | A32.1.2B |
| 27748 | Tait, Nicci | Please reconsider the gondola project for the canyon. There are far more sustainable solutions that would not require a gondola obstructing views of the canyon and tearing away at the landscape. I have heard of electric bussing possibilities that may be a better decision- please take more time to consider the best decision for the future of the canyon. | 32.2.9E | |
| 34671 | Takasaki, Roman | After reviewing the proposed modes of transportation in LCC I am very against a gondola. I feel it would permanently spoil the beauty of the canyon. A dedicated bus service would accomplish the same goals at much less cost. | 32.2.9E; 32.2.9A | |
| 28164 | Talaksdater, Torhalla | NO GONDOLA! Don't Ruin The Canyon View With A Gondola! How does a gondola get me to any of the trail [trail] heads--before sunrise--all up and down the canyon? I see it benefiting the corporations that run the resorts over the general public. A gondola defaces the canyon. It solves only the ski areas parking issues, transferring it to the canyon mouth area. Are public transportation choices to get to the mouth of the canyon going to be enhanced too? In general public transportation in Salt Lake County sucks big fat rocks! NO GONDOLA! Kerry Faulkner West Jordan | 32.2.9E; 32.2.6.5G; 32.2.6.5E | A32.2.6.5E |
| 25837 | Talbot, Jenn | As a resident of Davis County, that does not use the canyon, I ask that you choose the option that costs the least for those of us that will be paying for it but not using it. Thank you | 32.2.7A; 32.2.7C; 32.2.7E | A32.2.7C; A32.2.7E |
| 25593 | Talbot, John | The proposed Gondola is a bad idea and serves the needs of Alta and Snowbird only. Not the people who use the canyon the most. | 32.1.2B; 32.2.9E | A32.1.2B |
| 27452 | Talbot, Kirk | great Job. Please move forward with this proposal | 32.2.9D | |
| 27308 | Talcott, Nancy | Growing up in Utah, I have watched the state grow in population and understand the need for better solutions for the canyons. However, I do not want taxpayer money being used for private companies' advantages. When we were in college 40 years ago, we could barely afford the ski lift passes, as it were. How much is a gondola ride going to be for the present students? Wouldn't it be better to do what Zion Nat. Park has done -- have people reserve a bus time, close the road to private cars and allow only shuttles (busses) to access the road up the hill. We'd save wear-and-tear on the road, and we could limit the number of people, so that lift lines wouldn't be horribly long. (I know people who are already giving up on skiing due to the long lines.) And, NO, do not allow cars up for an extra fee. That just allows the rich vacationers more access than the locals. It's also time we started realizing we can't have unlimited access to the canyon with unlimited numbers of people if we want the canyon to remain what it is. What about the people that are not skiers but want to go up and enjoy the canyon? The canyon is being defaced, & the quietness of hiking or camping have now been changed for skiing. I don't believe Alta and Snowbird own the canyon. | 32.2.2B; 32.2.2K; 32.2.4A; 32.2.0B | A32.2.2K |
| 37023 | Talina, Carlon | NOOO GONDOLA!!! It would ruin the beauty of the canyon. It would also ruin access to all of the hikes, climbing, and protection of the water shed. It would also destroy the wildlife including certain plants or animals that are in LCC. NO gondola!!! | 32.2.9E; 32.1.2D | |
| 36837 | Tall, Vanessa | This gondola is not only a terrible idea, but it'll be an atrocity to look at. Jamming a bunch of people into a gondola seems like a great idea for the pandemic. Unless you intend on this being a free service, I don't see it getting used. Be smarter with finances Utah. | 32.2.9E | |
| 37373 | Tallackson, Conrad | A gondola up Little Cottonwood Canyon fails to address the year-round traffic issues it experiences. It fails to serve the multitude of trailheads which bring people into the canyon while prioritizing the private interest of snowbird and Alta while relying on public money to fund it. Before making an irreversible decision, UTA should be exhausting less-intrusive and more flexible solutions like year round bussing up the canyons. Consistent bus | 32.2.9E; 32.2.6.5G; 32.2.6.5F; 32.2.7A; 32.1.2D; 32.2.9R; 32.2.9A | A32.2.9R; A32.1.2H; A32.2.6S |

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| | | service will keep people out of their personal vehicles and clogging up the canyon. While this issue has much nuance and there is no perfect solution, the gondola truly fails to make sense at any level. I implore UTA along with thousands of fellow residents and canyon users when I say no to the gondola. Find a better way to support recreation in LCC with more public support. | | |
| 30059 | Tamasonis, Joseph | No gondola. Just put in a toll booth for cars and make the bus free. Would reduce traffic drastically and might earn a profit. | 32.2.9E; 32.2.4A; 32.2.2B | |
| 26011 | Tane, Kristy | Please say no to gondola. Do electric powered busses instead. The gondola is an expensive eyesore. It will destroy the beauty of the canyon. 8miles will take a long time for gondola to reach. Just say no. | 32.2.9A; 32.2.9E; 32.2.6.3F | |
| 35393 | Tank, Alisa | I do not agree that the gondola is the best method for providing canyon access to the largest majority of people. It will only serve those going to ski resorts during winter months, when in reality people use the canyon and its backcountry trails year round. I do not use the ski resorts but recreate often in LCC, so the gondola would be of no use to me except to be an eyesore. It would not solve the problem for me and any other backcountry skiers or hikers the majority of the time. There are only traffic problems in LCC a handful of days throughout the year, and permanently changing the landscape and visual scapes in the canyon to remedy this is not necessary. Please listen to the people who live here and are against the gondola instead of a few developers and ski resorts who stand to make money off of it. The canyon is our public land and we should have a say in how it is used. Other, less-invasive alternatives such as buses and tolling should be tried first before something so large and permanent is installed. | 32.2.9E; 32.1.2D; 32.2.6.5F; 32.1.2B; 32.1.2F; 32.2.9R | A32.1.2B; A32.1.2F; A32.2.9R; A32.1.2H; A32.2.6S |
| 29262 | Tank, Alisa | I do not believe a gondola is the right decision for the canyon - for the environment, for the people paying for it, for the people using it. Because you have already identified working alternatives while money and plans are made for the gondola, why don't you just try those first? There is no need to create such a large, permanent installation in the middle of our beautiful canyon when other options exist. Especially considering this will not be used in the summer or for users not going to the ski resorts, it doesn't help a huge majority of users. Find a way that helps more people in a less permanent way. | 32.2.9R; 32.2.9A; 32.2.6.3D | A32.2.9R; A32.1.2H; A32.2.6S |
| 33535 | Tanner Clagett, M. | I strongly oppose the effort to build a gondola through Little Cottonwood Canyon. There are numerous untested options that would be far more cost-effective, and more importantly, far less destructive -- environmentally, visually, and historically. I am a member of Salt Lake's climbing community and have been shocked at the cavalier willingness to destroy dozens of historically important--and still often-climbed--boulders and climbing routes that would come with the construction of a gondola. Climbing may be a niche activity, but it is one that has strong historical roots within Little Cottonwood Canyon - a place that has acted as proving ground to climbers for many decades. Let's call the gondola project what it is: a boondoggle supported by a small, but well-heeled minority (specifically, Snowbird and Alta). It is incredibly frustrating that this project has continued to move forward despite widespread opposition and numerous less-impactful, less costly alternatives that have not been given due consideration. Please consider implementing other options: tolling, dedicated bus lane(s), ride-sharing, actual enforcement of vehicle classes and traction devices. None of this has been done, and all of it is cheaper, less destructive, and less farcical than a 12-mile gondola. | 32.1.2B; 32.2.2M; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9B; 32.2.9E; 32.2.9N; 32.4B; 32.6D; 32.2.9R | A32.1.2B; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |
| 36320 | Tanner, Bradley | The downside to all the towers the cables and the cable cars in our pretty Canyon is substantial . In addition they do not offset the fact that they provide access to only two commercial locations and likely will not be sufficient in terms of assuring that the traffic in the Sandy area is not miserably congested as it is now. I strongly support controlling access via a fee-based system. | 32.1.2F; 32.2.9E; 32.1.2D; 32.2.2Y | A32.1.2F |
| 36391 | Tanner, Cody | GONDOLA ALTERNATIVE B would be problematic for 2 main reasons. 1) There is a great section for bouldering and climbing that would be greatly impacted. It seems unfair to prioritize productized snow sports at the expense of all the other uses that tax payers get out of this area. 2) It would have large ecological impacts to the wildlife in the area. I suggest alternatives that don't have such devastating impacts. Perhaps limiting the number of people traveling to the resorts via a sign up or lottery system. | 32.2.9E; 32.1.2D | |
| 37799 | Tanner, Glen | NO TO THE GONDOLA!! Figure out a better solution that will not scar the landscape and will not cost an absurd amount of money. I say NO! | 32.2.9E | |
| 31350 | Tanner, Jane | I am very opposed to the gondola option. While we've been talking about this for years, the parking reservation systems in the canyons have alleviated so much of the problem. I hate the idea of spending a ton of tax-payer dollars to only help Alta and snowbird. Do we know how much they will contribute? Or how much the gondola will cost me every time I ride it with my family? Or will each ride be so expensive that no one uses it anyway and just drives and it becomes a ugly, useless, expensive eyesore? No one has been transparent about how much it will cost individuals to use it. We just know about the almost billion dollar building cost. Let's make buses affordable and frequent! And charge cars to go up the canyon. | 32.2.9E; 32.2.2K; 32.2.4A | A32.2.2K |
| 37793 | Tanner, Kay | As a long time resident of [REDACTED] who lives just off [REDACTED], this decision impacts me far more than most people. I am NOT a skier, a hiker, a biker, a rock climber or anyone who does more than drive up the canyon to look at the leaves in the fall. I am also a 71 year old woman with two part time jobs just trying to have enough money to stay in my house. I can't retire!!! Inflation on EVERYTHING is killing me. I do not know where UDOT will get money for a gondola. I am scared to death that it will mean more taxes for the residents of CWH. Whenever people come up with grandiose ideas, they just think there is an endless supply of money to pay for whatever it is they want to do. I am sick of it. My property taxes were skyhigh this year. Sandy has cheaper taxes and utilities. Living here is | 32.2.9E; 32.2.7A | |

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| | | becoming unaffordable. No to the gondola and NO to an increase in taxes to pay for it. Nowhere does UDOT say how they are going to pay for whatever they decide to do, but I know that somehow the residents of CWH will get stuck with paying higher taxes. This has got to stop! | | |
| 33563 | Tanner, Michael | My wife and I are opposed to building a gondola up Little Cottonwood Canyon. This will ruin the aesthetics of the canyon, have an enormous price tag, only benefit one canyon, and only benefits a relative handful of people for maybe 60-90 days per year. A terrible waste of money, when suitable less expensive alternatives recommended by the Salt Lake County Council are available. | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.1A; A32.1.2B |
| 31980 | Tanner, Nancy | My comments are in opposition to a gondola in Little Cottonwood Canyon and the widening of Wasatch Blvd for a number of reasons. 1. I'm opposed to corporate welfare. From all the materials I've read and research the gondola is being put forward to be built on tax payer funds but only helps the corporation of Snowbird and a short ski season. I am a downhill skier, snowshoer, hiker, and outdoors person. How does this gondola help me? Will there be stops along the way to drop me at trailheads. Do I get in a gondola to snowbird and then to a bus for hiking? Again, this project is being orchestrated by Republican legislators for themselves or friends to increase their wealth. 2. Reliability of a gondola. They stop regularly in winds or malfunction. Having lived in Vail, Co, gondolas are not the most reliable and theirs just take one up the ski slope. I haven't seen any report coming out from other locations with gondolas in the USA and outside such as Switzerland. Check out accidents. 3. Wasatch Blvd. I have lived at the base of Little Cottonwood Canyon for over 20 years and drive Wasatch almost every day. I've only been in one traffic issue where I turned around and that was on 9400 south. Not once on Wasatch have I even had to stop or barely slow down. With a parking garage at the base of Little Cottonwood Canyon, all of us who live in the area will actually lose our quickest and easiest access from our homes to work, etc. 4. If the gondola is so important for the ski business, why is there no talk of also putting one Big Cottonwood Canyon to Solitude and Brighton. Do they not count in the important, wealthy corporations. 5. Beauty and pristine nature of our canyons. 6. Let's hope we continue to have enough snow to even have a ski industry in the next many years. Check out historical weather. Again, I'm totally opposed to this project. It makes no logical sense other than lining Corporate and Legislative members pockets. | 32.2.9E; 32.2.9L; 32.2.7A; 32.1.2D; 32.2.6.5K; 32.2.6.5E; 32.2.2E; 31.1.1A | A32.2.6.5E |
| 33940 | Tanner, Nancy | I drove up Little Cottonwood Canyon a couple of days ago. What a gorgeous canyon to drive and experience. I stopped multiple times on the drive up and down. Viewed Beautiful trees, awe inspiring slopes and the flowing creek. The raw nature of the canyon is biblical. It's a place I feel close to our maker. I cried as I thought of the destruction that will take place with the installation of huge towers going up a narrow canyon with access roads to each of those towers. Such destruction of our nature. I wish there were those persons in power that loved the beauty in nature. | 32.2.9E | |
| 27790 | Tanner, Payden | I spent over 2 months in little cottonwood canyon over the 2021-2022 ski season. I constantly took the bus. There is absolutely no need to put a gondola in this canyon. The bus was inconvenient at times, but that is the service to improve/incentivize so that the public will be more willing to take it. The gondola will not help the solution, but rather mask the problem!!! | 32.2.9E | |
| 30965 | Tanner, Richard | As a citizen living in my owned residence not far from the mouth of the canyon, and an enthusiastic skier and camper, I wish to register an emphatic NO to the gondola proposal. In summary my view is based on (1) Corporate Welfare. This is far to great an expenditure burden on the backs of Utah taxpayers to principally benefit two corporate interests. (2) Impact on the Canyon and nearby residents. Those implications are well known. (3) The serious potential of declining ski product and skier days due to climate change. The alternatives have been discussed and I will not belabor them. I have not seen any analysis of weather-related disruption of the proposed gondola operation. Why has that not been made public? Having commuted to downtown via Wasatch Blvd for the majority of the past 22 years; I can tell you that the need for widening is grossly exaggerated. Do not allow the real estate interests and powerful ski companies to destroy the quality of life, and recreation at enormous cost for their sole benefit. | 32.2.9E; 32.2.2E; 32.2.6.5K | |
| 35719 | Tanner, Sandra | I am opposed to the building of a gondola in Little Cottonwood Canyon. The Salt Lake County leaders have made alternative proposals. Please take their recommendations. | 32.2.9E | |
| 32461 | Tanner, Sid | Tram is the best way to go. Toll booth(s)???.... all for it IF: 1) one goes in the parking area at UDOT, (no free passes, no exceptions), and 2) one goes in at every UDOT employees home driveway (no free passes, no exceptions). (to set the proper example) THEN I am all for toll booths We all have to be SLAMED the same.....I mean...we all have to pay our fair share, right!? | 32.2.9D; 32.2.4A | |
| 28380 | Tanner, Sid | Gondola! Please. Thank you | 32.2.9D | |
| 32321 | Tanner, Tyra | I use the canyon frequently, and I don't think the gondola is a good idea. It will simply be too long to be useful in getting to where I want to go. I won't want to use it if I have to wait 45 min for all of the stops until I reach my stop. It's not a functional solution, and I disagree with the cost involved. | 32.2.9E; 32.2.6.5G | |

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| 36167 | Tapper, Justin | Don't build the gondola please | 32.2.9E | |
| 33242 | Tarassov, Andrei | I don't think that taxpayers dollars should be spent on building a gondola. The project is very expensive and doesn't benefit the public. There're way cheaper alternatives and they should be considered instead. | 32.2.9E | |
| 28282 | Tarr, Emily | The building of a gondola in Little Cottonwood Canyon is the wrong decision, and I don't believe it will solve the traffic problem in the canyon. The building of the gondola will lead to over-commercialization of LCC, have negative environmental impacts, and just create new traffic congestion further down into the Salt Lake Valley. The gondola project will only serve the interests of corporate Snowbird and Alta, and will fail to serve the public in the way that UDOT says it will. The gondola project will be taxpayer funded, therefore, public opinion should be taken into account. So far, the public's voices have been ignored. It is clear that UDOT seeks to pander to rich corporations rather than serving the public. An expanded ski bus service and more parking at the ski bus stops would better serve those who love to ski in Little Cottonwood Canyon. | 32.2.9E; 32.20F; 32.2.6.5E; 32.2.9A; 32.7C; 32.7B; 32.2.7A; 32.2.9N; 32.1.2B | A32.20F; A32.2.6.5E; A32.2.9N; A32.1.2B |
| 30957 | Tarver, Max | LCC is a national treasure. It's unacceptable to destroy it for the sake of skiers who are disproportionately from the upper class. Unbelievable. | 32.2.9G | |
| 38059 | Tate, Elyse | We are against the construction of the gondola. This is not what the people want. Listen to the communities, listen to the people | 32.2.9E | |
| 32339 | Tate, Janet | Changed my mind! The gondola expense and footprint in the canyon is way too devastating. Agree with Tribune article against it. | 32.2.9E | |
| 31052 | Tate, Janet | I like the gondola idea. | 32.2.9D | |
| 31061 | Tate, Ramsey | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. 4. If the gondola only runs during the winter, how does that help with traffic in the canyon during the summer? The gondola would sit stagnant during the summer taking away from the natural beauty of the canyon. Traffic options need to be addressed for all seasons, not just winter. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action against this development. Thank you!</p> | 32.2.9E; 32.29F; 32.2.6.5E; 32.20B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |
| 26593 | Tate, Ryan | The people have spoken, NO GONDOLA | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 38199 | Tate, Shanae | The gondola is the most costly option, financially and environmentally. There are many more practical options that will solve the issues the gondola claims to solve, while preserving the canyon and people's experience in it. This gondola is not practical, is expensive, will interrupt the Canyon views and reduce the "remoteness" feeling. Meanwhile, I am doubtful that there will be payoff on it. I believe ridership for the gondola will be so low that it will all have been a waste and our Canyon will never be the same for nothing. | 32.2.9E | |
| 38204 | Tate, Shanae | The gondola is the most costly option, financially and environmentally. There are many more practical options that will solve the issues the gondola claims to solve, while preserving the canyon and people's experience in it. This gondola is not practical, is expensive, will interrupt the Canyon views and reduce the "remoteness" feeling. Meanwhile, I am doubtful that there will be payoff on it. I believe ridership for the gondola will be so low that it will all have been a waste and our Canyon will never be the same for nothing. | 32.2.9E | |
| 35601 | Tatton, Katie | Please don't make a gondola the only way to get up the canyon. It's not right that taxpayers should foot the bill for the ski hills. Locals will be priced out of visiting the canyons year round. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 28402 | Tauber, Hank | Gondola seems like the most logical access solution. | 32.2.9D | |
| 33762 | Tauber, Michael | This will not improve the climate nor the traffic. This project will only cause the taxpayers money, and ruin the environment Little Cottonwood Canyon. | 32.1.2B; 32.2.7A; 32.2.9E; 32.7C | A32.1.2B |
| 29173 | Tauber, Sally | This is such exciting news. Gondola is the best option. | 32.2.9D | |
| 32790 | Taukiueva, Halli | I agree that we need to reconsider and review putting a Gondola in the canyon. This will have a MAJOR impact on our environment, wildlife, resources, etc... This is not the best idea for Utah or its residents. | 32.2.9E | |
| 33576 | Taxwood, Rich | i agree with UDOT's selection of the gondola alternative. It is a reliable, safe, and clean means of transportation. Widening the canyon road for enhanced bus service would be time consuming and have a large impact on the canyon landscape. Also buses don't seem to be a viable solution as UTA has eliminated the 953 bus route in the canyon for this winter due to a driver shortage. This represents almost a 65% reduction in public transportation options,. Going forward the enhanced service would require even more drivers which they can't even staff the old levels of service. The staffing requirements are much less for the gondola and it comes with much less impact to the environment than more busses. Haven ridden several of these gondola systems in Europe the opportunity to combine transportation modes at one terminus increasing options such as car, bus ,train and gondola. We in America are all tied to our personal vehicles and until we adopt a different mindset a positive change will be a long time coming. Please implement the gondola to solve transportation in the canyon for us, our children and generations to come. | 32.2.9D | |
| 28303 | Taylor, Abigail | Why should billion dollar businesses continue to get taxpayer money to fund their business ventures? If snowbird wants a Gondola, and UDOT sees this as a solution, then Snowbird and other stakeholders should be paying for 100% of the gondola. This is neither a short, or long term solution in regards to traffic in the canyon. Implement bases, carpool only, have a toll booth at the entrance that is manned from 6am to 6pm. There are so many things we could do to protect this canyon, but clearly UDOT and the ski resorts care more about dollars than the public or environment. | 32.2.9E; 32.2.7A; 32.2.9A; 32.7C; 32.2.2Y; 32.2.2PP; 32.2.9N; 32.1.2B | A32.2.9N; A32.1.2B |
| 35826 | Taylor, Brady | The gondola is a huge waste of money! It's an investment of tax dollars that will only benefit the resort. It will harm the canyon, and will not achieve the desired result of reducing traffic! The gondola SHOULD NOT happen! There are better ways to achieve this goal. | 32.2.9E; 32.1.2D | |
| 33110 | Taylor, Chris | A gondola will not solve or improve access, parking, and the environmental impact alone is the most outstanding casualty. LCC is an attraction by itself, it doesn't need the proverbial neon cowboy. Rudolph the Red | 32.2.9E | |
| 36074 | Taylor, David | I do not want a gondola to scar the serenity, experience, mountainside terrain, or views in Little Cottonwood Canyon. The gondola will not be flexible enough to serve needs of all canyon users. Time using gondola will be time wasted. Funds should go to improving bus service and affordable day lockers at resorts. | 32.1.2F; 32.1.2D; 32.2.9A; 32.2.3A | A32.1.2F |
| 27825 | Taylor, Derek | Please continue to follow through with this phased approach. Dedicated bus lanes have a bigger environmental impact than a gondola, and very few of the people clamoring for expanded bussing are actually going to use the bus. One thing to consider, is please allow people to load and unload at the angle stations to provide better access to trailheads and other sites that are not accessible from the ski areas. | 32.2.9R; 32.2.6.5G; 32.2.4A | A32.2.9R; A32.1.2H; A32.2.6S |
| 36817 | Taylor, Emily | Other alternatives should be considered before jumping to the most expensive and environmentally invasive option. I heard that the proponents of this say that busing won't work because they can't hire drivers. INCREASE THE PAY FOR DRIVERS. Don't say you can't afford to pay drivers when you are considering a half BILLION dollar project. Figure it out! I vote NO on the gondola. It only benefits developers and the ski resorts. As a resident of Sandy, I see zero benefit to me. | 32.2.9E; 32.1.2D | |
| 26737 | Taylor, Erin | Please DO NOT build a gondola. This is a HUGE example of the tax payer subsidizing two ski resorts. We are skiers but there are better options. We could buy so many shuttle buses and actually charge users instead of tax payers. I would love my tax dollars to go to supporting more light rail and expanding a line along Foothill drive to tie into the stadium line. NO GONDOLA! | 32.2.2I; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.2.2I |
| 35898 | Taylor, G | I cannot believe this is even being considered with all the needs on itah for the homeless, disabled and elderly. Transportation for disabled and elderly is deplorable. Az with half the money and 3 times the people is light years ahead of Utah in helping their people. How in hood conscience can you consider blowing over 1/2 BILLION DOLLARS ON A GONDOLA FOR SKIERS when others are suffering so. Liberals own you. | 32.2.9E; 32.2.7A | |
| 29698 | Taylor, Greg | I support the gondola selection along with many of the proposed alternatives such as improved trailhead parking and snow sheds. It would be great if the gondola towers were not simply unsightly high tension power line towers but rather something more minimal and appropriate for the surroundings. Also, I would hate to see the phased approach of just adding more buses become the final step with funding being the excuse. More buses will just add unwanted congestion and noise to the | 32.2.9D; 32.2.6.2.2A | A32.2.6.2.2A |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | canyon. In addition, as a cyclist, I would request that the widening of Wasatch be kept to a minimum and the speed limits on Wasatch be reduced to provide increased safety for all users. Lastly, it would be great to have the gondola run all year with the capability to transport bikes up the canyon. | | |
| 35018 | Taylor, Jack | LCC is a beautiful place. Adding infrastructure has no added benefit. Please keep this place as simple as possible. Adding a gondola is a net negative, not a net positive. | 32.2.9E | |
| 27590 | Taylor, Jason | This is garbage. | 32.2.9E | |
| 37333 | Taylor, Jodie | Please do not build a gondola. This will not decrease the traffic. Instead it will increase the load of people on the mountains. Because people will still drive up and then you now have the additional amount of people from the gondola. | 32.2.9E; 32.20C | A32.20C |
| 26698 | Taylor, Joe | This "project" is simply another boondoggle to get taxpayers to fund the special interests of various business people, from contractors to recreational resorts. We don't need something to "ease congestion" in any canyons; if people don't like the congestion in this canyon, they can go elsewhere or arrange to come at different times. Not the problem or interest of the average taxpayer, and not the role of government. | 32.1.2B; 32.2.9E | A32.1.2B |
| 32777 | Taylor, Lauri | Gondola. Just say no. So many reasons. <ul style="list-style-type: none"> o Destroys the beauty of a canyon loved by many people who appreciate the climbing, hiking, camping, birding--all without major distractions. o A swindle on taxpayers money-- won't benefit anyone but Alta and Snowbird. Just erecting the poles will destroy too much of the canyon. All the roads that need to be built on the south side of the canyon just for infrastructure is a terrible solution o This will not solve traffic for people wanting to use lower canyon areas as it only has two stops. It won't take enough traffic off the road to mitigate the damage it will do. o So many more reasons. o Stop this plan and look for better solutions. | 32.2.9E | |
| 30453 | Taylor, Leah | NO gondola! Use other, non-destructive options like car pooling and buses. | 32.2.9E; 32.2.9A | |
| 30121 | Taylor, Marilyn | I am highly opposed to the gondola plan...it will only benefit snowbird and Alta..and of course they are not paying for it..do a shuttle system like Zion, or a reservation system...a shuttle would also be of benefit for cross country skiers and snowshoers...they could get off down the canyon from the resorts so they could also use the canyon....plus who wants to pay \$150 to stand in a lift line all day..I am local and ski at Alta...would love a shuttle and or reservation system | 32.1.2B; 32.2.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 35984 | Taylor, Matt | The Gondola proposal is not good for the community or visitors of Little Cottonwood Canyon. Road travel is not restricted during a majority of the year and parking capacity at Snowbird/Alta already result in busy mountains for recreation. | 32.2.9E; 32.1.2B | A32.1.2B |
| 28067 | Taylor, Matt | Please no gondola! Tolling, snowsheds, bus system that runs late so employees can get home later than 6 are all better options. Let's not screw up this canyon. | 32.2.9E; 32.2.4A | |
| 33238 | Taylor, Meghan | The Proposed Phased Implementation of Gondola Alternative B is a better use of tax dollars and more environmentally friendly than the gondola. Restricting single passenger vehicle and implementing a toll would eventually pay for itself. Please consider the benefits of proposed alternatives to the gondola. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 36687 | Taylor, Michael | No on the gondola. It will destroy too much wildlife habitat and is unnecessary. | 32.2.9E | |
| 25770 | Taylor, Mimi | A gondola would interrupt the scenery of the canyon that so many go to enjoy! I believe bus systems would be much more efficient to get skiers/hikers up the canyon and reduce waste. The remaining cost of the gondola vs bus should be used to improve water conservation efforts. | 32.2.9A; 32.2.9E; 32.1.2B | A32.1.2B |
| 32557 | taylor, mindy | Please look at alternative options before spending money on a gondola. My family of 6 enjoy biking, skiing, and hiking in the canyon. We are happy to carpool, and do most the time, when we use the canyon. Why not start with a carpool mandate? Why are we considering such an expensive solution to a problem that is an issue only a few days a year? Why are the businesses who profit from this not helping to pay for it? None of this makes sense. There is no common sense, only a few people hoping to make a lot of money on our investment. It not a good thing for Sandy. | 32.2.2PP; 32.2.9R; 32.2.9E; 32.2.4A; 32.2.7A | A32.2.9R; A32.1.2H; A32.2.6S |
| 26369 | Taylor, Natalie | No gondola! We do not need more people in the canyons. A gondola would forever ruin the canyon. Right now the priority should be to preserve the natural environment, not make it easier to get more people up the hill. Please focus on long-term sustainability with an eye to protecting our natural resources. No gondola. | 32.2.9E | |
| 27415 | Taylor, Ruth | UDOT is planning on the gondola down Little Cottonwood Canyon. Click the link and tell them no!!! I've long advocated for a phased approach and taxpayer-friendly solutions that protect our canyons. Taxpayer-funded transportation projects should benefit ALL residents, not just ski resorts. We should be working for fiscally responsible solutions like expanded parking reservation systems, increased carpooling, and more responsive busing service. I continue to believe a gondola is not the right direction for our canyon. We need sustainable, innovative transportation solutions that benefit ALL of us. | 32.2.9R; 32.2.9E; 32.2.2K | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K |
| 27838 | Taylor, William | The Gondola serves only the two ski resorts in the winter. A transportation solution that serves the entire canyon is the solution we need. Widen the road, build snow sheds, have dedicated bus lanes, don't widen the road where two lanes any direction already exist, just make one dedicated for busses and expand parking at the base of the canyon. | 32.2.9E; 32.2.9B; 32.1.2D | |
| 33494 | Teeples, Jill | Do not build the godola up Little Cottonwood Canyon. It is too expensive and ruins the canyon views and will not solve the problem. Make the canyon a 3 lane road (2 up in the morning and switch to 2 down in the afternoon). | 32.1.2B; 32.2.1P; 32.2.9E; 32.7C | A32.1.2B |

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| 33547 | Teeples, Troy | Do not build a gondola. It is a waste of money. People will still decide to drive up the canyon to save the money it would cost to ride the gondola. I like the idea of expanding the road by one lane and having two lanes go up the canyon in the morning, and two lanes go down the canyon in the afternoon. | 32.2.2D; 32.2.9E | |
| 31096 | Teerlink, Sheldon | When I first heard about the Gondola Works project I was originally in favor of constructing a gondola in Little Cottonwood Canyon. However, after hearing all the reasons for not doing it I think building a gondola is a poor decision. First of all, it is inflexible and not reversible if canyon demand changes. Building two huge towers in the canyon really kills the view. Snowbird is lobbying hard for it because they are capitalists and stand to benefit the most. Please don't build the gondolas just for the skiers. It's also wrong for Snowbird and Alta to profit the most from a gondola paid for almost entirely by public moneys. | 32.2.9E | |
| 36025 | Teerlink, Steve | In my mind, I think we have three options: Widen the road for increased automobile traffic, Create a bus lane For transit traffic, or Build a gondola. Due to the fact that most people who ski in Utah from out of state, do not know how to drive safely in a rental car on a canyon road in the snow, it makes no sense to widen the road. I've lived in Utah my whole life, and I don't like driving down the canyon when it is snow packed after a big snowstorm. The road would still need to be widened to allow an extra lane for bus transit, so I would think the environmentalists would hate that more than a gondola. But eliminating the idea of a gondola, is about as absurd as eliminating the tram that goes all the way up the mountain to the top of Snowbird!! Not only would it be a much more efficient way to transport a lot of people, but it would also be a way to attract tourists to visit the sites during the summer. Seems like a much more safe and economical route. There were a lot of people who were strongly against Trax in Salt Lake City when it was first proposed, but look how it has flourished and has paid for itself!! A gondola is a lot less intrusive to the environment than widening the road. I think we need to look at that again. Like Trax, a gondola would pay for itself. Steve Teerlink | 32.2.9D | |
| 30844 | Teitelbaum, Herta | No gondola in LCC | 32.2.9E | |
| 33072 | Tekiela, Piotr | I do not support the idea of being tolled on top of having limited bus service. How can alternatives be encouraged when they don't exist. I pay for a ski pass for a local resort and now I have to get lucky with reservations and I have to pay to drive up the road. If there is a toll 25-30 dollars is excessive. | 32.2.4A | |
| 25663 | Temarantz, Tyler | I spend nearly every day of winter recreating in the cottonwoods both at the resorts and in the backcountry. I believe a gondola is not an option in the best interest of the community, only to benefit the resort owners wallets and as a marketing attraction. It's a one way path to the resorts and has no option for the 1000s of people using the trailheads throughout the canyon. Among the many other reasons not to move forward with the gondola, I think it will be an eye soar to one of the most beautiful sections of Utah and it's a shame to see Utah representatives supporting such a narrow minded solution to this situation. | 32.2.9E; 32.2.6.3C; 32.1.2D; 32.2.9N; 32.2.2PP | A32.2.6.3C; A32.2.9N |
| 32300 | Temple, Mike | Half a billion for a gondola that only serves two private businesses is not a public initiative. If it's such a good idea, let Vail Corp pay for it. They've already made the price of skiing ridiculously expensive -- they have the money. | 32.2.9E; 32.2.7A | |
| 32890 | Templin, Chris | As a 30 year employee in Little Cottonwood Canyon the road on its worst days, 12-15 per year, just needs to be managed better. A 45 minute lag time for a plow is crazy. UDOT has some of the best weather stations in the state. Managing the road during inclement to weather seems to be one solution never talked about. That includes traffic entering and leaving the canyon. The sticker program is a joke. And the management of that program as you approach LCC is non existent. Snowbird management says nobody wants to ride the bus but yet busses are full and run to infrequently. AS an employee with housing in the Town of Alta this isn't even an option. I arrive in town on a Sunday and leave after my shifts 3 days later. There is no where to park my vehicle in the valley UTA bus stops for days on end. Changing the look of LCC seems extreme to say the least for the hand full of days the canyon has traffic issues. This alternative of gondola building also does nothing to solve traffic problems in the Cottonwood Heights communities which will suffer with building of the gondola. | 32.2.9E; 32.2.6.5E; 32.2.2II | A32.2.6.5E |
| 30664 | Temus, Alex | Will this impact the climbing areas up the Canyon? I'm not concerned about losing access during construction, but breaking apart the walls with some of the best climbing routes in the state would be detrimental and irreparable. | 32.20A;32.20B | A32.20A |
| 32586 | Tenbroek, Jens | I am firmly against the gondola. I just don't understand why we wouldn't first try non-permanent measures. Why not see if increased bus, tolling, traction device checks and reservations would help first. It really makes no sense to me and honestly makes me distrustful of my leaders here if they were to push for the gondola. That the taxpayers would foot the bill for two private businesses just boggles my mind. These canyons and the water they provide are essential to life in SLC. Please take your time in evaluating the impact of this decision and do the moral thing. | 32.2.9E; 32.2.9R; 32.1.5C | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.5C |

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| 26228 | Teng, Da | The now proposed gondola has a service rate of 35 passengers per 2 minutes. This is way too low for peak traffic while too many for low traffic times. Measures need to be implemented to be able to adjust capability of the gondola plan. For example, buses still need to be improved during peak time. | 32.2.6.5D; 32.2.6.5N | |
| 30701 | Tenney, Corey | I agree with the Gondola. I would prefer sooner than later. However I do believe that you should release how this will be paid for down the line.... Snowbird and Alta patrons should be paying for this over the long haul. | 32.2.9D; 32.2.7A | |
| 36032 | Tenzer, Nicole | No to the gondola. Run more buses. I've skied at snowbird for 12 years and have never had a problem driving up or parking. I will stop skiing in LCC if the gondola is built. | 32.2.9E; 32.2.9A | |
| 37739 | Tepley-Pratt, Christine | The gondola only serves the resorts. Not the environment or the people that already ski in the canyon. It changes the appearance of a beautiful place. Do not bring more into a busy ski resort. | 32.2.9E; 32.1.2D | |
| 30302 | Ter ^v o'n, Diego | Let's extend buses for public access instead of gondolas for tourists. | 32.2.9A | |
| 33733 | Terrill Wilson, Cayce | Hi, I'm Cayce and I'm a resident of Sandy, UT, a Utah voter, and an avid user of Little Cottonwood Canyon (LCC). In fact, it was a large factor in the decision for my wife and me to purchase a home in Sandy last year. I rely on LCC year-round to fill my needs for enjoying and exploring nature - from trail running and rock climbing to skiing and hiking. On average, I probably spend 2-3 days/week in LCC. Suffice to say, I care deeply about the future of LCC and am deeply opposed to the plan of adding a gondola to the canyon. My opposition to the gondola is multi-faceted. First, LCC is part of the Uinta-Wasatch-Cache National Forest and the motto for all national forest land is "land of many uses" which is very true for LCC. The canyon is enjoyed and loved by rock climbers, mountain bikers, resort skiers/snowboarders, backcountry, skiers/snowboarders, hikers, trail runners, backpackers, birders, the list goes on. Yet, the gondola only seeks to serve one type of user - resort skiers/snowboarders. It's unfathomable to me that we'd consider a solution that is so limited in who it serves and so universal in who it burdens. The financial burden of the gondola is fiscally irresponsible. It seeks to primarily benefit the resorts of Snowbird and Alta at the cost of the taxpayer. Furthermore, the gondola will create irreversible damage to the aesthetic and natural habitat of the canyon in a way alternatives (such as more buses, imposing a toll on the road (especially a progressive one for private vehicles with single occupants, or widening the road) will not. The gondola is a 0 to 100 solution when there are plenty of reasonable intermediate solutions that are strong candidates to achieve the desired goals for the project. I hope you will reflect on the thoughts and sentiment I've shared and realize there are thousands of citizens that share my opinion. Please listen to the people that pay the taxes not the resorts and individuals that stand to gain fiscally from the gondola. Please protect and preserve LCC by saying no to the gondola and choosing the right path of finding a solution that meets the needs of the many people that access this sacred land of many uses. Thank you, Cayce Terrill Wilson Sandy, UT | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 37541 | Terrion, John | I'm not interested in paying for a billion-dollar gondola on fixed retirement income. | 32.2.7A | |
| 26195 | Terry, Adam | This has been fun to follow along with. I love the idea of the gondola. For once we have an idea that will by pass the asphalt solution. I can imagine riding it up already free from looking at the road, free to enjoy the incredible views. This gondola might be as cool as some of the gondolas I've been on in Europe and telluride. We have incredible mountains, this allows us all to enjoy them safer and easier. A true step forward. I hope it goes through! -Adam | 32.2.9D | |
| 37123 | Terry, Hailey | This gondola seems like a huge waste of money. As an Utah resident and someone who doesn't ski, I don't want my money going towards thing that I will never use. I love to hike and recreate up little cottonwood and a huge eye sore that only benefits a small handful of people and mostly the ski resorts (?????) this seems like a ridiculous answer to the issue of traffic up the mountain. Let's find a more simple answer that doesn't waste all my hard earned money. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 25752 | Terry, Joseph | No, please don't. I'm a rock climber, and please no. | 32.2.9D | |
| 33886 | Terry, Nick | I fell in love with Little Cottonwood Canyon in 2011 when I moved to Salt Lake City from Seattle, WA. The natural beauty, steep terrain, and unparalleled snow conditions that bless the central Wasatch are what made me keep returning to Utah each ski season until I permanently settled in Salt Lake in 2020. The influx of people who have relocated to Salt Lake in the recent years has definitely warranted a solution for the winter-time ski traffic, but personally I do not think that building the world's longest gondola is the best option. Truthfully, the biggest priority should be to stop the Great Salt Lake from shrinking. If we do not, and the lake dries up, then the world-class skiing that Utah is famous for will not exist and the landscape will be plagued with a \$550 million dollar eyesore. Instead of the gondola, I think that bus lanes should be added, bus services should be improved, and private vehicles should be tolled. There should be an emphasis on using a fleet of electric buses and even private passenger vehicles that are emission-free should be rewarded with a reduced toll. I understand the extreme weather and avalanche conditions in the canyon and I get why there is a push for an above-ground transportation solution, but it would be more reasonable to start with less invasive options. For example, there could be snow sheds built in the avalanche paths that would divert the snow and keep the road free of debris. | 32.2.2E; 32.2.2Y; 32.2.3A; 32.2.6.3F; 32.2.9A; 32.2.9B; 32.2.9E; 32.2.9K; 32.2.9N | A32.2.9N |

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| | | Something else that I have noticed with resolving the transportation issue is that skiing and snowboarding is a very gear-intensive sport and without a personal vehicle with you at the resort, it becomes very inconvenient to manage all of your gear. Alta and Snowbird both need to massively expand their day-use areas and provide way more space for people to have lockers, eat their own food, and be able to escape the elements. Thank you UDOT for allowing the public to voice their opinion on this issue. I hope there is a better solution that we can come up with that is agreeable for not just the winter-time crowds but for everyone who loves Little Cottonwood Canyon, no matter what their choice of recreation is. | | |
| 27451 | Terry, Scott | No gondola! It brings much more damage to the canyon only to benefit the resorts and the rich out of state ski patrons off of the local taxpayers. Add more public transportation and allow local access to the entire canyon all year while relieving the canyon mouth/canyon traffic nightmare. | 32.2.9E; 32.2.9A | |
| 29416 | Terry, Trisha | We do NOT want the gondola in our canyon. We as tax payers don't want to pay for it. We believe the few days a year that are heavy traffic can be alleviated through extra bus services, etc. The gondola will be expensive to ride and will not help who the what my family uses the canyon for- which is backcountry skiing and hiking. Please stop the gondola!! | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 27159 | Terry, Zach | As a resident of 9400 south and wasatch for over 44 years, I can legitimately call this my home and my issue. I regularly hike and bike and play in both cottonwood canyons. I am saddened and frustrated that we are allowing politics and secondary gain and corruption control what the people want in this situation. A gondola is like putting lipstick on a pig. It doesn't work. The people have spoken. UDOT has clearly been payed off for its position on the matter and you are not part of the solution. Don't tax me and my friends and family for this pet project. Over 80% of those this gondola would impact have spoken and don't want it. Now do your civil duty and portray what the community wants, busing lanes and electric buses and NO gondola!! | 32.2.9E; 32.2.9B; 32.2.6.3F | |
| 36899 | Terziotti, Luca | No gondola. No road expansion. No irreparable harm to the canyon. I don't want my taxes to support this boondoggle to enrich the resort owners. I don't want the climbing and other resources in the canyon to be harmed. The gondola is not a solution to the transportation issues. It's too slow, too limited, and will only push traffic further into the neighborhoods. Try nondestructive solutions first: expanded bus service, discounted bus service, etc. | 32.2.9E; 32.2.9L; 32.2.6.5E; 32.2.9A | A32.2.6.5E |
| 37250 | Tesch, Randy | No on Gondola | 32.2.9E | |
| 29747 | Tesetarits, Mark | The gondola is a terrible idea!! It's hard to believe it was even considered! The potential damage to this fragile environment is unacceptable..... not to mention that this option does nothing to get people to other trailhead destinations! It is taxpayer dollars supporting 2 private businesses! | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.6.5G; 32.2.9E | A32.1.2B |
| 29162 | Teske, Stephen | A gondola would be a huge eye sore and only be useful to a small group for a small part of the year, at the expense of the majority of the people who use the canyon. | 32.2.9E | |
| 25574 | Tessier, Michelle | Hello, While I'm happy to see that you are taking a phased approach to improving the traffic situation in Little Cottonwood, I want to state that I am still strongly opposed to building a gondola. I believe that state taxpayer money should be spent on improving the resources that those who live here full time use the most frequently. I believe that most people who would use the gondola, or even the expanded bus system, are from out of state. I think the resorts should pay for improving the experience of tourists accessing the resorts, not taxpayers. Additionally, I would like to add that with the increasingly unpredictable weather we are having in Utah and the world as a whole, now does not seem like the right time to be building such committing projects. Why don't we invest more in greenways, local parks, and trails, which are resources the local community is much more likely to use with greater frequency than a gondola. The gondola plan doesn't even include a stop at the White Pine parking lot, which is extremely busy during the spring, summer and fall, even during the weekdays. I think the gondola is an unacceptable use of taxpayer dollars. | 32.2.9E; 32.2.9R; 32.2.7A; 32.1.2B; 32.2.6.5G | A32.2.9R; A32.1.2H; A32.2.6S; A32.1.2B |
| 25580 | Tessier, Michelle | One piece of additional feedback on buses I would like to add is that one chief problem with the current bus system is the number of stops at Alta and Snowbird. Canyon buses taking visitors up and down canyon should only have one stop at each resort. The additional stops make taking the bus much slower than driving, especially if going to Alta. | 32.2.6.3A | |
| 26120 | Test, Max | Please please please do not build this gondola. The traffic issue is a direct cause from the private ski resorts and should not be solved by tax payer money. Not to mention the devastation the gondola will have to the environment. Building the gondola benefits the ski resorts and goes against the majority public stance against the gondola. | 32.1.2B; 32.2.9E; 32.2.7A; 32.2.9N | A32.1.2B; A32.2.9N |
| 38665 | Teton, James | This is James Teton. I tried submitting a comment on the EIS form. However, the captcha validation failed and yet there was no captcha graphic at all on the page. So I wanted to let you all know. I do not favor the gondola, especially since it's a subsidy for a seasonal recreation in a season that's going to get shorter and shorter with the climate change getting warmer and warmer. Stick to more practical solutions. My number here is [REDACTED]. Thank you. | 32.2.9E; 32.2.2E; 32.1.2D | |
| 32658 | Tetzl, Matt | I am kind of appalled at the decision to move forward with a gondola especially after the sheer amount of locals, myself included, who have been starkly opposed to the gondola. All the gondola does is serve the ski resorts in an unreliable manner. Between weather delays the gondola trip is still as long as driving up the canyon in rough traffic. An efficient bus system and varying tolls based off of passengers is a far superior system to control traffic without causing any adverse effects to the natural beauty or other outdoor activities the canyon offers. | 32.2.4A; 32.2.9E; 32.2.9A | |

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| 36680 | Tew, Calvin | I don't think taxpayer dollars should fund a piece of transportation that only operates during the winter season and only benefits a private company. Also we need to preserve the beauty of little cottonwood canyon and protect the many trailheads and recreation areas that would be destroyed by this. | 32.2.7A; 32.2.6.5F; 32.1.2D | |
| 31737 | Tew, Jakob | I think the part of the plan that seems reasonable is the improvement of the bus system. Why aren't we considering this as the whole system? It sounds like the bus will be faster and more efficient than the gondola. I would be stoked to utilize an improved bus system! | 32.2.9A | |
| 36141 | Thackeray, Jill | No to the Gondola and especially a NO to using tax dollars to pay for it. If the resorts want it, they should pay for it. It is not worth the damage it will do to the scenic canyon and the wreckage it will cause to recreation areas used by those who are not skiers. | 32.2.9E; 32.2.7A; 32.1.2D; 32.1.2F | A32.1.2F |
| 36576 | thaler, jacob | don't put a ██████ gondola in the canyon | 32.2.9E | |
| 27008 | Thalhamer, Matt | This is not the best use of public funding and will only serve a small portion of people to private resorts. Better public transportation options would be a better solution | 32.2.2PP; 32.2.9E | |
| 37108 | Thaller, Andrew | Installing a Gondola in Little Cottonwood is a costly and highly invasive proposal. It has the potential to affect our water supply. It only benefits one user group (Skiers,) and should only be a consideration if the Ski resorts pay the full upfront cost. I do not want my tax dollars paying for a Gondola that benefits the rich. This damages the bouldering community and the view shed of a wonderful canyon. Salt Lake City should focus there multimillion dollar budget on addressing the drought and high cost of living. Furthermore, if making commutes faster and reducing traffic are truly a concern, Gate B in the airport has a 7 min walk that could use that gondola. Put it in the airport. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 25386 | Thanks, No | This benefits nobody but the executives of Alta/Snowbird and whichever politicians get paid. It would be much easier and much more environmentally friendly to handle the canyon similar to how Zion handles park access via bus only (maybe at peak times only). Both projects will need massive parking, only one would be significantly cheaper, more beneficial, and ready significantly sooner. The gondola being a paid expense as well is quite a joke as people will choose to drive to avoid the cost and still jam the canyon with traffic. If this is really about accessibility and environmental impact then the gondola is a cash grab that will benefit a very select few. | 32.2.2B; 32.2.9E; 32.2.9A; 32.6A; 32.2.2PP | |
| 38010 | THARP, DOUGLAS | The public should not pay for a for profit organization's infrastructure | 32.2.7A | |
| 29822 | Thatcher, Andee | This is pure corruption. 70% of the people who will be paying for the gondala voted against it. This is the rich pushing their way onto the majority of the people and it is wrong. | 32.1.2B; 32.2.7A; 32.2.9N | A32.1.2B; A32.2.9N |
| 33243 | Thaw, Carly | Giving incentives for riding the buses would be a much better option. No gondola | 32.2.9A; 32.2.4A; 32.2.9E | |
| 31031 | Thaxton, Patricia | I support the gondola. Buses and carpooling incentives have failed. A wider road would degrade canyon views just as much, or more, than a gondola. More traffic on the road, even if it's clean energy powered will impact water quality due to the substances spread on the road to improve traction and control ice. | 32.2.9D | |
| 33457 | Thayne, Jeff | I have been a snowbird pass holder and avid climber for over 20 years. I have been up and down this canyon multiple times a week for those years. I do not understand how this proposal would alleviate traffic other than a very few powder days in the winter. That is a parking problem, nothing more. Most of the time I am in the canyon the congestion areas are at all the fly over areas. For the last 3 weeks traffic has been busy due to lack of parking at trailheads, not due to demand at the 2 resorts. Please reconsider a more flexible solution that meets the needs of users other than the rearts. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.7C | A32.1.2B |
| 32086 | Theler, Carolyn | I do not believe this is a good idea for several different reasons. First, the cost, second it would only help for a few months of the year, third given the drought we are in there may not be much snow in the future, fourth, it would end up being a white elephant that harms the beauty of the canyon. | 32.2.9E; 32.1.2B; 32.2.2E | A32.1.2B |
| 26433 | Theurer, Benjamin | I am AGAINST the proposed gondola in LCC. To do so is an environmental disgrace. Keep LCC wild!!! | 32.2.9E | |
| 28459 | Thieme, David | Gondolas suck ██████. Electric buses don't suck as much. | 32.2.9E; 32.2.6.3F | |
| 31900 | Thinkaboutit, Melissa | Don't build the gondola. The answer is less people visiting and you won't need the gondola. Save money and resources by stopping the promotion of the ski resorts. Money will still come to them and their business will still be fine. They are greedy if they think they need excessive tourism. Stop ruining the west. Anyone who would like to see excessive growth does not belong in the west. There are other more fitting places for you. I've seen in the structure such as gondolas and gravity coasters and all kinds of other ██████ people put into the mountain. Less is more | 32.1.2B | A32.1.2B |
| 29235 | Thinnes, Diane | This project benefits too few people for the high taxpayer expense. Only the wealthy and an extremely small percentage of the population will use the canyon. The ski resorts should fund and provide solutions to this problem. | 32.2.7A | |
| 37443 | Thirawat, June | would like my name to be added to those who strongly oppose the gondola. I am an avid skier and have driven up both LCC and Big CC to the resorts. Last season, I took the bus more often because I didn't want to pay for parking or drive up the canyon. Some ideas I have instead of Gondola: | 32.2.9E; 32.2.2Y; 32.1.2F; 32.1.2D | A32.1.2F |

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| | | <p>1. More available parking for people who want to take the bus. 2. Perhaps having a bus lane just to the mouth of the canyon. This way the bus doesn't have to wait in line with the other cars to make the left turn. 2. Toll system for people who want to drive up the canyon on weekends in the winter. Also have a reduced amount for people who are carpooling.</p> <p>A gondola will severely impact a beautiful canyon which is one of the great benefits of living in the Salt Lake area.</p> <p>I believe that the commercial interests are having way to much influence on the process but in reality over a year , I would guess that most of the visitors to the canyons are not at ski areas. They are hiking, biking, backcountry skiing and site-seeing, picnicking etc.</p> <p>I would suggest that all the other avenues be tried before committing to a gondola.</p> | | |
| 33360 | Thirlwell, Hilary | I am a Utah voter and am opposed to the gondola plan. It seems that it is being pushed by people that stand to preferentially gain from the gondola option. I am in favor of trying other options before any more discussion of building a gondola is engaged in | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 37387 | Tholen Rosenlof, Celeste | <p>I oppose the gondola and support lower-impact, common-sense solutions to easing congestion and improving access for more Utahns. Please invest in cheaper and more sustainable options first.</p> <p>Thank you, Celeste</p> | 32.2.9E | |
| 36502 | Thoman, Chuck | Do it! Smartest transportation idea since Trax. Such a great idea!! | 32.2.9D | |
| 27546 | Thoman, Taylor | As a concerned resident and an avid skier at both Snowbird and Alta Resorts, I strongly oppose the gondola proposition. Building this gondola in LCC would be tragedy. We have year-round access and traffic problems, none of which will be solved by the gondola. Most of the recreation in the canyon is not focused on the two ski resorts. It would be a shame to mar one of our most beautiful canyons, only to increase overall traffic and make skiing more cost prohibitive. The better solution is to invest in a robust year-round bus system, and disincentivize driving. This will improve equitable access for locals and skiers. It will not permanently damage the canyon, as the road will not need to be widened if we can eliminate many of the cars on weekends and holidays. We could also run designated "ski" busses during the winter that go to the resorts and other busses that stop recreation points in the rest of the canyon. This would improve traffic conditions in both BCC and LCC all year round. Please consider the long term consequences of this gondola and choose an option that conserves and respects the majesty of the Wasatch mountains. I urge you not to prioritize the desires of big businesses and tourists who do not understand or care for the best interests of our wilderness and local community. | 32.2.9E; 32.1.2B; 32.2.9A; 32.2.6.3C; 32.1.1A | A32.1.2B; A32.2.6.3C; A32.1.1A |
| 29126 | Thomas, Anna | Do NOT build this gondola with our taxpayer dollars. It will only exist to serve those who can already afford to ski or travel by private means. | 32.2.9E | |
| 32233 | Thomas, Brandon | Travel time is not being considered as a strong enough driver in the decision making process. An hour plus gondola ride is longer and way more of a pain than even the busiest winter days for skiing. Have you properly considered the reality of an empty gondola and heavy demand remaining for the road instead? Please prioritize travel time along with other factors more purposefully. I think you will find the train option more appealing, consistent, and full of optionality. | 32.1.4C; 32.2.4A; 32.2.9F | |
| 33761 | Thomas, Brenna | I do not approve of a gondola in Little Cottonwood Canyon! It will not allow equal access to this beautiful area, and may destroy some amazing climbing spots. | 32.2.9E; 32.2.9N; 32.4B; 32.5A | A32.2.9N |
| 37577 | Thomas, Clyde | <p>Little Cottonwood Canyon means a great deal to me. I have lived close to it in Sandy much of my life and have spent a lot of time in Little Cottonwood Canyon over my 69 year life time.</p> <p>I am concerned about the Gondola and the visual impacts. I question putting so much money into this project to benefit skiers and ski areas for just 15 or 16 weekends a year. Are there ways to create more incentives for people to use the ski areas more during the week and ways to move more people up the canyon by bus on weekends without a major widening of the road? Since the project is primarily needed for and being pushed by the skiers and ski areas, should the cost of the project primarily be paid by the ski areas and the skiers? The average citizen and taxpayer of Utah won't benefit from this project. This is not an ordinary road project.</p> <p>Did any former Utah Legislators and developers have inside information when they were involved in buying the land that will be used for the base terminal in the La Caille area? I heard the name of one of our former State Senators for Sandy as an owner of that land. I wondered if people have benefited from inside information.</p> <p>I also like the cog railroad idea however it appears to be much more expensive. Years ago during the mining times a railroad was used in the canyon. Could that former rail bed, now a bike path, be used again? Could snow slide sheds or roofs be used to allow the snow slides to go over the rail tracks?</p> <p>Is the average citizen aware of this project? I request more time to discuss it and more outreach to involve more people.</p> | 32.2.9E; 32.1.2D; 32.2.7A | |
| 34875 | Thomas, Cory | Please no gondolas. The superior solution is to limit ticket sales. | 32.2.9E; 32.2.2K | A32.2.2K |
| 27421 | Thomas, Donna | <p>I am opposed to the gondola due to the enormous cost to tax payers and I rarely use the canyon. This unnecessary expense will be costly for seniors and other middle class families. I think the gondola cable is unsightly and will impact other types of recreational activities in the canyon. For these and many other reasons I do not support this action.</p> <p>There are more cost effective ways to accomplish this.</p> <p>Please No Gondola!</p> | 32.2.9E | |

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| 29019 | Thomas, Henry | I stand with the 80% of Utahns that don't want a gondola. Why should the tax payer pay for something that benefits the giant multi-million dollar ski resorts? Why should we destroy the canyon irreversibly when we could simply build a better road and have many more busses. The construction that will make the gondola alone will contribute to so much pollution, and the busses will contribute only a fraction. Whose to say if the gondola will even work to carry the amount of passengers that it needs. Besides, busses are a lot less scary to ride. I am highly opposed and disappointed in Utah that they are building this monstrosity. Please STOP! | 32.2.9B; 32.2.9E; 32.2.7A; 32.2.9N | A32.2.9N |
| 25896 | Thomas, Jake | Improve the buses before putting in a gondola. | 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 28025 | Thomas, Jason | NO GONDOLA | 32.2.9E | |
| 38170 | Thomas, Jean | I am against the gondola project. The \$500 million dollars instead needs to be used to save the Great Salt Lake. When toxic dust is blowing all over the Salt Lake Valley, there will be no tourists visiting Salt Lake. The dust from the lake will cover the snow on the mountains causing faster snow melt, or at the very least inferior snow to ski on. No snow, no skiers, no problem for Little Cottonwood Canyon, no gondola needed. The only people the gondola project benefits is the contractor building the project. Saving the Great Salt Lake will benefit more people. You can run a lot of buses up and down Little Cottonwood Canyon for 500 million dollars! | 32.2.9E; 32.2.2E; 32.1.2D | |
| 32698 | Thomas, Jill | Instead of throwing away all that money so rich people can ride a gondola to ski, how about fixing the potholes in our streets! Most of us will never use the gondola and resent our tax money paying for it. It's simply not fair! Skiers can take a bus. | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 37951 | Thomas, Karen | I have been volunteering hundreds of hours on a project to build a Disaster Discovery Center with a price tag of around \$20 million for the past 10 years. This project is designed to empower the public with lifesaving knowledge and skills through interactive experiences. To hear \$550 million is the desired solution to provide gondola transportation in Little Cottonwood Canyon is incredibly disheartening. I am a Sandy resident. We love driving up our canyon and have stayed at the Cliff Club several times with our extended family. We would gladly take a bus to visit the area, especially if it meant not widening the road or putting up the unsightly gondola. We likely would not be riding a gondola, along with many Utah residents, who would not be able to afford a ticket. The gondola would not benefit many Utahns. Please do not spend our tax money on this extravagant project that would not benefit a majority of Utah residents. Consider instead a project that could save lives and property and prevent injury rather than a gondola. | 32.2.9E; 32.1.2D | |
| 26445 | Thomas, Kate | There was an article in the Tribune several weeks ago describing a tunnel as an option for transportation up the canyon. Apparently this option wasn't given a lot of consideration, even though it is much less expensive & there are companies that are capable of taking on the project. I have lived on the East Coast where there are several tunnels under the bays. It seems to me if an underwater tunnel can be built, an intermountain tunnel is certainly doable. And it also seems that a tunnel would have much less impact on the environment, especially air quality. In fact, it seems air quality would improve. Why hasn't a tunnel been given more consideration?? | 32.2.2C; 32.2.2H | |
| 33048 | Thomas, Kent | I am definitely against the gondola B option selected by UDOT. Surely there are less expensive options, including tolls and technology to control the traffic using LCC. It shouldn't always be about maximizing the number of people in the canyons but rather limiting the number of people at one time so as to properly protect and preserve them. | 32.2.9E | |
| 27394 | Thomas, Kristin | Please do not put in a gondola and especially don't put one in that only services ski resorts. Use other things like tolls and reserved parking to reduce congestion. The canyons are over capacity. | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.9E | A32.1.2B; A32.2.2K |
| 35720 | Thomas, Lauren | We don't need an eye sore, or the tax payers to fund this project. Also we don't need thousands more ppl at the resorts. A solution needs to be discussed that's less impact and will address traffic in both LCC and BCC | 32.2.9E; 32.2.7A; 32.1.2F | A32.1.2F |
| 31043 | Thomas, Laurie | Do the gondola. | 32.2.9D | |
| 37878 | Thomas, Marilyn | Please consider our future generations when making this decision. Our pollution is not improving and we need to do something now. This is just one small step to be a part of change that will affect generations to come. The gondola will cut down on road closures due to traffic accidents. Please listen. | 32.2.9D | |
| 36670 | Thomas, Nolan | The gondola does not even remotely help with the overcrowding of the canyon. Not only will this create greater traffic within the Cottonwood Heights region but it will continue to promote unsustainable rates of tourism within the canyon itself. | 32.2.9E; 32.2.6.5E; 32.2.0C | A32.2.6.5E; A32.2.0C |
| 35603 | thomas, raegen | protect our canyons | 32.1.2F | A32.1.2F |
| 37895 | Thomas, Ray | (I don't know if an earlier attempt got through.) Honestly, I don't know if visual impact is part of an EIS. However, while the physical footprint of a gondola would be less than any expansion of Highway 210 putting steel towers more than 220 feet high with connecting cables all the way up the Canyon would literally destroy Little Cottonwood Canyon as we know it. A couple of hundred yards and you are away from 210. It would be impossible to escape seeing a gondola. And the Canyon with a gondola would no longer be Little Cottonwood Canyon. Further, a gondola is the most inflexible solution unable to adjust destination or volume. Snow sheds are a great, essential idea. I recently saw proven examples in Glacier National Park, British Columbia. Expanding 210 to three lanes with one switching to accommodate traffic flow; electric buses; requiring car pooling; limiting the number of cars permitted up canyon, even a cog railway! almost any alternative is preferable to the immediate and irreparable damage of a gondola. Thank you for your many hours and great efforts investigating ways to protect and preserve Little Cottonwood Canyon. I truly appreciate it. | 32.2.9E; 32.2.2D; 32.2.4A; 32.2.2K; 32.2.6.3F | A32.2.2K |

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| | | Ray Thomas Sandy, Utah | | |
| 37582 | Thomas, Richard | It is inappropriate to spend so much public funding on a project that favors two private businesses while not devoting comparable resources to homelessness and other social ills first. Bad solution. Put real money behind electric bus mass transit to the canyons with frequent service from dispersed transit hubs instead. | 32.2.9E; 32.2.6.3F; 32.2.2I | A32.2.2I |
| 29413 | Thomas, Robert | Enhanced bus service - fantastic! tolling + required bussing or carpooling - fantastic! GONDOLA = HORRIBLE IDEA. huge misuse of taxpayer money to benefit 2 private entities while absolutely destroying what makes LCC unique. Sure Europe has massive trams criss-crossing the Alps - but they are massive - not the narrow, constrained landmass we have to work with in the Wasatch. This is a case of supply and demand. LCC has more demand than supply can keep up with. what happens anywhere else this is the case? you raise the cost, in this case, of entry. the gondola does not do that. Busses can raise the effort of entry without increasing the cost - leaving a ton of equitable access. | 32.2.2B; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | |
| 27053 | Thomas, Ryan | I'm a regular hiker in the cottonwood canyons and I think the gondola is a terrible idea, for many reasons. Please, please, don't go forward with this. | 32.2.9E | |
| 35466 | Thomas, Shane | Hello UDOT. I am concerned with many facets of this project. 1) The cost of the gondola project is huge to the taxpayers and really only benefits either Snowbird or Alta by adding an additional way for more people to get to their resorts. People will still drive there and park. So, in reality, there will be more people up at the resorts from driving and now delivered by the gondola, so overcrowding the canyon isn't really fixed at all. 2) Ruining the beautiful view down the canyon with huge towers. 3) No ability to stop anywhere else along the canyon other than at the resorts. What about getting off at White Pine, where parking is always crazy year-round? Or anywhere else to avoid driving up there? Well, that is not currently an option. Delivering people to the resorts is all this is doing. 4) Bus service was recently reduced for the canyons. Why not allocate some of this \$500+ to adding special busses, routes, and parking areas to service the canyons? Make them more frequent, etc. I really hope that you look at this more thoroughly and don't rush into spending money to spend money and not really fix the problem that is there. Thank you, -Shane Thomas | 32.2.7A; 32.1.2F; 32.1.2D; 32.2.6.5G; 32.2.9A | A32.1.2F |
| 28761 | Thomas, Susan | Last year both ski resorts had a reservation system and it improved the parking and driving conditions. Operating the buses more frequently during the day should spread the traffic out. Little Cottonwood isn't the only problem area. The gondola service won't help the traffic that backs up into Holladay and I 215. More frequent bus service will. The gondola seems like a big engineering boondoggle. It will forever scar the natural scenery. The towers and cables sticking out everywhere will be an eyesore. And I haven't seen much about what it will cost for the skier. Gondolas in Europe are \$150 per trip. A pleasure trip for the rich. | 32.2.9E; 32.2.2K; 32.2.4A | A32.2.2K |
| 36766 | Thomas, Tim | I've skied at Alta since I was 10 years old. I worked at Alta from 1982 until 2012. Needless to say, I've driven the canyon 1000's of times. There were days when it was frustrating and a little scary driving the canyon, but a gondola is not the answer. More carpooling, buses, perhaps another lane would help. One problem is there are so many more people trying to enjoy the canyons now. The state of Utah did way too good of job promoting and advertising to the world the beauty and opportunities of the state, for businesses, for skiers, for southern Utah's amazing country. I moved to Torrey, Utah, in 1974, where I'd live 7 months of the year. You can only imagine the growth I witnessed around Torrey and Capital Reef since the 70's. The Utah Office of Tourism is mainly responsible for the huge increase in visitors to the ski areas and the national parks. They should be sorrow for the unbridled promotion and advertising they did. Thank you | 32.2.9E; 32.2.9A | |
| 29529 | Thomason, Spencer | I fully support opposition to this project as outlined in public arguments made by the Catholic Church, Friends of LCC, and others. In addition, I oppose the destruction of what constitutes a public good: the scenic beauty available to all who live and recreate in the Salt Lake Valley and LCC. The development of a gondola will negatively impact Utah citizens far more than any of the other proposed options simply by destroying a space that feels wild, scenic, and beautiful. | 32.2.9E | |
| 30978 | Thompson, Adam | Please do not build a gondola. | 32.2.9E | |
| 32733 | Thompson, Allison | I do not support the gondola option. We need a cost-effective, year-round solution! | 32.2.9E | |
| 33294 | Thompson, Anna | This isn't a traffic solution, this is a ski industry tourist attraction. I am opposed. | 32.1.2B; 32.2.9E; 32.7C | A32.1.2B |
| 36498 | Thompson, Azalea | This is extremely unethical and not sustainable for the future of our beautiful cottonwoods. There are other alternatives that should be heavily considered to save both the wildlife in these areas as well as the rock climbing that everyone has enjoyed for many many years. | 32.2.9E | |
| 34064 | Thompson, Bess | No!! Please do not add /install a gondola!!! | 32.2.9E | |
| 35502 | Thompson, Brian | In order for this to not be a taxpayer giveaway to snowbird and alta, it needs to service red/white pine etc. Also please ensure tolls are minimal or non existent during low demand days and times. Finally, all proceeds should go to canyon and public lands maintenance not the general fund. | 32.2.4A; 32.2.6.5G | |
| 30439 | Thompson, Christen | Utah's citizens would be better served by tunnels similar to what the Boring Company is building in Las Vegas. No gondola, let's preserve the canyon and it's scenery and put the people movers underground. | 32.2.2C | |
| 26816 | Thompson, Colin | NOT in support of proposed gondola in Little Cottonwood Canyon. It is too impactful to the environment and recreational resources such as rock climbing and is too expensive. PLEASE DO NOT APPROVE!!! | 32.2.7A; 32.2.9E; 32.6D; 32.2.2PP | |
| 30977 | Thompson, Dan | The proposed gondola does not do enough to alleviate the traffic problems in the canyon, and the harm to other canyon activities and resources makes this plan intolerable. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31149 | thompson, doug | smelly buses no, scenic gondola yes ! | 32.2.9D | |
| 26559 | Thompson, James | I am ALL for a gondola solution in LCC! In fact my only real, complaint is that the proposal doesn't go far enough and include a simultaneous solution for BCC. The simple fact of the matter is no amount of mitigation strategies or incentives to get people out of their cars is going to have significant impact. The inescapable truth is traffic is only increasing in both LCC and BCC and will continue to do so for the foreseeable future as the desire to recreate in the mountains strengthens. A long term solution had to be planned and considered and MUST be funded now as delay adds complexity and cost. No one is advocating for decreased access to the canyon nor does a gondola necessarily decrease access. Some argue this is nothing more than a handout to Alta/Snowbird ... how so? Fact is, most traffic whether winter or summer are those bound for either of those two destinations, a gondola shifts that burden to the skies rather than packed bumper to bumper. Further, to claim a gondola represents a handout would equivalent to claiming TRAX is a handout to downtown businesses and the University of Utah, an equally absurd assertion. I urge my fellow Utahns to consider the future and the facts and leave aside the emotional rhetoric. | 32.2.9D | |
| 26629 | Thompson, James | Why is UDOT so hellbent on this lame and expensive gondola idea? It benefits no one except Snowbird and Alta resorts and maybe some rich tourists! Which probably is the worst thing about this--is that public monies will be used to build the thing. How is this fair to the Utah taxpayer, especially if he/she doesn't ski. If this were truly a public service transport system, it would have at least one stop at the White Pine Trailhead for those canyon-users who don't want to also pay expensive lift-ticket prices. I agree that perhaps the Utah public has a chance now to prove that we can carpool or use public mass transit (buses) while waiting for sufficient funds to magically be found to build the golden gondola. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.7A; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 29343 | Thompson, James | NO GONDOLA!! If the Gondola was truly going to serve general public and not rich skiers (i.e. out of state tourists) or Snowbird and Alta, then special discounts should be available for Utah citizens and there should be a station at the White Pine trailhead. How much are the ski resorts contributing to the construction costs? I bet not much--this seems like such rip-off for the Utah taxpayer. | 32.1.2B; 32.1.2D; 32.2.4A; 32.2.6.5G; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 34173 | Thompson, Kristin | I think that the proposed Gondola option is the wrong choice. I was shocked that this was the proposed choice; it seems like a waste of taxpayer money, and one with such a big impact on our canyon, and the most frustrating part is that it will not alleviate the issue. I wrote my comment opposing the gondola option for the past comment period, but I'm writing in again in hopes that UDOT may change its mind before it is too late. The Gondola will only serve two private businesses, and yet the taxpayers are going to have to foot this \$550 million bill to build it. It is not going to solve the traffic issues, but merely push them down the road (onto Wasatch Blvd, I-15 and into the surrounding neighborhoods). We've seen this at Zion NP where the traffic is backed up miles out of town. This problem has to be fixed with a behavior shift in the ski/snowboard community. We need to prioritize and incentivize public transportation from our own neighborhoods, not just the park and rides. In addition to not actually solving the traffic issue, it won't even be that convenient of a solution time-wise. A 31 minute ride to Snowbird from the base is over twice what it would be to drive that on a "normal" day. Who is going to prioritize using the gondola on the days that traffic isn't that bad? Add on the time to park and take the bus from the parking to the base station, and it is likely the same amount of time that it would take to sit in "the red snake". This project was started because we needed to alleviate traffic during the winter months. According to UDOT, there are approximately 50 busy winter days, and within that there are only a few handful of truly awful days, and we are considering wasting this money on a gondola? The other options (tolling and busses) seem so much smarter than this. What benefit does the gondola have the other 8 months of the year? I sincerely hope that UDOT will change their decision on moving forward with the proposed gondola plan. | 32.1.2B; 32.2.2Y; 32.2.5.5C; 32.2.6.5F; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.7B; 32.7C | A32.1.2B; A32.2.9N |
| 31190 | Thompson, Phillip | What is the cost accounting for inflation? | 32.2.7F; 32.2.7E | A32.2.7F; A32.2.7C; A32.2.7E |
| 30914 | Thompson, Reginal | I am opposed to the gondola option as it is a huge investment for a small number of days when the canyon is congested and even smaller number of beneficiaries. Our preferred alternative is expanding LCC road to 3 lanes; 2 for morning/afternoon uphill/downhill traffic during ski season and on busy summer weekends. Construct protective sheds to cover the road in the avalanche prone areas and keep closures down. Serve the public, not the profiteers. NO TO THE GONDOLA!!! | 32.2.9B; 32.2.2D; 32.2.9K; 32.2.9E | |
| 29480 | Thompson, Richard | The Gondola Works website states that "Little Cottonwood Canyon is in danger...". This is the only instance where reporters have accurately informed the public, however the threat is much different than the article states. This Gondola hosts a large threat to the natural beauty and features of little cottonwood, as it may impact the climbing, backcountry, hiking, walking, cycling, and exploring of the natural space. The Gondola Works website States that that paving more roads will end in 50 acres of destruction, whereas there is no mention of the destruction involved in moving Tons of Metal pillars and machinery into their positions on the mountainside. How many years before those tarnished habitats and areas are able to regrow? I'm sure its more than the gondola will be able to operate. The Gondola Works website also claims that the implementation of this gondola will decrease the flow of traffic up the canyon, and make it less of a mess. However, the only thing the gondola is allowing is for more people into this place, creating overcrowding issues and turning what was wild and free into a | 32.2.6E; 32.2.9E; 32.2.9N; 32.4B; 32.7C | A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>metropolitan lockdown, where too many people are all in one space. There will be no less traffic flow, only more traffic.</p> <p>The Gondola Works has had many marketing campaigns, explaining the benefits and the good deeds that it brings. This gross use of media and reporting has deafened the cries of those that may understand its true impacts and ideas behind the construction. Hopefully this cry does not fall on deaf ears, and that we have reached an understanding to keep this sacred place wild and free. One day I hope that I may teach my children the beauty of this canyon, and all the joy it brings up and down, without the Gondolas shadow looming overhead.</p> <p>Signed: Your Future Generations</p> | | |
| 28116 | Thompson, Robert | Leave the canyon the way it is . No gondola. No widening road . | 32.2.9E; 32.2.9C | |
| 33046 | Thompson, Roland | I am a utah native, Sandy resident, voter, and lifelong visitor to little cottonwood canyon for climbing and skiing. Clearly the public does not want a gondola, why sacrifice one sport for another? Why deface our beautiful canyon for the use of a seasonal resort? NO GONDOLA!!!!!! | 32.2.9E | |
| 28231 | Thompson, Ross | the entire public doesn't want this gondola, and you selfish fools are doing it anyway. i don't think these comments will make any difference on the final decision. i am completely outraged about this, and this is contributed to the downfall of SLC. if this gondola goes through, i will start making my exit plan, and i can guarantee you many other long time SLC locals will do the same. you are doing wrong against the local people that do not want this abomination. how about you take the 500 whatever million and put it towards fixing our issue with the lake drying up? because when that's gone there won't be much of a city left, or at least one that people will want to live in. plus, the gondola isn't even going to be useful in 10 years with climate change. shame on you, people. serious shame. | 32.2.9E; 32.2.2E | |
| 28983 | Thompson, Wil | Let's focus on solutions that don't disrupt the environment as much such as improved bus systems, tolls, etc. The gondala will just be destructive! | 32.2.9A; 32.2.9E | |
| 25761 | Thompson, William | This would be one of the fastest ways to remove pristine from this view. Environmentally and beauty wise I hope this project is stopped. | 32.29D | |
| 34858 | Thoms, Sofia | A gondola is a very poor solution. It would essentially be like putting a bandaid on an amputation. Its not going to solve traffic. People are still going to drive up the canyon or drive to the gondola. Putting in a gondola threatens the water shed, to instal it there will be damage done to the canyons. Sides of the hills will be torn down and trashed in to the river. This is will pollute the water shed with toxins and dirt. Are you willing to pollute Salt Lakes very limited water supply? What's the solution for that? What about human and environmental health? Watershed aside the gondola will ruin the natural skyline of the canyon. That intrinsic value is a commodity that all Utahans have the right to. It's not something a privatized company should be able to ruin. Additionally the gondola threatens wildlife and plants in the canyons. Putting in the gondola will destroy habitat and push wildlife out. This "band-aid solution," is a huge environmental problem that I do not believe is being considered or taken seriously enough. | 32.2.9E; 32.2.4A; 32.12A; 32.13A | A32.12A; A32.13A |
| 36565 | Thomsen, Anne | The building of a gondola seems to be a thing for wealthy people to get to their playground. It is not something that Utah taxpayers should pay anything for. I recently had the opportunity to take short hike in Little Cottonwood Canyon. I reached a viewpoint where I could see down the canyon and into the Salt Lake Valley. I realized that the view would have been destroyed if there were several gondola towers obstructing what should be a beautiful view of nature. I am against the gondola, and I am against having the tax payers pay for it. We have far more important issues to focus on over and above how a few more skiers will get into the mountains when it snows. | 32.2.9E; 32.2.7A | |
| 37661 | Thomsen, AR | The gondola is a ridiculous waste of taxpayer money when there are more pressing transportation needs in Utah. Prior to the pandemic there was a UTA bus that went from approximately one block from my home to across the street from my workplace. That bus has been discontinued with no plans, per UTA, to reinstate it. I am now forced to drive to work because the public transportation options are limited and require a great deal of walking up hill to reach my employer. If any money is to be spent on transit problems, it should be focused on getting working class people quickly and efficiently around the Salt Lake Valley all year long rather than on getting rich people out of the valley a few months of the year. | 32.2.9E; 32.29D | |
| 34122 | Thomson, Brandon | <p>I am strongly opposed to either of the gondola solutions. I am in favor of taking less drastic measures that may have an immediate impact on our traffic problems, including: mandatory traction laws from November - April (with actual enforcement!), an increased number of bus routes bringing people from numerous locations around SLC & Summit County to the Canyons (both of them), incentives to encourage users to ride the bus (priority bus lanes), and snow sheds to reduce the impact of avalanches on road closures. I believe the combination of the above will not only increase the reliability of commuting in Little Cottonwood Canyon, but will also encourage a behavioral shift toward carpooling & public transport.</p> <p>I don't possibly understand how redirecting thousands of vehicles from one Canyon (with several parking lots) to a Gondola station (with one parking lot with fewer stalls) will help us reduce any of our traffic woes. Sure, there will be less traffic in LCC, but the wait times to get to the gondola & overall transit times will increase DRAMATICALLY.</p> <p>In addition, I find it appalling that we would be using taxpayer dollars to fund initiatives that support just 2 private businesses. This gondola will not run year round, it will not provide access to public lands, and it will cost our community even more money to partake in an already expensive hobby. If the private resorts want to increase their daily skier counts, then they can fund their own initiatives (private transport) so their heart's desire.</p> <p>UDOT and the private resorts have not even tried the less intrusive, cheaper options yet. To resort to such a drastic change, we will need to understand if other, cheaper, more viable options will or will not work.</p> | 32.1.1A; 32.1.2D; 32.2.2M; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9K; 32.7C; 32.29R | A32.1.1A; A32.29R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | I beg of you - take the funding, increase the wage for bus drivers (so that we have supply!), create more bus routes that encourage transit from hub-and-spoke locations, and fund a solution that requires 3PMSF tires BEFORE entering the Canyon during designated months (EVERYDAY, ALL DAY). | | |
| 38619 | Thomson, Brandon | Hello, Are you able to provide the EIS comment data in a more analysis-friendly format? Such as a CSV, Excel file, or database link? I believe in the current format it is hard for members of the community to aggregate the information stored in the comments. Thanks in advance, Brandon | 32.2.9N | A32.2.9N |
| 25706 | Thomson, Brandon | Hello, do you have the EIS comments stored in a more analyzable format? Perhaps a CSV or database? I think it would be beneficial to provide the community access to this information in a format outside of a PDF. Let me know! Thanks. | 32.29D | |
| 33952 | Thomson, Tracy | I am a resident of Draper Utah. I frequent Big and Little Cottonwood Canyons. I am strongly opposed to the idea of a Gondola spanning the length of Little Cottonwood Canyon. | 32.2.9E | |
| 26380 | Thorell, Emily | I believe the gondola is unsightly, more environmentally damaging, and too costly. The enhanced bus system, using electric busses, is way less expensive and more environmentally friendly without losing our views with an unsightly gondola. Plus, we can do this now! Please scrap this gondola plan that people do not want anyway. | 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 31950 | Thorn, Ben | the overwhelming majority of the local residents in Sandy and the State of Utah have consistently said NO to the proposal or a gondola. Why is it so hard for UDOT, City, County and State leaders to abide by the wishers of the people? A gondola is not the best solution, the impact will be far greater than the results hoped for (they are hoped for, but I don't and most do not believe that a gondola will provide the desired result). Please just listen to the voice of the people, there are other easier and viable solutions. Why not limit the traffic count in the canyon as is done in National Parks, why not charge a toll, why not require a certification that a vehicle is road worthy and snow worthy, why not, why not??? | 32.2.9E; 32.2.2M; 32.2.2Y; 32.2.2B | |
| 28322 | Thorn, Ben | It would seem that the powers that be want the gondola in spite of little to no support from the public. Just because you can force this down our throats does not mean you should. This is a bad idea, the safety and dependability of a gondola are greatly exaggerated. Please listen to the people of Utah, Sandy, and Cottonwood Heights, this is not something anyone wants. There are solutions that are free to the tax payers of this State that have not been tried. | 32.2.9E; 32.2.2PP; 32.2.9N | A32.2.9N |
| 27797 | Thorn, Jennifer | I am against the gondola. It's expensive, Will crowd neighborhoods, parking will still be an issue, it limits access to wilderness area we pay tax dollars for. It's an eye sore and not needed. Only benefits the resorts which are already too crowded. | 32.2.9E; 32.20C | A32.20C |
| 28842 | Thorn, Kim | Have you considered building the parking garage and using electric buses on the existing road (don't widen), while mandating all skiers/boarders to ride the buses on weekends, holidays, and big snow days? Big snowfall day alerts could be managed through the website. On weekdays, allow boarder/skier vehicles in the canyon, while offering the buses as an option. Buses on those days would be a reduced fleet. Staffing of the bus facility may be a challenge, but not unmanageable. I am 67 years old and have looked at the canyon as a rare jewel so close to the city. The options of widening the road, or installing the gondola will greatly reduce the beauty I have been fortunate to enjoy in my life. Hopefully future generations will do the same. I appreciate the opportunity to comment, and hope that whatever the final decision is, does not include 200 foot gondola towers or a widened road. Sincerely, Kim Thorn | 32.2.9A; 32.2.6.3F; 32.2.9E | |
| 28669 | Thorne, Brady | A covered train system with a road built on top. This way the trail can run regardless of snow conditions. | 32.2.9F | |
| 38151 | Thorne, Don | Defiling the beauty of the canyon with a Gondola is a traversity ' Servicing only Snowbird and Alta does not meet the needs of backcountry skiers, Hikes and tourists in search of recreation. I have been using the canyon for some 35 years Skiing both down hill and backcountry. Also hiking and climbing. Do not destroy the Canyon experience. There are only around eleven to 15 days that really cause parking and traffic and parking problems, This is more than about downhill skiers and ski resorts wishes. Take in to account the people who use the canyon the year around and not the people who are in it for the money only. | 32.2.9E; 32.1.2D; 32.1.2B | A32.1.2B |
| 28045 | Thorne, Trischa | A taxpayer funded gondola that only stops at ski resorts is utterly ridiculous. Parking at trailheads is always crowed making roadsides hard to navigate when people park illegally. We need a solution that works year round and stops at trailheads and not just a ski resort. If you could have the gondola stop at trailheads at least it would be useful. | 32.2.9E; 32.1.2D | |
| 27075 | Thornock, Weston | I believe that the best solution to the Little Cottonwood Recreation Areas would be to build a gondola. The countless snow storms and avalanches that hit Little Cottonwood canyon every year make traveling through the canyon by vehicle incredibly dangerous and often result in the road being closed which creates heavy | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>traffic. Literally nobody likes sitting through heavy traffic. Building a Gondola would make it so much easier to travel across Little Cottonwood canyon. People wouldn't have to worry about potential delays that can result from traveling across little cotton wood canyon anymore and prevent many potential car accidents that could seriously injure or kill people. A gondola would be completely weather and avalanche resistant meaning that people would be able to use it regardless of what goes on in Little Cottonwood canyon. Not only would the gondola be very convenient and safe, it would also be a very environmentally conscious decision. According to gondolaworks.com as many as 7,000 vehicles drive across Little Cottonwood canyon every single day. All of these vehicles produce 70 tons of carbon every day. These amounts of carbon are incredibly harmful to the environment and help contribute the the horrible air quality that Utah experiences every year during the winter. Despite this some people still argue that the state shouldn't go through with these plans to build a gondola primarily because it would be expensive to fund and could result in a tax increase. While these concerns are valid, building this gondola would benefit every single person who travels across Little Cottonwood canyon and because of that I believe that it is well worth the price.</p> <p>Source: https://gondolaworks.com/</p> | | |
| 31207 | Thornton, Barbara | Please, please reconsider constructing the gondola through the canyon. I believe it is going to damage the natural beauty of our mountains, which we can never, ever undo. I also worry for the watershed that so many of our population rely on! With Utah being the second driest state in the nation, and our population continuing to grow, we need to have radical solutions to water protection and conservation. It is too fragile of a resource to risk threatening at all. Our family has a long history of recreating in Big Cottonwood Canyon and being careful stewards of a multi-generational cabin and land. We have seen a lot of history in the canyon and want to protect it for all who use it- rock climbers, skiers, hikers, campers, tourists, as well as preserving this fragile ecosystem for animals and plants, as well. Please think in the long term! Ski resorts and tourism are not the only points to consider!! | 32.2.9E; 32.1.2C | |
| 30257 | Thornton, Kurt | I believe the clear winner is a multi prong approach like the gondola, plan B. Nostalgic as I am about the canyon, and that goes for all of our canyons, the throngs of people have to be dealt with and regulated. A gondola ride up that canyon would be spectacular for tourists as well as skiers. Limiting the traffic up there by car by using a toll system would still suit the hikers and the climbers. Electric buses would be fantastic. I would even support the idea of a trail system from bottom to top that could be used for bikers, hikers and skiers along the creek. Getting people to think about how they use our canyons and knowing that they have to pay something for that use, be it limited use to keep it pristine, and I think that ship has long sailed with the two resorts built at the top, or regulated use to mitigate the damage and increase the awareness. | 32.2.9D; 32.1.2B | A32.1.2B |
| 35219 | Thorpe, Stefanie | Access to climbing and hiking areas will be compromised during years of construction, destruction and removal of irreplaceable and historic world class climbing and views will occur, and this is NOT an equitable solution and perpetuates environmental marginalization and injustice in the Wasatch front. Please don't just do this for money think of the environment and the people. | 32.4B; 32.1.5C | A32.1.5C |
| 36308 | Thorsen, Gigi | I am a resident of the east bench near LCC. I vehemently object to the gondola. It would be a permanent scar on the land for the good of skiers only for a few months of the year (and then not daily during those months). UTA can instead implement an effective bus system for skiers, with a park-and-ride or two, even a few miles away. Thank you for accepting citizen feedback. | 32.2.9E; 32.1.2F; 32.1.2B; 32.2.2I | A32.1.2F; A32.1.2B; A32.2.2I |
| 27760 | Thorsen, Gigi | NO to the gondola or anything like it. Use electric busses, every few minutes, and charge for cars. Don't destroy that delicate canyon with a gondola. | 32.2.9E | |
| 36664 | Thorup, Carla | I do not agree that a 550 million dollar project, with at least 4-7 million to operate annually, is best for Sandy (or Utah.) We rely on tourism and skiing, but are not doing enough to slow down climate change for our state (and therefore, our SNOW.) I believe more buses plus a reservation system for parking & the resorts is a better now solution, while also allowing more time to discuss future plans. I haven't been on the side of the Gondola since the inception of the plan, and am still not convinced it is the best solution at this time. | 32.2.9e, 32.1.2d, 32.2.2e, 32.2.9a, 32.2.2k | A32.2.2K |
| 32093 | Thorup, Suzanne | Our family highly opposes the gondola proposal!!! It will decimate the beauty of our canyon and only serve 2 benefactors!!! We haven't solved the problem. Where do those who ride the Folsom's think they are going to park???? There will be even more traffic that will bottleneck at the base of our canyons creating more traffic issues!! DO NOT allow this to be a part of our community!!! | 32.2.9E; 32.1.2D; 32.2.6.5E | A32.2.6.5E |
| 37548 | Thulin, Thomas | I am not a skier, I'm a retired person 71 years old and on Social Security. I'm going to be taxed to pay for this gondola if it passes, which I'm reasonably sure it will because of the comments on all of the news channels, and I can barely pay for the things I need daily like medications, food, rent and transportation to get me to church and the doctors. Please have the skiers that are going to use it pay for it and leave everyone else alone. | 32.2.7A | |
| 35986 | Thunell, Tyler | I am opposed to the construction of a Gondola in the Cottonwoods. Not only will this damage the environment, impact wildlife, and lead to a terrible eye-sore in place of some of the worlds most spectacular views and vistas. It is a poor job at finding a solution for the traffic and use that builds within the cottonwoods at peak hours. Building on a renewed bus system and incentivizing car pooling in a huge way is the long term solution for maintaining the integrity of the Cottonwoods, don't make a play for tourism to drive money to resorts. Make a decision for the residents of the state who have spent countless years in their "backyards". | 32.2.9E; 32.1.2F; 32.2.9A; 32.2.2Y; 32.1.2D | A32.1.2F |
| 36316 | THURBER, ALLEN | I am against any thing that will cost tax money.if that is no possible i would use the least costly and the least enviromentally invasive plan. | 32.2.9G | |
| 26179 | Thurber, Monty | The gondola is a great solution to an ever growing problem in the canyon roadway network. A gondola would promote more ridership than a bus. There is nothing sexy about riding a bus up the canyon. Taking a gondola to the resorts would give visitors to the resorts a better view and experience of traveling up and down the canyon. This option also reduces the need to build a wider than necessary roadway reducing congestion on snow days, or days where a crash has occurred. Good job UDOT for thinking outside the box and delivering a good transportation solution. | 32.2.9D | |
| 34810 | Thurgood, Alex | This is will not be good. I hope this plan does not go forward | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 36922 | Thurman, Candice | STOP THE GONDOLA Don't scar little Cottonwood canyon by building a gondola. The impact from this will effect animals and the water supply. The community is not for this build nor the cost that it incurs. Let's work on other solution. | 32.2.9E | |
| 36005 | Thurman, Joseph | I will not use public transportation if I have to use the bus. The gondola will be clean, beautiful, and not affected by car accidents or avalanches. I am very excited to see it passed | 32.2.9D | |
| 37325 | Thurman, Josh | A gondola would be such a travesty for LCC and it's legacy in the Wasatch front... All for the benefit of an elite class and 2 large private enterprises - at my expense to boot! Put it to a vote if you are so confident in your "survey" and let the people of Utah decide what's to be for LCC and all of its majestic animals and geological wonders. Snowbird patron for 35+ years and a [REDACTED] resident for almost 20 and I will no longer be supporting Snowbird in any way or fashion going forward. Give 'em the Bird indeed! FSB | 32.2.9E; 32.1.2D; 32.2.9N | A32.2.9N |
| 25910 | Thurman, Taylor | This decision does not reflect the best interests or will of the people. This decision serves two ski resorts and does nothing to alleviate the actual problems. Reconsider this decision. We are upset. | 32.1.2B; 32.2.2PP; 32.7C; 32.29D; 32.2.9N | A32.1.2B; A32.2.9N |
| 31556 | Tibbitts, Karen | I am a mom of 5 boys. I raised my boys hiking through the cottonwood canyons. We had very little money to do most things but I taught them to always respect nature and enjoy God's creations. They have all graduated and are law abiding citizens. They too are trying to provide for themselves and want to raise their families with nature. I strongly disagree to a cost to the canyons. Gondolas are not the answer either. We need our people to be healthy and to be able to use our mountains. We need solutions that will not cater to the rich. | 32.2.9E; 32.1.2D | |
| 27997 | Tibbitts, Sarah | No gondola please! I'll take the traffic! | 32.2.9E | |
| 30081 | Tibolla, Rachel | I feel like this has already been decided and the "public comment" period is disingenuous. Am I wrong? | 32.2.9N | A32.2.9N |
| 26801 | Tibolla, Rachel | No gondola! | 32.2.9E | |
| 25987 | Tice, Matt | This decision should be reconsidered. It benefits the ski industry and entities that have purchased land around the proposed installation- no one else. | 32.1.2D; 32.2.9E | |
| 32153 | Ticotin, Kyle | The gondola plan should absolutely NOT be implemented. This is a structure that will permanently alter Little Cottonwood Canyon as we know it. Traffic will build around resident communities causing great damage to local residents. The tax resources planned to be used to implement the gondola should instead be redirected towards additional buses and bus drivers. In addition, road snowsheds could be developed to minimize road avalanche burials. Little Cottonwood does not need permanent canyon altering solutions in order to deal with the current and future traffic problems. | 32.2.9E; 32.2.9A | |
| 37486 | Tidwell, James | Tax payers should not pay for snowbird profits. Not everyone skis, ridiculous costs, bad for environment. | 32.2.7A | |
| 37476 | Tiede, Andrea | I am opposed to the Gondola option in Little Cottonwood Canyon. I have lived in the Salt Lake Valley for over 30 years, and skiing has never been a large appeal for doing so. I am adamantly opposed to so many of my taxpayer dollars going to something that benefits so few. It doesn't benefit the needy. It doesn't benefit the common good. It benefits skiers. On busy days. While paying taxes isn't something I can opt out of, I can opt out of living in a community that misspends its budget on vanity projects. Please reconsider. Thank you. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 37354 | Tiede, Garrett | I am opposed to the Gondola option in Little Cottonwood Canyon. I have lived in Sandy for over 35 years, and while traffic has become more problematic over the years at the mouth of the canyon on heavy snow days, the vast majority of the year sees no issue at all. I simply cannot get behind a nearly billion dollar option that only feeds the two resorts with no other stops. I can't imagine the money would ever be worth it for the handful of days that the traffic is actually a problem. Who is going to choose the gondola option on a low to mid-traffic day? It's going to take longer, be less convenient, and cost as much or more than simply driving up the canyon. The biggest problem with current public transit in Utah is the lack of convenience and expedience. The gondola solves neither of those issues. My money as a taxpayer would be much better spent on an alternative solution or other causes all together. | 32.2.9E; 32.1.2B | A32.1.2B |
| 32158 | Tietjen, Jacque | I would like to see this up for a vote on our next ballot. I think if tax funds are going to be used, the people as a whole deserve to vote on the matter. I personally am against the gondola. I think alot of problems are still being ignored such as traffic in little cottonwood, and how this effects climbing areas and neighborhoods near the mouth of the canyon. The gondola still cant run on bad weather days with high winds or during avalanche midigation. The gondola is an irreversable and expensive choice. Free and cheaper options should be looked at first. I think it is important to look at and realize that other methods of reducing traffic have been working. reservation systems at resorts, carpooling, and tolling proves effective in other canyons and areas. National Parks have proven their reservation systems work. Please dont waste our money on a gimmick. and please let us VOTE on this matter as it is critically important to us as a community. You said it yourselves that you have recieved more feedback for this project than any other UDOT project EVER.... that should be a pretty good indicator that the public voice needs to be heard and not ignored. | 32.2.9N; 32.2.9E; 32.1.2D; 32.2.6.5E; 32.2.2K; 32.2.2Y; 32.2.2B | A32.2.9N; A32.2.6.5E; A32.2.2K |
| 36691 | Tietjen, Jacque | Please don't ignore other seasons. They are just as busy. Also, Why has Big cottonwood not been addressed for any consideration in this project? Traffic is just as bad if not worse in BCC. Both canyons have seen substantial traffic for the leaf-peepers this fall and see ample traffic all summer long. And let's not forget all the | 32.2.6.5F; 32.2.9E; 32.2.2K; 32.2.4A | A32.2.2K |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | people that drive up LCC for Oktoberfest at the Bird and then drive down impaired. The gondola won't address any of those problems as it's to be functioning in the winter, no year-round. UTA is definitely not helping by suspending some bus routes and minimizing trips up/down both canyons. All resorts need to implement parking reservations and a toll needs to be added to both canyons. | | |
| 28995 | Tiley, Albin | Strongly opposed based on the environmental impact and use of public funds. | 32.2.9G | |
| 29023 | Tilford, Matthew | <p>Accessibility: the quality of being able to be reached or entered.</p> <p>What steps has UDOT taken to ensure this new piece of public transportation will be accessible to all people no matter their ability. I live with a mobility disability that hinders me from navigating throughout the world like most of the population. The ADA was put into law over 30 years ago to ensure all people have equal access to public property and to private properties that serve the public. To be honest it needs a revamp to catch up with today's needs.</p> <p>Universal design is the design of buildings, products or environments to make them accessible to all people, regardless of age, disability or other factors.</p> <p>Will UDOT do the bare minimum or will they seize this opportunity to become a leader in accessibility by using universal design on this project?</p> <p>The Salt lake valley has 3 non profits and of course multiple city and county departments that focus on adaptive outdoor recreation. This shows we have a large population of people with disabilities that will be using this form of transportation.</p> <p>Please reach out to actual people with disabilities for help. We can do so much more and higher quality work when we come together.</p> | 32.2.6M | |
| 25487 | Tiller, Austin | Data must be presented that will this be used prolifically. This is a massive investment from the public and it will permanently and irreversibly change the landscape. | 32.29D | |
| 25464 | Tiller, Brianna | Please do not build the gondola. The majority of Utahns don't want it and it have a negative impact on sight lines and canyon. Please look at less expensive more popular options such as increased busses. | 32.2.9E; 32.2.9A; 32.2.2PP | |
| 31410 | Tiller, Robert | Hello I think the gondola project is a great idea, it will bring in more tourist revenue year round. Also I am a bus operator with UTA and we simply do not have the man power to operate all the extra buses in the canyon, we can barely cover the inner city routes now as it is, so if the salt lake council wants to go with more buses they are going to need to learn to operate them or have the resorts hire their own people to operate the buses. | 32.2.9D | |
| 28812 | Tillotson, Anna | <p>Several comments have been made for UDOT to reconsider putting a noise wall along the north side of 209 just west of the "V" and west of the bridge. There is a single loaded part of Canyon View place that already gets significant noise from 209 and it is sure to get worse with the added traffic a parking garage and base station will bring along 209.</p> <p>The comment was addressed by UDOT in response 32.11F - saying that "noise levels in this area did not exceed UDOT's noise abatement policy". Can we please get the results of that reading? Also what are UDOT's prediction on noise once the gondola and base station are constructed? Surely there will be more cars and congestion trying to access the garage from 209 and then double back on 210?</p> <p>If you are going to ruin our views by putting in a gondola, the least you can do is save us from the noise pollution, actual pollution (cars idling), and safety risk to children.</p> <p>Thanks you for your consideration.</p> <p>Anna Tillotson</p> | 32.11E; 32.2.6.5E | A32.2.6.5E |
| 28809 | Tillotson, David | <p>Several comments have been made by myself and my neighbors for UDOT to reconsider putting a noise wall along the north side of 209 just west of the "V" and west of the bridge. There is a single loaded part of Canyon View place that already gets significant noise from 209 and it is sure to get worse with the added traffic a parking garage and base station will bring along 209.</p> <p>The comment was addressed by UDOT in response 32.11F - saying that "noise levels in this area did not exceed UDOT's noise abatement policy". Can we please get the results of that reading?</p> <p>Also for the gondola UDOT is considering impacts well into the future (2050), did UDOT consider the added traffic and noise / safety risk that will come with putting a 2,500 stall garage on 210? Surely there will be more cars and congestion trying to access the garage from 209 and then double back on 210?</p> <p>If you are going to ruin our views by putting in a gondola, the least you can do is save us from the noise pollution, actual pollution (cars idling), and safety risk to children.</p> <p>Thanks you for your consideration.</p> | 32.11E; 32.2.6.5E | A32.2.6.5E |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | David Tillotson And please send reference to UDOT's Noise measurements (and 2050 noise predictions) for this section of 209 in your response. | | |
| 25277 | Tillotson, Derek | I am completely baffled by UDOT's recent decision. The gondola does nothing to address canyon traffic and mouth of the canyon traffic while imposing a huge cost on the tax payers and canyon aesthetics. 15-minute drive, or 45-minute gondola ride? The gondola will only be more efficient than driving the canyon a few hours each year. Find a viable year-round solution that will be good for LCC and BCC. Big Cottonwood is being completely ignored by this process. Or are you planning to build an even more nonsensical gondola there? A very frustrated skier, climber, and taxpayer. Derek | 32.1.1A; 32.2.5.5C; 32.2.7A; 32.2.9E; 32.7B; 32.7C | A32.1.1A |
| 36707 | Tim, Arthurs | My wife and I do not want the gondola built at all. Increase buses | 32.2.9E; 32.2.9A | |
| 30843 | Timer, Emily | How is the land being obtained for the support posts for the gondola? If you are obtaining a permit from forest service this is a connected action and should be analyzed. Why wasn't an alternative to restrict the number of lift tickets sold at the ski resorts? The majority of winter traffic is for the ski resorts. Why are we using tax dollars to provide services to the ski resorts? It seems a lot of the problems could be solved by having forest service update their leases. Have you reviewed timed entry like in the national parks? Why can't the ski resorts buy more busses to create a better public transportation program? Why are the tax payers paying for this. | 32.2.28A; 32.2.2K; 32.2.7A | A32.2.28A; A32.2.6W; A32.2.2K |
| 29678 | Timer, Travis | The gondola is the wrong decision. It's irresponsible to spend tax dollars to build a gondola that only services two private for profit ski resorts. It's going to destroy the beautiful mountains and peace and quiet people go to the mountains for. This decision is being pushed through because of some kind of kickback and every government employee involved in this decision needs to be investigated fully for conflicts of interest or bribes. Re think your decision before you do irreversible harm to our wastach mountains. No one wants the gondola other than the two private ski resorts. The answer to the problem is to change the forest service permits with alta and snowbird and only allow them to sell X number of tickets per day based on their parking capacity. Because this is federal land you can't do. They should not be allowed to grow indefinitely. | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.4A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |
| 28162 | Timm, Linda | So I guess the people have spoken means little these days. It is just the rich and greedy that get their way and our votes and opinions do not matter. It was the final straw for us sadly. As much as we love our home in [REDACTED] and as much as we love Utah, we will sadly be selling and leaving. It has become so very apparent that the only thing that matters is who can buy what they want. Obviously votes and public opinion don't. When our beautiful canyons are destroyed and those of us who could afford the taxes this travesty will wrought have left, who will be there to pay the piper? What a sad, sad decision you have made. Linda Timm [REDACTED] | 32.2.9E | |
| 32134 | Timmerman, Leslie | This is so maddening. Perfect example of the rich getting richer and the poor getting poorer. Let's make sure we tax the servers tips so we can spend it on something the average person won't even be able to afford to use. Beginning estimates ALWAYS increase in reality. How many tiny homes could you build for the homeless with some of that, let alone all of the federal dollars being switched around so it can benefit a few greedy people rather than the entire state of Utah like it was meant to be. This makes me beyond furious. | 32.2.7A | |
| 36799 | Timmerman, Rob | Gondola YES! This is a way to ensure the protection of our canyons and allow reasonable access to all who wish to enjoy them. It's the most efficient, safest, and least environmentally harmful way to get people in and out of the canyon. Thanks! | 32.2.9D | |
| 38357 | Timmons, Virginia | Use electric buses that run every 15 minutes during the 4 months of ski season. Avalanche danger, environmental damage to tower areas The canyon is pristine until you get to snowbird maintenance area. We don't need 23 tower stations that look like that. | 32.2.6.3F | |
| 35693 | Timms, Ben | The gondola idea was a bad one from the start. Needlessly expensive, elitist and just shocking to see that you've chosen the WORST of the available options. The train is a much better idea by every measurement. | 32.2.9E; 32.2.9F | |
| 25912 | Timothy, Anna | I vote no on the LCC gondola. | 32.2.9N | A32.2.9N |
| 29314 | Timothy, David | I'm against the proposal for the gondola and cog rail. This whole debacle is looking like a outright grift, with McCandless and company feeding off the people of this state. Leave it a toll road if need be to reduce congestion or use improved busses, please. | 32.1.2B; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 30907 | Timpson, Heidi | Please consider other options aside from constructing a gondola. Not only will this destroy one of the greatest views in the Salt Lake Valley, I just don't see it getting used to the capacity it is intended. Nobody is going to take a gondola ride they have to pay for when it takes much longer than driving a car. It is also frustrating that | 32.2.9E; 32.2.4A; 32.2.9A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | almost 6[00] million dollars will be spent for something only used (or not used) during the winter months. Please consider alternative less invasive options such as tolling the canyon, increased bus usage. Perhaps incentives for carpooling or taking the bus. This canyon is so dear to my heart. Being an avid skier, I just don't see the use in such a massive project that will destroy the canyon. | | |
| 33814 | TIN, CHRISTOPHER | Slc resident here. Gondola is much preferred. Busses already reduced this year so I will need to drive up the canyon and I'm sure many others will do the same. If we don't make skiing easily accessible there's little appeal to being here in Slc and definitely less tourists dollars. | 32.2.9D | |
| 31055 | Tingey, Erica | I am writing as a biologist (1977 BS Biology, magna cum laude, Phi Beta Kappa), lawyer (1979 JD), a Utah Republican precinct chair, and a member of the Union of Concerned Scientists. As a former member of the Salt Lake City Public Utilities Advisory Committee, I urge UDOT to prioritize Little Cottonwood Canyon water quality and quantity. Water is life. Earth is already in the midst of its sixth mass extinction episode owing to the driving forces of 1) over-population and continued population growth, and 2) over-consumption by the rich. https://pnas.org/cgi/doi/10.1073/pnas.1704949114 . Proximate causes include climate disruption, habitat conversion, over-exploitation, toxification, species invasions, disease, and (potentially) large-scale nuclear war. Now is not the time for UDOT to prioritize skiing over survival of Salt Lake City's rapidly expanding population has exceeds the carrying capacity of the quantity of water available to sustain life. | 32.1.2F; 32.12A | A32.1.2F; A32.12A |
| 25686 | Tingey, Mel | Great idea. Build the gondola quickly. | 32.2.9D | |
| 35215 | Tingey, Michael | I am a former Sandy City Planning Commissioner. I was the chairman of the commission for 5 of my 9 years. I strongly oppose the Gondola option for Little Cottonwood Canyon for these reasons: 1- The \$550,000,000 estimated cost like most other giant government projects is likely vastly underestimated. I refer you to the TRAX proposal we were given in the beginning. It was supposed to be self-sustaining, which has never happened. The cost per ride was to be \$1.25 which never worked. The ridership is constantly under estimate. I also refer you to other big projects - The Big Dig in Boston, The bullet train in California, and many others. 2- The winter traffic congestion is only a 4-5 month problem that can be solved less expensively with alternative options. I fully support a Natural Gas bus option. Natural Gas is clean and abundant. It is also reliable. A fleet of 15-20 buses that charge a \$5.00 round trip fee would be far less intrusive, but still clean. 3- A bus system will provide service to intermediate stops for property owners in the canyon. A Gondola will not handle this nearly as well, if at all. 4- As a person who loves the view inside the canyons it is my opinion that a string of gondola cars will degrade the beauty of the canyon far more than the current roadway and vehicle & Bus traffic. 5- I believe a sticker system for canyon property owners is a good idea to all them access to the canyon and to their property. 6- I believe the canyons are for all, not just for the rich. I therefore am against toll booths in Big or Little Cottonwood Canyons. I respectfully urge rejection of the expensive and unsightly gondola option. We can do better and at a lower cost. Thank you for your consideration! | 32.2.9E; 32.2.7F; 32.2.4A; 32.2.9A; 32.2.6.3C; 32.17A | A32.2.7F; A32.2.7C; A32.2.6.3C |
| 36282 | TINGLEY, TEGAN | The proposed plan is effectively corporate welfare. If you were to take the resorts out of the equation, there would be no need to invest this money in any transportation upgrades. This plan almost exclusively benefits the resorts and they should be burdened with most if not all of the cost. If they had to pay for it themselves, this plan would not be moving forward. Furthermore, this is only an issue for less than 30 days a year! Why oh why are we investing millions of tax payer money in a solution that doesn't even fix the problem + only helps less than 1 month out of the year! With the extensive cost as well as environmental impacts, we should really be questioning if any changes should be made at all. Why not limit the amount of people that can ski at the resorts on a given day + use tolling to encourage carpooling? Adding buses - furthermore rapid bus transit - from locations along the I-15 and I-215 corridors would make much more sense. Most of the residents of this state would not ever even utilize the gondola let alone benefit from it. Skiing is a sport dominated by white people with money. We should focus our UTA dollars to improve public transit for the people who need it the most - emphasis on need. This plan does not make sense for anyone other than greedy corporations and corrupt politicians. | 32.2.7A; 32.1.2D; 32.1.2B; 32.1.2F; 32.2.2K; 32.2.2Y; 32.2.9A; 32.2.2I | A32.1.2B; A32.1.2F; A32.2.2K; A32.2.2I |
| 32989 | Tino, Garth | I am saddened by the desire to build the gondola in Little Cottonwood Canyon. Having lived in Utah and played and worked in that canyon for over 27 years now, I have seen it's demise with the passing of time. Instead of trying to get people to use other areas or developing more canyons or resources, it seems the state is concerned only with the money the 2 resorts in the canyon create. The destruction of the peace and solitude of the canyon do not seem to factor in. The fact that the "resolution " only serves the 2 resorts, and only in ski season, speaks to the motivation of the decision. Still not addressed, and I imagine it won't be- what about the other overcrowding issues of all the other trailheads in the canyon? What about those of us who work up there but not at the resort? How will it help those of us using, guiding, and teaching in the backcountry? We will have to pay to use the canyon, and again to park to go backcountry skiing, as will our clients, almost as much as a ski pass. Will the access across the base of the gondola be allowed as it is now or will we be cut off from the south side of the canyon? How will the | 32.2.9E; 32.2.4A; 32.2.6.5D; 32.4B; 32.1.4C | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | boulders and climbing be effected? Will any regard be given to the giant impact the gondola will have on the climbs? How many will be ruined? Displaced? What about all the hiking that may be lost? Biking? The benefit is solely to the resorts and downhill skiing. It seems none of the other users or sports the canyon is used for will get any help. I am sure that this will not help ease the burden on Whitepine Trailhead or any of the other trails that are overworked. I have yet to see access issues surrounding any other sport besides downhill skiing be addressed. All the other sports, activities, trailheads, and access loses out. It is disheartening. | | |
| 35456 | Tippetts, Larry | I am opposed to building a tram up Little Cottonwood Canyon. Taxpayers should not be required to financially support skiers and hikers. | 32.2.9E; 32.2.7A | |
| 26363 | Tippetts, Tyler | I am in favor of a gondola approach | 32.2.9D | |
| 29304 | Tippins, Timothy | The environmental impact that would result from this proposed phasing passing would be extremely detrimental to the lands that helped raise us, as well as an extreme regression in the conservation of our public lands. This proposition can only hurt us in the long run, there needs to be a different solution. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 30276 | Tipton, Olivia | I strongly oppose the use of a gondola in Little Cottonwood Canyon as a method of transportation. It will serve as a major disruption to landforms, wildlife, and recreation opportunities, not to mention the major disruption to the beauty of the canyon. An incentive to carpool, use public transit OR simply limiting winter traffic up the canyon is the most environmentally friendly solution here. We CANNOT sacrifice natural resources and precious habitats to continue feeding the ruthless machine of the snow sports industry, which already leaves a massive carbon footprint of its own. | 32.2.9E; 32.2.9A; 32.2.4A; 32.2.2K | A32.2.2K |
| 34066 | Titus, Avram | The Honda is a fiscally irresponsible boondoggle. The cost of this project outweighs the potential benefits of slightly improved reliability of access. With a projected cost of \$550 million, UDOT should be responsible for showing how this option is not just better than the alternatives, but \$500 million better (assuming additional bussing alone costs \$50mil a year). I believe the best option factoring in cost would be substantially increased bussing with a plethora of parking options at the base of the canyon. | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 34303 | Titus, Collin | Hello UDOT folks, hope you're all enjoying the fall and all its scenery up and down our canyons. I'm here to let you know my personal opinion that I also share with so many other salt lake residents on the idea to put a gondola up Little Cottonwood Canyon. As one who has worked up there as much as I recreate I personally do not see the benefits of this being built, the idea that it will fix our traffic issue is just wrong. Yes I acknowledge that the canyon gets crowded and it needs a solution but this one will not solve the problems for the people who ski and ride at Alta and snowbird, I feel that the issue with it being built will only increase users up there, granted everyone should experience the riding up there as it is world class, but with things like the Ikon pass existing I can only imagine that though there occasionally may be less cars in the canyon due to the gondola, the resort experience will become even more stressful and crowded in an era where people are trying to be outside more often. Along with it being a major tourist attraction on its own, I feel that as a taxpayer it is ridiculous to think my money and so many others will be what causes it to be built, there's a lot more I'd rather see my tax dollars go to, such as increases ski serviced busses, snow shelters on our dangerous slide paths, or just fixing the roads more often as needed. Along with these reasons and as someone who runs, hikes and backcountry skis in LCC, the view quality would be diminished by a lot. I often find myself atop grizzly gulch, mount baldy and other peaks looking down canyon in appreciation for what we have, right down to the valley floor, it's hard to imagine myself and others alike will get that same feeling when we look down if there were to be a large structure of metal and cable cars within that view and it disappoints me to think that is a possibility. It's also worth mentioning that the fact that this gondola wouldn't operate for multiple months per year and not be running early enough for canyon employees to get to work before the resorts open on days where it is snowing a lot, that's a big factor for many of my friends and myself, because how else will lift operators, ski patrol and store employees make it up on time if that is their only option? I understand why it is a suggested option for fixing the solution but when it comes down to things, especially like tax payers money we would rather see other options less wanted by the profiting resorts be put in place first. Things such as, finally having an officer checking tires on powder days, increased bus services with incentives for the public to use, snow shelters, and though I don't like to pay to use public lands, tolls. Again, I know there is the issue of cars in the canyon causing congestion and think there are better options before ruining a beautiful canyon, but the gondola will not fix the issue of congestion at the resorts. A vast majority of us local residents ask that UDOT considers the other options before the gondola. Please consider the tax paying residents thoughts before possibly ruining the canyons beauty forever. Thank you. - Collin Titus | 32.2.9E; 32.20C; 32.2.9A; 32.2.9K; 32.2.9R; 32.2.2M | A32.20C; A32.29R; A32.1.2H; A32.2.6S |
| 30245 | Tobari, Roger | The Gondola Alternative is a horrible idea. In no way does it "Maintain existing visual experience" as 20 story towers will desecrate the beauty of LCC. This plan will do nothing to mitigate the horrible backlog of traffic on the three roads leading to the canyon mouth which is the heart of the issue for residents who live along the corridors as well as the winter sports enthusiasts. What is not being recognized is the concept of improved traffic flow. The merging of two lanes to one is never a good scenario whether on the freeway or at the mouth of LCC - sometimes called "The Zipper" - where the traffic slows to a crawl. It seems so obvious this untenable situation will persist until two dedicated uphill lanes are established to allow for free-flowing movement of vehicles. 80% of the canyon is wide enough to expand to a third lane and 20% would require state-of-the-art engineering, but the road is already there so why not simply improve it to become a world-class artery rather than an outdated two-lane road that has not kept up with the demands placed upon it. Access to all points in the canyon would be maintained to serve the diversity of users whether they be hikers or skiers and be a benefit throughout the year and not just for the handful of days that the gondola would mitigate. | 32.2.9E; 32.2.6.5E; 32.2.2P | A32.2.6.5E |
| 33708 | Tobari, Roger | I am against the gondola. It's a dumb and expensive idea. | 32.2.9E | |
| 25697 | Tobeck, Alexandra | I live in Orem. Let's invest in electric buses and regional transit hubs throughout the valley. | 32.2.6.3F | |
| 35783 | Tobey, Stephanie | To Whom it May Concern: | 32.2.9E; 32.2.6.5E; 32.1.2D; 32.2.2I | A32.2.6.5E; A32.2.2I |

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| | | <p>I am writing to voice my concern over your plan to build a gondola to provide service to the ski resorts in Little Cottonwood Canyon. I believe that it will create more traffic issues than it will solve.</p> <p>I have lived in [REDACTED]s for 47 years. In fact, my home is roughly [REDACTED], and I must use Fort Union Blvd. every day in order to drive to work downtown. In fact, Fort Union is the only way for me to get anywhere north of my home.</p> <p>In the winter, it is not uncommon to have traffic backed up for miles with skiers and snowboarders anxious to make the first tracks on freshly fallen snow. Traffic will back up all the way down Wasatch Blvd. to the freeway, with more cars stopped on I-215 clear back to 4500 S. Drivers also back up traffic on Ft. Union to 3000 E. and then down the hill to 6200 S. As there is not a stop light along Ft. Union between 3000 E. and Wasatch Blvd., it can take up to 20 minutes for me to get out of my neighborhood and on my way to work. What is worse, cars have discovered that they can try and cut through my neighborhood to access the newly built Canyon Centre Pkwy and then turn south on Wasatch Blvd. They speed through the neighborhood to beat others that might have the same idea, without much regard for the residents and their children that might be playing in the neighborhood.</p> <p>For those that do wish to use the park-and-ride lots, they find that they fill up quickly, and then decide that the best thing to do is park along Ft. Union, which then puts them at risk of getting parking tickets or causing more traffic issues.</p> <p>In addition to the traffic headaches, having that many cars on the road means that many of them idle while waiting to go up the canyons. This idling increases emissions, which worsens air quality for all that live in Salt Lake County.</p> <p>I believe the gondola will only entice skiers to continue to drive to the mouth of the canyons. While it may cut down on traffic up Little Cottonwood Canyon, it will only exacerbate the current situation of too many cars that are on the road. It does nothing to address the bigger issue of lack of park-and-ride lots, sketchy public transit, and too many cars competing for limited parking spaces at the resorts. The gondola will benefit two resorts that have not done much to help alleviate the situation. Therefore, if they want this so badly, then they should pay for it. It does not provide a public benefit, as only those that can afford the hefty cost of skiing and snowboarding will use it.</p> <p>I think that a better solution to address the overall problem is to bring UTA, community leaders, residents, and representative from the resorts together to come up with a solution that will benefit all. This should include unpopular solutions such as capping the number of skiers and snowboarders allowed at the resorts on a given day, increasing bus service, building more park-and-ride lots in the valley, extending Trax lines to the mouth of Big Cottonwood Canyon and the park-and-ride lot there, and possibly adding more traffic lights along Ft. Union. I strongly urge you to reconsider this plan and start anew. You have an opportunity to create a plan that will make sense and have a lasting impact on the community for generations. Please slow down, think, and do the right thing. Thank you.</p> | | |
| 32377 | Tobias, Janalee | Please, listen to the taxpaying citizens. We keep saying "no" to the \$500 Million and most likely more...gondola because it serves two PRIVATE ski resorts. Different solutions will serve ALL citizens that use those canyons. If it's approved as the best solution, then...NO Taxpayer funds should be used! Let the ski resorts pay for the gondola and then see how anxious they are to install gondolas for their ski resorts. Poor people shouldn't pay for rich people's entertainment. | 32.2.9N; 32.2.7A; 32.2.9E | A32.2.9N |
| 26501 | Tobias, Janalee | If private enterprise wants a gondola, let them pay for it. Tired of the poor paying for the rich to play. No taxes for private business!! | 32.2.7A; 32.2.9E | |
| 33892 | Tobin, Evan | <p>I am extremely disappointed in the Final EIS as released on August 31, 2022. I made several submissions during the public comment period but some questions were ignored or not answered completely. One comment was completely ignored because it was submitted during the extended comment, it looked like most comments during the extension were ignored. The extension was publicity only, totally useless.</p> <p>While comments from entities such as Save our Canyons, the Town of Alta, Cottonwood Heights and others were specifically named, comments from individuals like myself were answered in broad generalities or not at all. Some of my comments were addressed and clumped in with the comments of others. Topics like modern solutions being proposed by companies like "The Boring Company", such as tunneling were dismissed outright. Other comments I made regarding running busses later in the day to reduce the traffic at the busiest times were never even addressed. They commented that busses might run till 7pm for the gondola, but never addressed that I suggested busses should run till 10 or 11 at night so people shouldn't be pressured to rush down the canyon. Apres Ski is something that people like and want, but the current bus schedule stops at 6pm, it's part of the problem! I'm not just talking about drinking in bars, there are after ski programs run by both Alta Community Enrichment(the Alta Arts Council) and Snowbird, like films, lectures, workshops, classes and more that people can't attend if they use the busses with the current schedules. People could stay up canyon and have dinner before heading down if busses ran later. Park City's free busses don't stop at 6pm, they have a real transportation system!</p> <p>I have read the huge volume of pages of response to comments in the EIS and I am appalled by how dismissive UDOT was of important issues and responded only with "outside the scope" or "not under the control of UDOT"; yet UDOT made broad statements over issues which they clearly do not have control over and have now further shown how biased and self serving this EIS document is.</p> <p>UDOT clearly states they don't even know who would run or manage the gondola after they build this monstrosity for almost a billion dollars! They claim they will have contractual control, yet they also make claims the busses will run every 5 minutes between the mobility hubs and the gondola. This is not under their control as made painfully clear by the fact that they said the "phased implementation" would include more frequent busses and UTA has just announced cancellation of major</p> | 32.2.6.3N; 32.2.6H; 32.2.9R; 32.2.2C; 32.2.2I | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2I |

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| | | <p>LCC bus routes and cutting the frequency of the remaining routes in half, not increasing them as UDOT claimed. This entire EIS is a sham. People were finally utilizing busses with the moderately enhanced schedules last year and it really helped traffic along with the parking reservation systems at the resorts. Now with UTA cutting service, we will take 2 steps backward.</p> <p>UDOT pointed out in the comments that a distributed shuttle system proposed by commenters was a valid alternative but wouldn't work because it required too many drivers. Again, they were overstepping their bounds here (when it served them), but the fact they validated the alternative, it should clearly be evaluated using modern technology. Fully autonomous electronic busses, which are already in use elsewhere, were not even considered as an alternative. This project is supposed to address future concerns, yet it refuses to evaluate the newest technologies. UTA's current acknowledgement that they don't have enough bus drivers should be motivation to engage new technologies. Autonomous Electric busses are here and are the way of the future: https://www.weforum.org/agenda/2021/03/europe-first-autonomous-electric-buses-spain/ https://singularityhub.com/2022/04/29/the-uks-first-autonomous-passenger-bus-started-road-tests-this-week/ https://www.sustainable-bus.com/its/autonomous-bus-public-transport-driverless/</p> <p>Modern solutions are the way to go and AEV's should eventually travel in underground tunnels totally free of the current problems of avalanche paths, air quality/inversion issues fueled by gas powered vehicles, bad drivers and the unknowns of traffic in Little Cottonwood Canyon. There is no reason that UTA shouldn't start investing in a fleet of autonomous electric busses and/or vans for the entire valley. UTA's recent announcement about cutting service to the Ski Bus routes states that they do not have enough drivers. It really is fairly obvious that autonomous transit needs to be started.</p> <p>Both UDOT and UTA are oblivious of the fact that traffic in Little Cottonwood Canyon is not limited to winter storm days. Just this weekend traffic coming down from Snowbird took over 2 hours just to come down the canyon from Snowbird on a beautiful fall day, with no snow or bad weather, just lots of vehicles. Why does UDOT not know about this? It obviously casts doubts on their traffic studies! The fact that UTA doesn't run bus service during the Summer or during Snowbird's Octoberfest shows how out of touch both UDOT and UTA are. Using an AEV fleet is not even an option addressed in the EIS! This whole project needs a do over! Start again. Actually read and utilize the 14,000 comments that the public took the time to write, they include some great ideas(which UDOT dismisses as "outside of scope").</p> <p>The phased approach is definitely the way to go, but the gondola should not be the ultimate goal. A modern 21st century public transportation system should be the ultimate goal. Tunnels built by The Boring Company are currently open and operating in Las Vegas. They're still waiting on approvals to allow them to operate AEV's (autonomous electronic vehicles), but even with restrictions, further development has already been contracted to expand the current 3 station system to 29 miles and 51 stations https://www.boringcompany.com/vegas-loop . The entire cost is being paid for by The Boring Company with payback to The Boring Company to only occur after completion through operating revenue. Similar contracts have also been signed in Ft. Lauderdale, FL https://jacketmediaco.com/boring-company-gets-approval-to-begin-operations-in-florida/ and proposals in Texas are nearing contract https://www.masstransitmag.com/alt-mobility/news/21281862/tx-elon-musks-boring-co-may-pour-millions-more-into-san-antonio-airport-tunnel-project . This technology is cutting edge and needs to be considered to solve our problem. Cost projections for tunnels are at only 10 million dollars per mile. Yes, the Vegas loop cost twice that, but they were on the bleeding edge. Let Elon Musk build us the transportation we need out of his pocket, not ours!</p> <p>This sounds like a perfect plan for Utah. Let's save ourselves, the taxpayers, the 700 billion (or more likely 1 Billion dollars) that UDOT is proposing! It should be a phased implementation, bare minimum the initial tunnel should start at the 9400 S 2000 East UTA Park & Ride (which will hopefully soon have a large parking structure built for the initial expanded bus service) & a minimum of 12 stops at UTA Park and Ride (2000E), UTA Park & Ride/LDS Church(3142 E), Bell Canyon Trailhead(3450 E), Little Cottonwood Parking Lot(4385 E), Grit Mill Trailhead/Wasatch Resort, Gate Buttress, Tanner Flats, White Pine Trailhead, Snowbird Creekside, Snowbird Center, Alta Goldminers, Alta Albion Grill. A Gondola that just serves Alta & Snowbird, not all these stops, is just a bad idea.</p> <p>Eventually it should extend from Rio Tinto Stadium or even Daybreak. It is only 15 miles from Rio Tinto stadium to Alta (only 150 million dollars to dig that tunnel). The valley clearly needs East/West public transportation. Obvious choices for the next stations would be Rio Tinto Stadium, Sandy Historic Trax Station(165 E), Quarry Bend(1000 E), Alta View Hospital(1300 E) & the Waterford School(1700 E), all of these locations already have parking. When the tunnel continues to Daybreak, it would obviously have a station at Daybreak Trax line. This is forward thinking with endless future potential.</p> <p>The Tunnel could extend from Alta, through the mountain to Brighton and Park City. That would solve Big Cottonwood's traffic problem as well as hook up to the free Park City bus system! Once this system is successful, it will only be logical to keep building tunnels under I-15, North To Salt Lake City, the Temple, to the Airport under I-80 as well as South to Las Vegas to meet up with the Vegas Loop. Bring Utah into the 21st Century!</p> <p>Elon Musk thinks big, I would think he will eventually get contracts to go under all the US Interstate System. Once you have a fully underground tunnel system populated with AEV's, the speeds will achieve what Elon originally envisioned and a trip from Salt Lake Airport all the way to Alta could take only 10-15 minutes max, in full white out storm conditions, but totally underground. So much safer than the flying cars in the Jetsons.</p> <p>The Gondola is slow 20th Century technology, we need 21st Century technology, let's not go backwards, let's boldly go forward into the future.</p> <p>Evan Tobin, current resident of Sandy, former resident of Alta, originally from NYC</p> | | |

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| | | Sent from Mail for Windows | | |
| 36702 | todd, barton | if you build a gondola, future generations will be applauding your foresight. | 32.2.9D | |
| 29628 | Todd, Jeanmarie | Don't do it! This is an expensive boondoggle. Increase bus service to the resorts, from the airport and other major locations. | 32.1.1A; 32.2.9A; 32.2.9E | A32.1.1A |
| 28685 | Todd, Lauren | Please implement a better plan for buses rather than widening and marring LCC. we do not want the gondola. I've been a resident of salt lake my entire life. The gondola is the wrong choice. We do not want this. Implement tolls, improve bus systems, but NO gondola. | 32.2.9A; 32.2.9E; 32.2.2Y | |
| 26240 | Todd, Michelle | I am extremely upset and disappointed about the decision to put a Gondola up Little Cottonwood Canyon. If this happens, we will be branded terrible stewards of this magnificent canyon. During peak times, people can bus up the canyon just like they do in Zions National Park. There comes a time to take the planets side over people. I am a skier also. I understand the problem. But when I finally get to the top of the mountain, it is breathtaking. To think about looking down through the canyon at a bunch of steel, it is devastating. UDOT will be branded as having made the biggest mistake when it comes to the care of our natural habit. I plead with you to please, consider busing . If it works in Zion, it will work here. PLEASE DO NOT DESTROY WHAT WE HAVE! Michelle Todd | 32.2.9E; 32.2.2B; 32.2.9N; 32.2.2PP | A32.2.9N |
| 30029 | Todd, Michelle | I am very disappointed the proposed Gondola in any form has been approved. The destruction of the canyon with steel towers is a tragic misuse of caring for what is so unique and beautiful to the Wasatch front. To destroy the beauty only for the transport to the resorts and meet developers needs is shameful. There should be a limitation to users, which of course does not meet the greed of the resorts. There should also be only buses during the peak season. The cost spent for a minority is not reasonable. | 32.1.2B; 32.2.2K; 32.2.2L; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.2K; A32.2.9N |
| 35076 | Todd, Michelle | I am against the Gondola. It is a shame to do that to our canyon. We need to limit traffic and use a bus system like Zions National Park. I have sat in traffic on Wasatch Blvd. I am more than happy to do it to save the Canyon. | 32.2.2B; 32.2.9E | |
| 34325 | Todd, Patricia | How many homes will you remove using "imminent domaine," for this atrocity...and for the park and ride? How many busses will still be needed to shuttle people between their vehicles at the park and ride to the gondola? Why even bother asking us who pay for the destruction of our canyon to benefit two private ski resorts a couple of weeks each year? Corruption is vogue ? Read the comment section on every social media post. 80-90% oppose this. Let's pretend that this comment section matters one single iota what you WILL do regardless of the taxpayers opinions. | 32.2.6.2.2A; 32.4A; 32.2.4S; 32.2.6.4A; 32.2.9N | A32.2.6.2.2A; A32.2.9N |
| 29704 | Todd, Patricia | No. This benefits only the FOR PROFIT ski resorts. NOT the local (taxpayer) community. Don't ruin our canyon for the moneygrubber wealthy. This should have to be voted on by every Utah citizen...but so should have NSA, the 1.7 million gallons of water wasted per day company. Amazon. The Inland port... | 32.2.9E; 32.2.9N; 32.2.9D | A32.2.9N |
| 31316 | Tokita, Alex | Please consider low-cost options first. A billion-dollar project with so many variables for unknowns, BEFORE trying other options, is reckless. You're ending this issue way too quickly before the full impact of a gondola system can be evaluated. As an avid hiker of the canyons, I believe you are ruining our Utah Landscape by pursuing a gondola. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 30543 | Tollstrup, Douglas | I am totally against the gondola in Little Cottonwood Canyon. First, where are all the people going to park to ride it? The busy times up the canyons in the winter are limited to 'powder' days mostly. This is something the resorts can handle with parking lots and charging for parking. Buses and making people carpool are much better than ruining the ecosystem up that beautiful canyon. | 32.2.9E; 32.2.6.5N; 32.2.2K; 32.2.9A | A32.2.2K |
| 37873 | Tolman, Douglas | Moving forward with a Gondola is against the needs of Little Cottonwood Canyon and its recreators. As a lifelong Wasatch climber, hiker, and skier who does not ski at resorts, the gondola does not serve me, it will primarily serve wealthy tourists, and the owners of the very ski resorts responsible for so much traffic. It is apparent that a majority of canyon users also feel this way. We do not want our tax dollars spent on a subsidy to the ski resort corporations. Additionally, the lawsuits that take place due to conflicts of interest regarding land ownership of the proposed gondola base location will inevitably add many years and dollars onto the actual time it would take for the gondola to be built. I suggest bolstering the bus system with more regular schedule, and large multi-level parking garages in the valley along major entry points to the canyon. In combination with a canyon toll, this is the only option that will solve the traffic problem equitably, efficiently, and sustainably. | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.2I | A32.2.2I |
| 27456 | Tolman, Jaren | Very happy that we are going the gondola option. Some are unhappy at the moment but down the road all will realize this is by far the best and most environmentally friendly option! | 32.2.9D | |
| 37542 | Tolman, Raquel | The proposed gondola plan is a large waste of tax dollars, cuts into the visual aesthetics of the canyon, harms natural resources, and only serves a percentage of canyon users during winter months. It seems that increased bus transit with more stops throughout the canyon (or other alternate | 32.2.9E; 32.2.9A; 32.2.2I | A32.2.2I |

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| | | <p>solutions) could serve not only skiers at the two resorts, but those who visit the canyon year round and desire to backcountry ski, snowshoe, hike, bike, climb, birdwatch, etc. The gondola only serves resort-goers and is a strenuous impact on the tax paying citizens of Utah as well as the natural environment of the canyon.</p> <p>Wouldn't it be better to increase/improve bus operations and hours of the day for a much smaller investment while reallocating much of the proposed gondola budget to improve mass transit throughout the rest of the Wasatch Front? Perhaps two rail lines for the FrontRunner? Additional rail lines? Utah's governing authorities could provide solutions that majority of Utahns (not just those who support two ski resorts) can benefit from - especially as our population will begin to reach 4 million people by 2032. This seems like a narrow-minded proposal which aims to benefit the few and privileged who can afford to ski at these two corporations, line the pockets of legislative landowners where the parking garages will be built, impact the aesthetics and wildlife of the canyon, and not address/fix the underlying issue with overcrowded canyon use.</p> <p>I know this solution seems exciting and like a fun way to advertise tourism to our great state. However, for the reasons above, please reconsider and think long-term about the impact of your decision to support on current residents, future generations, wildlife, water resources, erosion components, and sustainable solutions.</p> | | |
| 31986 | Tolton, Kevin | <p>The gondola option to solve the horrendous and dangerous Little Cottonwood Canyon Highway 210 is the best solution by far. The visual impact is nothing compared to the fire hazard should a fire ever trap thousands of people who couldn't escape certain death without the gondola. Further, people trapped by avalanches could result in massive death and casualty. The UDOT experts as well as the avalanche experts all agree that it's not a matter of if but when. The current avalanche control work on HWY 210 is merely an ongoing attempt to trigger and clear smaller avalanches to try and avoid the catastrophe of massive mother of all slides. this gondola is a no brainer and must succeed. The entire road span could be done with three to four towers like they have done at Blackcomb Whistler in Canada. I hope UDOT has studied their transportation system.</p> | 32.2.9D | |
| 32514 | Tom, Campbell | No gondola! Going to to be 999 million by the time it's built with over runs and change orders. Also NO ONE will say how much it will be to ride! Same as bus fee? Triple I say! Another deal killer! It's only a tourist trap for Snowbird and Alta. Local public? Ride it once and then never again. Reminds me of 1950's Timberline ski area transportation bus/gondola. Look it up in history. After much hoopla it went out of favor. Locals won't go for it. Tourist trap, let the Bird and Alta pay for 1/2. | 32.2.9E; 32.2.7F; 32.2.4A; 32.2.7A | A32.2.7F; A32.2.7C |
| 29684 | Tom, Campbell | Why make tax payers pay for a traffic problem that only happens about 8-12 times a year and then has no usefulness for 7 months? Ski areas want it. Make them have a LOT of skin in the game. Instead use more buses every 5 minutes on weekends and powder days. Enforce traction- Snowbird law. | 32.1.2B; 32.2.2M; 32.2.9A; 32.2.9E | A32.1.2B |
| 32584 | Tom, Campbell | As a Snowbird employee I take the bus each morning. The gondola will not only be a farther drive to load it but will be slower than a bus. Not my vote for the gondola which will take me longer to come and go to work! | 32.2.9E | |
| 35026 | Tomer, Michael | I like the Gondola B option as I feel it will provide the most relief to the roads, and the best user experience. | 32.2.9D | |
| 34080 | Tomlin, Jesse | I don't support the LCC gondola, I think the canyon needs to be preserved for public recreation. Climbing etc. a gondola is an unnecessary addition to the canyon that would do more harm than good. I support tolling or more public transportation. | 32.1.2B; 32.2.2Y; 32.2.9A; 32.2.9E; 32.4B | A32.1.2B |
| 34375 | Tomlinson, Jet | Please review to their options. A gondola is inefficient and overkill. Where are cars going to park to use it? 9400 s and highland? How will cars park at the la caille base station? All that will do is create congestion in other areas. As a tax payer, I don't support the gondola. More time and research should be done before reaching this conclusion. Lastly, are thr comments made public for all to review? | 32.2.6.5E; 32.2.9E | A32.2.6.5E |
| 26058 | Tomlinson, M.sean | I would like to know who is paying for the propaganda TV ads.that are trying to persuade the public that a gondola is the answer to trafic problems up Little Cottonwood Canyon. Why do you think more than 3% of travelers will ride the gondola, when that's all that ride the buses? This is a perfect example of government control, fed by a very few promoting it for monetary greed! Stop ruining our beautiful state and go back to where you came from, as you can tell I'm against any gondola! | 32.2.4A; 32.2.6E; 32.2.9E; 32.2.9N | A32.2.9N |
| 27854 | Ton, Adam | <p>For a problem that only exists 15-20 days per year the gondola is the wrong choice for LCC.</p> <p>If udot has any credibility left they should mandate reservations and a toll next season and watch this problem disappear. Udot collecting revenue what a crazy concept.</p> | 32.1.2B; 32.2.4A; 32.2.2K | A32.1.2B; A32.2.2K |

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| 33338 | Tonin, Stephanie | I do not want a gondola system as the preferred alternative at this time. The cost to taxpayers is outrageous and it really serves only Alta and Snowbird - essentially a give away to ski resorts - in a canyon that is meant to serve the entire public. My use of the canyon is for hiking and back-country skiing and snowshoeing. The way this alternative looks, you are pricing everyday Utahns out of this canyon for the winter to serve private interests. There are better alternatives at this time that are focused on curbing people's driving behavior, incentivizing carpools, increasing and making more convenient bus services, tolls, etc.. Please consider a different alternative rather than the gondola, which is permanent and changes all aspects of wildness in this unique canyon. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 31510 | Toohey, Kyle | <p>To whom it may concern:</p> <p>As a resident of the surrounding LCC community and someone who recreates and works frequently in the canyon, I am disappointed to hear about the choice of preferred alternative regarding the choice to install a gondola in Little Cottonwood Canyon. It seems that there are other options being overlooked in previous proposals that should be used before committing to a potential gondola build.</p> <p>The use of tolling with a tiered payment system considering yearly passes for locals and progressive fee based on car occupancy could greatly impact the amount of cars entering the canyon and actually encourage carpooling. Without some sort of incentive given to people travelling to resorts it seems hard to get people to change habits in a timely manner.</p> <p>The use of more effective and stringent vehicle restrictions with preemptive monitoring entering the canyon prior to storms that may arrive in the afternoon. It's great to have enforcement while a storm is actively going in the morning but we need people there in advance of other anticipated weather systems to prevent people accessing the canyon ahead of forecasted storms. It does no good if they drive up on a dry, snowless road to only then need to get down in an inadequately equipped vehicle after a storm has begun.</p> <p>There needs to actually be a wholehearted attempt to increase bus service and build better regional transportation hubs for accessing public transportation into the canyons. The proposed alternative and amendments already made to bus service do little to address the proximal nature of parking areas to bus lines going up canyon. Currently, the setups for transport lead to bottlenecks near the mouth of the canyons because transportation users are all still driving close to the mouth to access these options. The gondola option presents this same issue because people will still need to drive to the mouth park for this solution. It does little to take cars of the road and ultimately adds more people into LCC, which may already be at its natural daily carrying capacity for recreation. There simply may not be much more accessible space for people to recreate on the most popular days to ski and ride. There is very limited number of days per winter season when the gondola would operate without the road being open and actively being the only option to bring people up to the resorts.</p> <p>The gondola also fails to address access for potential recreationists outside the resorts and will not appropriately serve all people but favor for profit businesses being the resorts. It will be a taxpayer handout to two businesses that seem to be doing just fine and posting record years in terms of visitation year in year out. They will contribute little financially to the project but benefit the most.</p> <p>Another idea to take into account is that as the climate continues to change there will potentially be fewer days where the gondola alternative is necessary. It seems like a short term "solution" that doesn't factor in other variables like a diminishing snowpack and changing environment. The natural environment of the canyon will also be dramatically altered under the current preferred alternative and other forms of non-winter recreation will be drastically impacted in terms of climbing and mountain biking. In addition, as far as it seems the gondola won't operate in the summer and will not be accessible to other forms of recreation that is a major oversight.</p> <p>There seems to be major public opposition from many Utahns of all walks of life. State entities have a duty to act in the best interests and wants of the people who pay for the projects proposed not to have their desires and ideas shoved to the side for the sake of a few with special interests. Respectfully, please reconsider and listen to the voices of the citizens of Utah who loudly oppose the construction of this project and destruction of this beautiful natural landscape. The proposal selected adds to the problem at hand instead of addressing it, there needs to be a better balance of public interests and private profits not the other way around.</p> <p>Thank you for your time and consideration.</p> | 32.2.9E; 32.2.9A; 32.2.2Y; 32.1.2D; 32.2.2E; 32.2.2M; 32.2.2I | A32.2.2I |
| 38621 | Toombes, Glead | Add my name to the long list who oppose a gondola in Little Cottonwood canyon. Beyond my personal interests, the idea is a complete betrayal to the people of Utah and the value of the Wasatch mountains. The research from abundant reliable sources go on to explain how crazy a choice like this is. Two ski resorts can only handle so many people and they both agreed to that with the US Forest Service. Transportation is your job not the bottom line for commercial interests and politicians who want it their way. Sincerely, Glead | 32.2.9E; 32.20C; 32.1.2D | A32.20C |
| 29411 | Topham, Melanie | It would be gross misuse of our natural and financial resources to add an extravagantly expensive and enormous eyesore gondola to Little Cottonwood Canyon. Already the canyon has more than enough weekend visitors; each person's experience would be improved by reducing usage, not increasing it. Consider implementing fees for cars, reducing the human impact by educating people on proper watershed usage, adding summer buses to reduce vehicle pollution and noise, and generally working to keep the canyon scenic and healthy. The priority should be the beauty of our ancient canyon, not monetary gains for shortsighted corporations. | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |

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| 36169 | Topham, Robert | <p>The Gondola plan that UDOT has proposed as the best option is a TERRIBLE option and will be as big a boondoggle as the Great Salt Lake pumps are. The traffic over the 2021 - 2022 winter in Little Cottonwood Canyon was VASTLY improved compared to prior years due to Alta charging for parking. This forced common sense solutions like car pooling and buses to make the commute more affordable. Snowbird tried to do the same two seasons ago but was a terrible ineffective system that didn't work. If Snowbird would adopt a program forcing people to pay for parking the traffic and parking problems would "magically" vbe largely resolved. Snowbird wants traffic problems because they want the gondola. Hmmmmmmm.</p> <p>The ecological destruction that would be wrought on that canyon is unthinkable. In order to bring more people up to resorts that already have lift lines that are far too long?</p> <p>This plan is absolutely horrific and needs to be scrapped completely.</p> <p>I am season pass holder at Alta and sometimes Snowbird continuously since 1998 and a local outdoor enthusiast since moving here in 1974.</p> <p>Quite sincerely Robert Topham [REDACTED]</p> | 32.2.9E; 32.2.2K; 32.1.2F; 32.1.2B; 32.2.20C | A32.2.2K; A32.1.2F; A32.1.2B; A32.2.0C |
| 28393 | Torello, Kathryn | I DO NOT SUPPORT THE gondola. I live in Sandy & have skied LCC for 25 years. I support improvement to busses. | 32.2.9A; 32.2.9E | |
| 35959 | Torreano, Joseph | Do not build the gondola. Using public funds the primarily help two private businesses one of which who operates on public lands is a bad idea. I should not be paying to mark alta and snowbird more money. Do not build the gondola. Thank you. | 32.2.9E; 32.2.7A | |
| 27026 | Torres, Michael | If you pay attention to any of the comments, it's clear no one wants the gondola. Enhanced bussing is the only logical solution. Permanently altering the canyon with a gondola should never have been an option. Tax payer dollars should not be used to build something that only benefits the ski resorts. If they want the gondola so bad, they should pay for the land and cover the cost of the gondola 100%. It's sickening to think that that beautiful canyon will permanently be scared due to the greed of the 1%. | 32.1.2B; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 32639 | Torres, Peter | <p>I am a Salt Lake City native of 47 years and a regular recreational user of LCC. My family has skied at Alta for many years during the winter and hiked the various trailheads - including Albion Basin, during the summer. In all of our year round recreating in the canyon, we only experience traffic concerns on a handful of peak "powder" days during the winter. It is for this reason that I think the gondola proposal is a completely ridiculous solution to the traffic issues in question. I don't believe that my tax dollars should be spent on such a fiscally irresponsible project and I don't like the fact that many of the real estate developers who stand to benefit from the project are the same ones who are using their political positions to influence the direction of the proposal.</p> <p>I would like to see more work done on these traffic concerns that is more financially conservative, less conspicuous and more in harmony with the natural environment of the canyon.</p> | 32.2.9E | |
| 37021 | Torrey, Bo | <p>First, I would like to thank everyone from UDOT for their work to prepare the EIS proposals and creating a space for members of the public to have their voices heard. I would especially like to thank Josh Van Jura for managing this project. I urge UDOT, Josh and all others involved to not take any criticism of the proposals personally or become defensive. It is human nature to do so when one's work is publicly criticized however, this is not aimed to be a personal jab but rather a passionate critique of the proposals themselves and a desire to find a solution that best serves the canyon, the city, and the people who live here. On that note, I think it's unacceptable how UDOT has postured itself and the entire draft and final proposal of the EIS so that public perception is thus that we have to pick between the two proposed "solutions" instead of acknowledging that other solutions exist and can be considered.</p> <p>I do not support either of the proposed solutions and it's clear from attending public hearings that the overwhelming majority of community members also reject the proposals. I am advocating that we adequately fund programs and resources that leverage the existing infrastructure the Cottonwood Canyons have in place today. It is at best irresponsible, at worst irreversibly destructive to move forward with either of the proposals. The gondola does not solve the traffic and congestion problem and only truly serves as a cheeky tourist attraction with no practical improvement to canyon visitors other than those wishing to visit the ski areas. What about those looking to backcountry ski? Or visit another trailhead within the canyons? The gondola would continue to be at the mercy of the unpredictable weather of the canyon. It's not uncommon for lightning to occur during heavy snowstorms as cold fronts approach, strong winds to shut down gondolas, or icing to prevent gondolas from operating. How reliable and efficient would the gondola be able to operate during those snow events that correspond to the days when traffic and congestion are at their worst? What are the safety procedures for reopening the gondola following an avalanche mitigation mission?</p> <p>Widening the road should not be an option either given the numerous historical mine sites located along the road that contain hazardous materials and metals within them. Opening those sites up increases the number of hazardous materials flowing into a primary water source for a growing city, and a shrinking water supply. For decades the solution to traffic problems has continued to be to add another lane. If history has taught us anything it's that that does not solve congestion it only furthers the capacity for congestion to worsen. These proposals are completely unacceptable and prioritize tourism, and financial growth for ski areas, and continue to push locals out of the canyons.</p> <p>There are other options to address the canyon transportation issues that are far less invasive to the viewshed, the landscape, and the water as well as significantly cheaper and more holistic. If the proposed solutions are based on 2050 projections then why is there no added focus on a more holistic city-wide transportation plan? Why would UDOT not partner with UTA and conduct canyon user surveys to gather data on where people are traveling from within the Salt Lake valley to understand transportation habits and identify the most practical locations for transportation hubs? Hubs located at or near the mouths of the canyons do little to curb</p> | 32.2.9E; 32..1.2D; 32.2.6.5G; 32.2.6.5K; 32.2.0B; 32.2.2I; 32.2.9A; 32.2.2M; 32.2.7A | A32.2.2I |

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| | | <p>congestion and just move the problem elsewhere. We need solutions now. Adding more buses to the existing roadway can be more quickly implemented while providing more long-term flexibility. Buses can be successful without widening the road. Expanded bus service that picks people up from numerous locations across the valley, with express buses to the resorts, and shuttles for dispersed trailhead users, combined with tolling/paid parking for private vehicles and effective enforcement of the traction policies, is a formula to address the problem at lower costs, and without permanently damaging the canyon. Utah has never invested enough resources to make the canyon ski bus system truly effective. We need to try this approach now, and with proper funding.</p> <p>It is also imperative that a capacity study of the Central Wasatch Canyons be conducted to make an informed decision based on real data. It's a vital step in planning for any long-term solution considering the fragile ecosystems and limited space of the Cottonwood Canyons. Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. I am concerned that without a plan in place now to manage canyon capacity, the canyons will become even more crowded, which will negatively impact the beauty of the canyon, the watershed, and the recreational user experience. The increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints.</p> <p>Several steps should be implemented first before considering more invasive and expensive solutions. Tolling personal vehicles, 4-wheel drive rental car restrictions, and increased busing without road widening can start this season. Buses offer the most practical solution considering the relatively few days the canyon experiences multi-hour travel times. Bussing is scalable, meaning that on days when traffic is expected to be worse more buses can be added, and buses could pick passengers up at a higher frequency (every 2-3 minutes). On the flip side, on days when traffic is anticipated to be less the number of buses could be reduced. It's a practical common-sense solution to the problem. Added infrastructure for bus loading and unloading and strategic stop locations along the roadway will be needed for this system to truly function efficiently.</p> <p>With the surge in popularity of e-bikes and continued use of the canyons by recreational cyclists, I feel it's worthwhile to consider bicycles and bicycle infrastructure as a practical component of the transportation solution during the summer months. A protected bike lane may not be feasible given the constraints of the roadway but existing pathways could be repurposed and improved to create a separate and safe transportation corridor for cyclists.</p> <p>The +600 million dollar price tag is laughable considering who and what that amount of money is being used to serve. I do not want my tax dollars being spent to provide corporate subsidies for the ski areas and lead to the destruction of our public lands. The proposals here serve a particular population of people whose problem is the several-hour travel time from their home to the ski area on just a handful of days a season. Wouldn't these funds be better served to help populations who are houseless or food insecure? I think yes.</p> | | |
| 38606 | Toso, Willow | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.20B; 32.2.2E; 32.1.2F | A32.1.2F |
| 36737 | Townley, Brad | I strongly oppose UDOT's plan to build a gondola in Little Cottonwood Canyon. More bussing would provide greater traffic reduction without the footprint of the towers, and would allow for greater flexibility in public transit based on need during low volume periods for Little Cottonwood Canyon. | 32.2.9E; 32.2.9A | |
| 37869 | Trachtenberg, Joel | The Gondola proposal looks like a multi-million dollar infrastructure project, rather than a transportation solution. There have been countless arguments against the wisdom of a gondola, and for these reasons there are far more people against this proposal than for it. For the people who live near the proposed base station and Wasatch BLVD, this will create worse even worse traffic, and lawsuits are ready if UDOT goes forward with this plan. The gondola will only serve those people, often tourists, who frequent the ski resorts. But even for them, this is not an efficient system. This plan does not look holistically at LCC and BCC as a traffic problem. BCC often has worse traffic than LCC. Has there been a study on how a gondola in LCC will effect traffic in BCC? A much simpler, cheaper, and better idea would be enhanced electric bus service up and down both canyons. There should be express buses to the resorts in both LCC and BCC, and other buses which stop at trailheads. This plan would be much more equitable for non-resort users for which the gondola has no value. As well, bus service can be ramped up and tamped down based on snow conditions, weekdays vs weekends, time of year, and anticipated crowds. A gondola has no flexibility. Lastly, as climate change negatively effects the Wasatch snowpack, and as the Great Salt Lake dries up, thus reducing "lake effect" snow, skier-days at the resorts are not projected to increase, and will likely decrease. How will the decision to build this gondola look in 10-20 years if it is underutilized. You will have a huge infrastructure project serving an area with almost zero permanent population. Another "bridge to nowhere." | 32.2.9E; 32.2.2E; 32.1.2D; 32.2.6.5E; 32.2.6.3F | A32.2.6.5E |
| 37988 | Trachtenberg, Mikako | The proposed Gondola is a multi-million dollar project which does seem to be either efficient nor necessary for the traffic problem it is meant to solve. The best way to limit traffic up both LCC and BCC is with enhanced bus service, and possibly tolling to encourage bus use. The Gondola will not address any problems in BCC, and will create more traffic problems at the proposed base. Why spend millions of dollars, and destroy the beauty of one of Utah's most iconic locations when a simpler, less expensive, more equitable, more efficient and flexible system is available with bus service? The traffic solution has to include BCC as well, as BCC and LCC traffic conditions are clearly linked during the most crowded times of the year. Skiers will determine their destination (BCC vs LCC) based in part on traffic. The Gondola will not solve anything in BCC. Lastly the gondola will likely be underutilized most of the year, and even underutilized for much of the winter. | 32.2.9E; 32.2.9A; 32.2.6.5F | |
| 28420 | Tracy, Robin | I'm so happy you chose the gondola! It will be a fun addition to the area, and will allow for transport up & down the canyon in poor weather and even in the event of avalanche or road closure. | 32.2.9D | |
| 26770 | Traeden, Ammon | I am incredibly disappointed in the decision to build the gondola, especially using tax payer dollars. That \$500 million could be put to so much better use in other areas in this state. We should be spending money to restore our environment here not destroy it. I find it very hard to believe that any comments made are actually taken into serious consideration and it honestly just makes me sad that the desires of a few people who stand to make a lot of money are being implemented rather | 32.1.1A; 32.1.2B; 32.2.2Y; 32.2.2PP; | A32.1.1A; A32.1.2B |

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| | | than the many solutions asked for and proposed by the people who this will truly impact. If you are dead set on building this awful gondola, at least make the resorts pay for it since they are the only ones who will actually benefit. Please at least consider expanding the toll and bus system to a point that it will actually be a valid long term solution. Zion National park has been able to make it work, why not the cottonwoods. The other issue with the gondola is even if it were a good solution to the traffic issue, which it is not, it does nothing to address the traffic in big cottonwood canyon. Please make public transport a more viable option for people in both canyons rather than just picking the gondola because it will make big news headlines and make a couple rich people even richer. | 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E | |
| 33463 | Trageser, Edward | Commenting to voice strong opposition to the installation of a gondola in LCC. I am a resident of Salt Lake City in the [REDACTED] adjacent to [REDACTED]. My family enjoys hiking, rock climbing and occasionally skiing in the canyon. The proposed gondola is a stupendous waste of resources benefitting a very small constituency - namely the two ski resorts and their wealthy patrons. Please consider tolling and expanded bus service to address the congestion issues experienced in the canyon on certain busy ski days. Thank you for giving the public an opportunity to comment on this important issue. | 32.1.2B; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 25983 | Tran, Angella | I believe the gondola will not help with the problems LCC is facing but rather make it worse for the environment and the public, destroying recreational activities enjoyed year around, and possibly even making traffic worse. | 32.2.9E; 32.4B; 32.7C | |
| 36164 | Tran, Chris | Could you plz just make busses better and mandate busses on WE. | 32.2.9A | |
| 30480 | Traniello, MichelleMichelle | Reinstate bus service!! | 32.2.6I | |
| 30232 | Traniello, Michellemichelle | No gondola!!! | 32.2.9E | |
| 30775 | Tranter, Camille | No Gondola! | 32.2.9E | |
| 38792 | Trapote, Cristina | <p>Subject : Little Cottonwood Canyon y nuestra comunidad merecen respect!</p> <p>Dear Utah Department of Transportation,</p> <p>I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons.</p> <p>The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low-income communities. They will have less access to the gondola station and less access to Little Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low-income residents live.</p> <p>Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Cristina Trapote [REDACTED]</p> | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2I; 32.10A | A32.1.2B; A32.2.6.3C; A32.2.2I |
| 32201 | Travis, Karen | Since my original comments seem to have been ignored, I'd like to add a few more thoughts on the Little Cottonwood Canyon traffic proposals. Since my last submission, new toll and fee ideas have been thrown into the mix, the accumulation of which will not only reduce traffic in the canyon but also kill the businesses | 32.2.9A | |

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| | | <p>that we have spent years creating, especially at Alta.</p> <p>Multiple government and private agencies are now proposing: A gondola with a charge to all who use it. A toll for vehicles to use state highway 210. A fee to park at Alta and Snowbird. A fee to park at major trailheads by the US Forest Ser. Increased prices for ski and snowboard passes.</p> <p>And now UTA says the much-needed comprehensive bus service will not be available due to lack of drivers. Instead, we have always need MORE service, not less. A bus every half hour as is done in other areas is a must. Several up-canyon busses bypassing Snowbird but stopping on the way down are needed to entice Alta skiers to ride since the current scheduling makes the ride to Alta too long and involved.</p> <p>Add up the tolls and fees. If you were going to use the canyon for any of the outdoor activities, would you be willing to pay the various fees and spend the amount of time it takes to make and pay for parking reservations, line up for a gondola ride or to pay a road toll, or pay a toll to use White Pine or Albion trails, whether to snowshoe, ski, hike, or bike?</p> <p>Put yourself in the canyon users' positions and do the math for the fees, tolls, and wasted time. I believe a majority of the people would choose to avoid both Big and Little Cottonwood Canyons. It makes sense to change our motto and license plates to SKI COLORADO!! Colorado would love to receive the tax money that Utah would not be getting.</p> | | |
| 27373 | Trazetti, John | No gondola!! | 32.2.9E | |
| 27200 | Treacy, Billy | No gondola please. Won't work on the days it's supposed to and not needed on 340 days per year | 32.2.9E; 32.1.2B | A32.1.2B |
| 26297 | Treadwell, Jake | I am Glad UDOT made the right decision about the Gondola. The problem in LCC is rubber tired vehicles on the road. We need to get people off the road and riding mass transit that makes sense. The road is the issue. Good Job UDOT | 32.2.9D | |
| 33996 | Treadwell, Jake | Thank you for doing the right thing. The gondola is the only thing that makes sense. Rubber tired vehicles don't need to be on the road. UTA can't handle the road. You guys are doing the right thing | 32.2.9D | |
| 26881 | Treat, Cameron | An eyesore for all eternity for Two private ski resorts on the taxpayer's dime. Let them pay for it if they are going to ruin such a beautiful and world famous canyon and make skiing even more crowded and more dangerous by allowing more people to access the already crowded resorts. Better to limit everyone like the National Parks system is doing quite successfully. And yes, I support both resorts; I ski and board Snowbird and ski Alta. 20+ days a year and still believe this option is wrong and does NOT enhance the experience for all canyon users and only runs 1/3 of the year but is an eyesore year round. I'm also a climber, one-time Great white icicle Ice climber, hiker, biker, paraglider, boulderer. We are all equal but this decision only favors a few canyon users. We can't afford this in so many ways. Please reconsider the "preferred" plan. This decision will adversely impact the canyon forever. | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 28176 | Tregeagle, Erin | NO GONDOLA! We are over tax burdened as it is. If the resorts want the gondola they should pay for it and UDOT should not acquiesce to wealthy land developers! | 32.2.9E; 32.2.7A | |
| 37641 | tregnaghi, lauren | the gondala is ugly and expensive. dont be lazy and walk up the mountain if you hate traffic that bad. we have way more important issues to use that money on. | 32.2.9G | |
| 30433 | trela-hoskins, sarah | I would prefer a system to improve bus systems. Maybe drop off to more locations in the canyon for backcountry tours, hiking, snowshoeing, etc. The bus system could be redesigned to be greener, pay better wages for drivers, and improve the speed of transporting individuals through a bus lane up the canyon. the bus lane would be uphill bus lane in the morning hours and a downhill bus lane in the evening hours. You could develop a parking garage at the parking lot 3870 S. wasatch boulevard. This would save you millions of dollars and improve customer satisfaction. Thanks for considering our requests. | 32.2.9A; 32.2.6.3C; 32.2.6I; 32.2.2D | A32.2.6.3C |
| 35549 | Tremblay, Dany | My wife and I support UDOT's Engineering based analysis and conclusions. We live within close proximity of the entrance to this canyon. | 32.2.9D | |
| 33959 | Tremper, Bruce | <ol style="list-style-type: none"> 1. Who pays for the gondola? This should be the central question Utah taxpayers need answered before UDOT even asks the public for feedback on the project. The gondola services Snowbird and Alta. Period. Also, according to the EIS, the gondola would only run in winter. Thus, the gondola does not serve the public who access the many backcountry trailheads in Little Cottonwood Canyon, nor the public that use the canyon in summer. Therefore, the two resorts and their hotels should pay for the gondola, not the taxpayers of Utah. It seems like a scheme for private interests to externalize costs of transportation to their facilities. If the gondola is the preferred alternative, I'm not even sure why UDOT is taking the lead on this project since UDOT does not design or build gondolas, plus the gondola serves only two ski areas and the associated hotels. For instance, in Telluride, Colorado, where a similar gondola transportation system has successfully operated for some years, it was funded by the Telluride Mountain Village Association via a tax on real estate transfers plus a tax on lift tickets. 2. I may not oppose tax money spent on the gondola if it was part of a greater transportation solution for the entire central Wasatch including both Cottonwood Canyons, Salt Lake City and Park City. I have spent a lot of time in Europe where trains almost always connect resorts and communities with a similar setup as the central Wasatch. The original EIS did not even consider the cheaper train options and it only evaluated the most expensive, impractical and environmentally destructive train option. 3. I very much approve of the phased plan to first implement tolls and enhanced bus service, all before a gondola is built. These measures would likely solve most of | 32.1.1A; 32.1.5B; 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.6.3F; 32.2.6.5F; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9K; 32.2.9R | A32.1.1A; A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |

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| | | <p>the problems, which would eliminate the need for a gondola.</p> <p>4. There is a lot of misinformation being circulated about the avalanche safety advantages of the gondola. Yes, the gondola would eliminate almost all avalanche hazards for gondola ski area passengers, but LCC would still need a road for trucks, service vehicles and public accessing backcountry trailheads. Snow sheds would help solve most of the avalanche problems on the road and I strongly approve spending taxpayer dollars on snowsheds, which should have been built many years ago.</p> <p>5. Any bus service should also include stops at all backcountry trailheads, both summer and winter. As I recall from previous surveys, public use of the Cottonwood Canyons is equally split between summer and winter. We have seen an explosion of people accessing backcountry trailheads during COVID and it has not diminished after COVID. The White Pine trailhead regularly has cars parked along the road for a hundred or more yards up and down the canyon on most days, both summer and winter. This use will not diminish in the future but will almost certainly increase. Therefore, I strongly support expansion of the backcountry trailheads suggested in the EIS Preferred Alternative. This terrain is the gem of the Wasatch and it's the reason so many people are moving to Utah. But what is needed much more than parking expansion are tolls at the bottom of the canyon or parking fees to encourage carpooling, plus regular bus service with stops at backcountry trailheads both summer and winter. In short, taxpayer dollars spent on transportation for Little Cottonwood Canyon should serve all public, not just two ski areas.</p> | | |
| 28183 | Trent, J. | <p>Josh, My name is Joshua Trent and I am a resident of [REDACTED] and I work with a company very interested in either funding or financing the entire Gondola Project. I called and left a message, but thought an email would work as well.</p> <p>I originally approach members of the Utah City Counsel but they said they were opposed to the project on financial basis, when we told them we would fund the entire project they said they were opposed to it on an environmental level as well.</p> <p>I finally was able to speak with Brittany at Exoro and she said you are the person in charge of the project.</p> <p>Below is a summary of what we do and how we fund projects, but we can tailor a specific solution for UDOT on the Gondola project and maybe other UDOT projects as well.</p> <p>Here is a summary about our group and an example of what we do.</p> <p>Alpina is a privately owned investment boutique firm in Canada that provides professional services in the sectors of Finance, Real Estate, Insurance, Corporate Services. Established in 2018 as a holding company, group companies operating since 1978, and headquartered in Vancouver, Alpina has grown into a sophisticated local and international investor with a global revenue generating asset base.</p> <p>The Alpina investment model focuses on (1) government development projects, (2) large-scale projects, (3) infrastructure development and (4) projects funded through grants rather than loans. We fund governments, international institutions, private equity, sovereign wealth funds, corporates, private and family businesses, social and educational institutions, medical institutions and 501(C)(3)</p> <p>Example 1 - outline of the Alpina method: When we spoke I told you about a group I work with that can provide funding or financing for projects. We mainly focus on government projects but can also do public/private partnerships and private projects. I know this program can be an ideal solution for the UDOT Little Cottonwood Gondola Project and other projects as well that UDOT may be involved in.</p> <p>Here is a list of the focus areas:</p> <ul style="list-style-type: none"> Affordable Housing Colleges and Universities Hospitals and Medical Centers Infrastructure (roads, bridges, etc.) Cultural Centers Stadiums Etc. <p>We provide funding in two different formats:</p> <p>Funding - this comes in the form of Grant Funding where the funds do not need to be repaid. Financing - this comes in the form of a non-recourse loan, we funding would be paid based on borrowers ability to repay.</p> | 32.2.9E; 32.2.6.3T | |

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| | | <p>How can this benefit Municipalities and Private Projects?</p> <p>Municipalities have to fund projects. Right now it is estimated that a \$2 Trillion investment will be necessary by 2025 to upgrade existing infrastructure across the country. As you know, municipalities raise funds via public and private financing and through the issuance of bonds, which have tax implications on the taxpayers of the municipality.</p> <p>What our group (referred to as "API" from this point on) provides is funding/financing that is highly favorable to the municipality and its taxpayers.</p> <p>A very simple summary of what they can do is as follows:</p> <p>City X wants to build an infrastructure project. They present a budget of the project to API. City X structures the offer in the form of a Private Placement - which means API will be the sole investor of the project. API provides a term sheet based on the budget. If the term sheet is accepted by the city's bond counsel then an agreement is put in place, the bond is pushed forward and structured for purchase by API. Bond is placed in custody with a leading financial institution. API begins funding the transaction based on the disbursement schedule/milestones of the project.</p> <p>Here are the unique benefits to the Municipality:</p> <p>Once the project is completed, the bond is returned back to the municipality - it can then be canceled OR in many cases the municipality will choose to use the bond for another project, like a hospital, infrastructure or affordable housing. When the bond is in use, it is custodized with a top financial institution, which protects the municipality. I can explain more on this later if needed. Funding for the project is in the form of a grant, so the city doesn't need to repay it which means the "tax implications" on the taxpayers is zero.</p> <p>We are looking to work with key individuals that want to enhance their communities and do it in a fiscally responsible manner.</p> <p>There are more details I can provide but this should be a good summary until we can discuss it in more detail.</p> <p>Please review and let me know what additional questions you might have.</p> <p>We can also work with existing projects if the bond has been issued but not filled.</p> <p>Sample 2 - Public/Private option:</p> <p>We would also like to propose a different method for funding, a Public-Private Partnership, where we create an agreement to finance and manage the project thereby allowing no voter election for a bond issuance and zero tax liability to the taxpayers.</p> <p>Basically, each project is different and we can tailor the funding/financing for what works best for the project.</p> <p>Kind regards,</p> <p>J. Trent </p> | | |

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| | | [REDACTED] | | |
| 30684 | Trepanier, Derek | <p>I am a heavy user of little cottonwood. As an avid rock climber and backcountry skier, I am primarily accessing the non-resort activities available in the canyon.</p> <p>Building the gondola will destroy a huge portion of what I value in little cottonwood canyon, all so that for-profit companies can make more money. Climbing boulders will be destroyed.</p> <p>The more frustrating part is I dont believe the gondola will actually solve any problems. We need more busing, and more aggressive tactics to keep people out of their personal cars before any real gains can be made. As long as it is easier to drive your car up the canyon people will continue to do it. I dont think any level of tolling will affect this (people are already paying \$160 for single day ski passes).</p> <p>The busing infrastructure at the base of the canyon needs to be improved. The buses themselves need to run more often and more consistently. Additionally the road needs to be closed to traffic, or the parking at the resorts need to be closed. These measures are easier cheaper and faster to implement than a massive infrastructure project.</p> <p>The gondola will be a huge waste of taxpayer money.</p> | 32.2.2L; 32.2.2K; 32.2.9E | A32.2.2K |
| 29881 | Tresco, Samuel | <p>Little cottonwood canyon is one of the most special parts of the Salt Lake valley. This canyon allows people to access untouched nature just 15 minutes away from their homes. A gondola will make this rigged natural escape feel like an amusement park.</p> <p>The ski resorts are far too busy as is. Powder days are borderline unskiable due to the sheer number of people. Increasing the number of guests will only exaserbath this problem.</p> <p>It will be much more cost-effective and low impact to first explore options like higher throughput bus service.</p> <p>Let us not permanently more one of the gems that makes our city so special.</p> | 32.1.2B; 32.2.9A; 32.2.9E | A32.1.2B |
| 32480 | Tretter, Zach | <p>If almost everyone who would ride the gondola is going to Alta and Snowbird why aren't Alta and Snowbird responsible for the gondola? If the reason for awful traffic on powder days is an excess of skiers going to Alta and Snowbird why aren't Alta and Snowbird (and Ikon) accountable for overselling beyond the canyon's capacity? Taxpayers should not pay for corporate welfare of ski resorts. The gondola will make traffic around the mouth of LCC even worse than it is. The Gondola doesn't benefit climbers, hikers, campers, nor any recreation activity in SLC that isn't resort skiing on a powder day. The Gondola benefits almost no one at the cost of many.</p> <p>Why should a billion dollars be spent on a Gondola that will destroy the beauty of LCC when the Great Salt Lake is literally dying? Surely there are more prudent investments than this! The overwhelming majority of public opinion is against the gondola. If the Gondola is the best solution than prove it by showing that buses aren't a viable solution. This is an irreversible and rushed decision that will destroy the beauty of LCC. LCC isn't, never will be, and never should be, Zermatt.</p> | 32.2.7A; 32.2.2K; 32.1.2B; 32.2.6.5E; 32.1.2B | A32.2.2K; A32.1.2B; A32.2.6.5E; A32.1.2B |
| 38368 | Trettin, Kyle | <p>Hi, I've been trying to submit my comment throughout the day, but the website either doesn't refresh or just takes me back to the initial page, so I'm not sure if my comment has been received or not. Here is my comment:</p> <p>"As a local resident that frequents Little Cottonwood Canyon, I think transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered.</p> <p>I think Mayor Jenny Wilson also says it really well:</p> <p>"Although I applaud UDOT's acknowledgment of the value of a phased approach, I disagree with its conclusion that the gondola should be the preferred alternative. The gondola option is flawed for many reasons, including that it will:</p> <p>Cost over a half billion dollars (not considering inflationary cost increases); Only make stops at two private ski resorts: Snowbird & Alta; Remove no more than 30% of car traffic from the canyon road; Operate only during the winter ski season; and</p> <p>Permanently mar the inherent beauty and public lands of Little Cottonwood Canyon.</p> | 32.29R; 32.1.2D; 32.2.6.5F; 32.2.6.5G | A32.29R; A32.1.2H; A32.2.6S |

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| | | <p>The gondola is an unwise public investment for a 50+ year solution serving a limited group of people, given that it's irreversible and incapable of pivoting in the face of changing circumstances. But it isn't the only option."</p> <p>I think we should try less permanent solutions first and evaluate their effectiveness before even considering something like the gondola. I think the features of the phase implementation, such as increased bus service without road widening, should be implemented and evaluated first before deciding whether more costly and impactful solutions, such as the gondola or road widening, are required."</p> <p>Thanks, Kyle</p> | | |
| 37465 | Trettin, Kyle | <p>As local resident that frequents Little Cottonwood Canyon, I think transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered.</p> <p>I think Mayor Jenny Wilson also says it really well: "Although I applaud UDOT's acknowledgment of the value of a phased approach, I disagree with its conclusion that the gondola should be the preferred alternative. The gondola option is flawed for many reasons, including that it will:</p> <p>Cost over a half billion dollars (not considering inflationary cost increases); Only make stops at two private ski resorts: Snowbird & Alta; Remove no more than 30% of car traffic from the canyon road; Operate only during the winter ski season; and Permanently mar the inherent beauty and public lands of Little Cottonwood Canyon.</p> <p>The gondola is an unwise public investment for a 50+ year solution serving a limited group of people, given that it's irreversible and incapable of pivoting in the face of changing circumstances. But it isn't the only option."</p> <p>I think we should try less permanent solutions first and evaluate their effectiveness before even considering something like the gondola. I think the features of the phase implementation, such as increased bus service without road widening, should be implemented and evaluated first before deciding whether more costly and impactful solutions, such as the gondola or road widening, are required.</p> | 32.1.2F; 32.29R; 32.2.2I; 32.2.6.3F; 32.2.6.5G; 32.2.6.5F | A32.1.2F; A32.29R; A32.1.2H; A32.2.6S; A32.2.2I |
| 37397 | Trettin, Kyle | <p>As local resident that frequents Little Cottonwood Canyon, I think transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered.</p> <p>I think Mayor Jenny Wilson also says it really well: "Although I applaud UDOT's acknowledgment of the value of a phased approach, I disagree with its conclusion that the gondola should be the preferred alternative. The gondola option is flawed for many reasons, including that it will:</p> <p>Cost over a half billion dollars (not considering inflationary cost increases); Only make stops at two private ski resorts: Snowbird & Alta; Remove no more than 30% of car traffic from the canyon road; Operate only during the winter ski season; and Permanently mar the inherent beauty and public lands of Little Cottonwood Canyon.</p> <p>The gondola is an unwise public investment for a 50+ year solution serving a limited group of people, given that it's irreversible and incapable of pivoting in the face of changing circumstances. But it isn't the only option."</p> <p>I think we should try less permanent solutions first and evaluate their effectiveness before even considering something like the gondola. There is little downside to doing that, unlike spending 600 million dollars to just build something (the gondola) that doesn't actually solve the problem it is intended to.</p> | 32.29R; 32.2.2I; 32.2.6.3F; 32.1.2B; 32.2.6.5G; 32.2.6.5F | A32.29R; A32.1.2H; A32.2.6S; A32.2.2I; A32.1.2B |
| 35377 | Trettin, Lillian | <p>A huge price tag for little overall benefit! Bus service makes a great deal more sense.</p> <p>We visit often, have family living in SLC. They are also opposed to preferred alternative.</p> <p>Lillian Trettin [REDACTED]</p> | 32.2.9E; 32.2.9A | |

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| 30627 | Trevenen, Andrew | Just don't ruin the climbing that is in little cottonwood. There is always many solutions to problems. | 32.20A; 32.20B | A32.20A |
| 27487 | Trevithick, Bill | I do not want a gondola built in Little Cottonwood canyon. If built it will be visible from almost everywhere in the canyon and greatly detract from the beauty on the canyon. Most of the traffic congestion happens in a couple of hours in the morning and in the late afternoon. I see the cars lined up for miles in the morning in the winter. I cannot imagine a gondola will be able to take enough people in the 2 short windows in the am and pm to make much of a dent in the rush to get up and down the canyon. The gondola also only stops at the 2 resorts. What about people who want to go somewhere else. The gondola would be built mostly for the benefit of the 2 resorts in the winter when most of the problems occur. If it is built it should be paid for by the resorts who benefit from it and the skiers who use it. Do not use public funds to subsidize private resorts. Please do not ruin our canyon by building the gondola. | 32.2.9E; 32.2.7A; 32.2.6.5G | |
| 34132 | Trieb, Brendan | The gondola project is not the best decision for the longevity of LCC or for practically solving the traffic problems. It's unsightly and a cash grab driven by the resorts. I full support alternate transportation, but the gondola project is the not the way. Take a page out of Europe's ski resort and alpine towns book, and seriously consider a cogwheel train. In the long term, a train is more efficient, more reliable, more cost effective, and can transport larger numbers of people better. There are reasons why Chamonix and Zermatt keep gondolas and teams relegated to their ski resorts, and lean heavily on trains to get to the towns and resorts themselves. I do not support the LCC gondola project. | 32.1.2B; 32.2.9E; 32.2.9F; 32.7C | A32.1.2B |
| 25567 | Trimble, Dory | As a lifelong Utahn and regular recreational user of the Cottonwoods, both as a resort and backcountry skier, and rock climber, I STRONGLY oppose the proposed gondola. It would be a source of enormous shame for the entire city, and is clearly an option that prioritizes corporate earnings over the desires of the community and the needs of the environment. | 32.2.9E | |
| 30214 | Trimble, Ruth | Creating this gondola to cater almost exclusively for the convenience of upper middle class individuals who can already afford expensive winter sports hobbies and benefit private companies financially (snowbird and alta) is an egregious use of taxpayer money that will harm the environment and damage free/low-cost recreational outdoor activities (hiking). It is ridiculous for the taxpayer to fund this initiative. | 32.2.7A; 32.2.9E; 32.4B | |
| 35663 | Triop, Trishekl | Please No Gondola! Find another way to get skiers up the canyon for these few months. Save the beauty of the canyon and the foothills heading up. | 32.2.9E; 32.1.2B; 32.1.2F | A32.1.2B; A32.1.2F |
| 29125 | Tripp, Ezekiel | The public is very outspoken that it is AGAINST the construction of the gondola!!! We have read the EIS and that it will bring MORE traffic into the canyon. WE DO NOT WANT THE GONDOLA IT WILL BE A WASTE OF TAXPAYER MONEY TO DESTROY THE CANYON | 32.2.9E; 32.20A; 32.20C | A32.20A; A32.20C |
| 35911 | Tripp, Jackie | No gondola. For all the reasons that have been posted. Wouldn't our tax money be better spent on bigger problems then helping wealthy corporations. | 32.2.9E | |
| 26752 | Tripp, Zeke | DO NOT INSTALL A GONDOLA IN THE CANYON! The utah community DOES NOT WANT to ruin our canyon with a Gondola. INCREASE BUSSING AND OTHER PUBLIC TRANSIT ALREADY IN PLACE AND CHARGE A PREMIUM TO PARK AT THE RESORTS DURING WINTER MONTHS. NO GONDOLA! | 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.2.2K |
| 36497 | TRISHMAN, ROBERT | Please do not move forward with the gondola idea. A train would be great, but expanded bus service would be satisfactory. | 32.2.9E; 32.2.9A | |
| 27543 | Tritt, Andrew | I think the plan to put in a gondola is disgusting. This plan fixes one problem, only to create another problem. The gondola will only serve Alta and Snowbird and the tourists that come to Salt Lake for a few months a year, while destroying local recreation for the residents of the Salt Lake metropolitan area. I think the UDOT should investigate other more cost effective and less impactful alternatives that would benefit us all. | 32.2.9E | |
| 26654 | Tronstein, Elizabeth | A gondola is not the answer for LCC. It will irreversibly harm the canyon. Please don't destroy our canyons! Better buses are the way to improve the canyon. We do not need disneyland with gondolas that will not carry enough people to aid in canyon traffic . Better bus service will help. Stop the gondola- it's the only way to save the canyon!!! | 32.2.9A; 32.2.9E | |
| 33318 | Tropsa, Sean | I think it is great that udot is collecting and responding to comments, however I fear that the comments are not being listened to. The vast majority of comments that I have seen and read, and the general public sentiment including the desires of salt lake county and the city of sandy all point to the gondola being the least desirable solution. I stand with this group and consider the gondola to be the least desirable, most expensive, least useful and most negatively impacting the environment of all of the solutions proposed. Has Udot conducted any market research? At the proposed price to ride the gondola is there any desire to ride the gondola? It seems that this has been overlooked. It was also a bit shocking for UDOT to come out and publicly admit that they are not trying to solve the traffic problem in Little Cottonwood, rather they are very specifically trying to get people to the ski resorts only. This seems a bit outrageous that the tax payers of Utah should pay more than a half a billion dollars for a project that is ONLY trying to get people to ski areas. I would say as a result of this that the entire project is flawed. We need a solution that is good for all of little cottonwood, not just for users that are going to go to a specific private company. You only need to take a drive up little cottonwood on any nice day to see that we need a solution for the whole canyon, not just for alta and snowbird, and this solution needs to be flexible and run year round. It should be done at a price point that is affordable for users as well, as 20-30 dollars PER USER on the gondola is very high and would further drive users to go by car, even with a toll as the toll would be of a similar price. A bus solution can be implemented at a much much lower price point per user that would be much more approachable and, with a 30 dollar per car toll, would drive people to use the bus rather than a personal vehicle. The bus solution would have the flexibility to stop at more than just the ski areas. If we look outside of just subsidizing these private companies with a major | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.4A; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9N; 32.2.9R | A32.1.2B; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | infrastructure project to get people to them, we would quickly see that the gondola is not adequate to address usage throughout the entire canyon as it should. I urge UDOT to take a hard look at this project. Why are we making tax payers spend half a billion or more dollars to get people only to snowbird and alta? We need to consider other users in this project and address traffic and usage throughout the canyon in a solution, not just those going up to alta and snowbird. Please consider public sentiment, the sentiment of many usage organizations, companies, and many of our community leaders and politicians here in salt lake and consider other solutions besides the gondola. | | |
| 29607 | Trout, John | 100% against a gondola in the canyon for a multitude of reasons but I'll name the first two: 1) the towers and gondola cars are obtrusive. 2) No public money should be used for a project of this sort. | 32.2.7A; 32.2.9E | |
| 36027 | Trowbridge, Don | I feel that the proposed tram is too expensive and will significantly affect the canyon environment. Increased bus service, especially electric buses would have less impact on the canyon even if it involved adding a bus only lane since the main road is already there. Since the primary advantage is getting skier traffic up canyon in the winter, the ski areas should bear a large chunk of the cost for any solution. | 32.2.9E; 32.1.2F; 32.2.6.3F; 32.2.7A | A32.1.2F |
| 28688 | Troxell, Todd | Absolutely wrong Provides no access to the canyon except the ski areas. Unless cars are prohibited or severely limited the gondola will be underutilized most days. If this goes forward, it should be essentially the only option to get up and down the canyon except for residents and contractors/ delivery vehicles. Unless you make it very painful to drive up or so quick and easy to use the proposed alternative this is doomed. Still will be hampered on big snow days. Unsightly, impractical corporate subsidy. Trains, tunnels seem like much more viable options. Don't do it! | 32.2.9E; 32.1.2D; 32.2.2C; 32.2.2I; 32.2.2PP; 32.2.9N | A32.2.2I; A32.2.9N |
| 30278 | Troy, Thomas | Maybe we should focus on first investing in infrastructure that reduces water usage and promoting water conservation behaviors in order to save the Salt Lake so that we can even have the option to ski in the future, instead of promoting tourism and increasing our water usage. Without the lake, we have no lake effect, and no snow. If you have a forest fire, you don't invite more people to come throw trash and enjoy the heat of the fire... you put the fire out first. | 32.1.2B; 32.2.9E; 32.2.2E | A32.1.2B |
| 30277 | Troy, Thomas | We shouldn't permanently change the landscape of the canyon and hurt all the bikers, climbers, fisherman, backpackers, drivers, hikers, and picnickers that use LCC daily year-round just so rich people don't have to wait in bad traffic a few weekends every year. Implement a road fee and increase bus options for the few weekends that traffic is bad. Don't destroy the legacy and history of the canyon. | 32.2.9A | |
| 30852 | Troy, William | Strongly against the gondola alternative, it will cost the tax payers millions of dollars and it will NOT solve the problem. Furthermore, how does cutting the bus line schedule make any sense in working towards a solution for this winter. You need to have stricter enforcement on traction control laws to reduce the number of slide offs, accidents, and slow moving traffic. I would happily pay for a seasonal sticker that required an inspection as we do every year for our vehicles emissions, that would show our vehicle fit for canyon travel. Currently the enforcement on traction control is a joke, and you can see evidence of it everyday in the winter with people spinning tires trying to drive in LCC/BCC. There are many alternatives that you can implement here instead of choosing a massively expensive, semi-permanent, and ineffective gondola that will have numerous unforeseen impacts. One the comes to mind would be the mill creek concrete accident that happened last summer, what if that same thing happened during the construction in LCC? Worried about the water shed? Doesn't seem like it. | 32.2.9E; 32.2.2M; 32.12A | A32.12A |
| 34406 | Troyer, Jeffery | I am a lifelong resident and canyon employee. We need to get the cars out of the canyon, widening the road won't help when a bus goes sideways across the road in a snowstorm. Gondola/tolls/vehicle restrictions/buses | 32.2.9D | |
| 38167 | TRUE, GARRY | My support and vote is for bus service in Little Cottonwood Canyon. Please keep the Little Cottonwood Canyon views and vistas "clean" and free of towers, cables and gondolas | 32.2.9A; 32.2.9E | |
| 37022 | True, Jason | I do not support the proposed plan for a gondola up Little Cottonwood Canyon. This is not a transportation alternative for those that recreate outside of resorts, backcountry skiing, climbing, hiking, etc. This serves one purpose, driving revenue to the resorts and opening up Little Cottonwood to further development. Please take this comment into consideration when finalizing your decision. | 32.2.9E; 32.1.2D | |
| 36640 | Truitt, Andrea | The gondola will destroy the canyon and it's beauty. This is absurd! Please do not do it, don't ruin our canyon. | 32.2.9E | |
| 32797 | Trummer, Kellyn | I am requesting UDOT reevaluate less invasive alternatives to the gondola. Options like increased bus frequency, tolling, ride share, and parking reservations should be tried first for a prolonged period of time. There should also be an easily accessible option so that low income Individuals and families can still access the canyon. The gondola is a permanent option that cannot be undone and only services the resorts. A bus or tolling allows for people to access the whole canyon, not just the resorts. The gondola would forever alter the beauty of the canyon, access to climbing and other recreation, and increased busses and other strategies would not! | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 36107 | Truss, Martha | I think your tolling proposal is excessive and is discriminating . Those who want to avoid paying will try to go up canyon prior to 7am creating problems for ski area parking and for employees getting to work on time. In the last 4 years the early a.m.traffic has got much worse causing g emooees to add 30 or more minutes to their commute. The fee is catering to the wealthy. Skiing is already expensive and now we have to pay for parking as well. | 32.2.4A; 32.1.2D | |
| 36658 | Trussell, Michael | No Gondola. I don't believe this is an appropriate use of tax payers dollars. This is a resort problem not a community problem. I think this is a reckless use of funds that only benefits the resorts. Secondly, the traffic problem begins long before you even enter the canyon. Driving on Wasatch BLVD from | 32.2.9E; 32.2.7A; 32.2.6.5E | A32.2.6.5E |

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| | | I215 to the mouth of the canyon is half the battle and there will still be an insane amount of congestion just to get to the gondola. I feel like implementing a bus only lane along Wasatch where buses merge into the flow of traffic once in the canyon is much better alternative to a billion dollar project. | | |
| 36882 | Tsaturyan, Sevak | I am very much in support of a gondola in the little or the big Cottonwood Canyon. We have moved to Cottonwood Heights a few years ago and it amazes me that a beautiful mountain aki town does not have a Gondola or a rail system. What is more unbelievable is that people would be opposed to such opportunity. I have lived in several, mostly European mountain cities such as Garmish, and have seen the ease and success of having Gondolas servicing mountain resorts. It would be well worth our taxpayer funds and or increase of taxes to do this. It has so many benefits, social and environmental. So Yes, Utah lets get a Gondola. | 32.2.9D | |
| 34641 | Tschabrun, Jim | I've been a skier my entire life - coaching for the US Ski Team is what brought me to UT in 2006. Even so, this Gondola does not make sense. To subsidize the resorts makes no sense, especially when so many of the canyons users and the water from it have nothing to do with skiing. Eliminating trails and climbing areas that bring tourism without costing taxpayers any money makes no sense. I don't understand why we would entertain the gondola option, especially as our winters get shorter and the lake that provides so much of the snow is at record low levels. Thanks | 32.2.9E; 32.4B | |
| 37035 | Tsuji, Michael | I feel proceeding with the gondola would be ignoring the opinions of the vast majority of respondents to the proposed LCC traffic "solutions". The gondola will not only irreparably change the environment in LCC, but would also saddle the taxpayer with hundreds of millions of dollars in debt so Snowbird and Alta can profit. I urge UDOT to use common sense and listen to the opinion of the general public. | 32.2.9E; 32.2.7A | |
| 36900 | Tuck, Stephanie | Please do not built this gondola. This will have major consequences on our environment, and will only make the congestion in Little Cottonwood worse. I was born and raised here in Salt slake City. I grew up riding at Snowbird and Alta. I grew up hiking the countless trails this canyon has to offer. I grew up admiring the wildlife we saw along the way. I hope my kids have the same future. It makes me sick that we would not only be finically responsible for this project; that money I don't want to pay, is ultimately going to ruining our environment. There seems to be no regard for the wildlife that will be impacted by this. I am for conservation. Not building into our mountains. The gondola is not a solution. It's a major problem. The Wasatch Front truly is one in a kind place around this world. Adding an eyesore along with the larger hordes of people it will attract will have irreversible damage. Please find other solutions. | 32.2.9E; 32.1.2F | A32.1.2F |
| 29515 | Tucker, Brent | A gondola in LCC is not a cost benefit. It's a budget-busting perk to serve only 2 ski resorts in the winter season. The better solution is increasing bus service, tolling the canyon entry and keeping reservations for skiers in place. The gondola is not the solution. | 32.1.2B; 32.2.2K; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 27593 | Tucker, Dave | Concerning Little Cottonwood Canyon, I think the Gondola is a great idea; and should be painted with UDOT Brown paint, like the cell phone towers in Big Cottonwood. A gondola will reduce the noise pollution from the proposed multi-lane canyon road, bus lane, and canyon traffic. I disagree with charging people with a Toll. I believe it should be the ski resorts, Alta and Snowbird that should charge the fee for parking during the ski season. Maybe 1/2 rate for those who carpool. Toll signs in the canyon would be ugly. If they can't pay a toll, will they have to make a U turn on a busy road? Skiers could buy an online SKI PASS with parking fee included and designate how many passenger will be in their vehicle. No Government involved. I like the idea of adding new parking areas with restrooms in Little Cottonwood Canyon. I enjoy hiking in the Summer and Snowshoeing in the winter; and I prefer not to park on the main road. May be you should put up signs to keep skiers from using these parking areas for park and rides, to keep more vehicles out of the canyon. I believe you still need to build some more UTA Park and Ride lots below the canyon. During the winter season, the lots fill up fast, and people have to park on streets. For every space available below, that's one less car in the canyons. Concerning Millcreek Canyon I know this comment is about the Cottonwood Canyons, I don't know why UDOT doesn't buy from Salt Lake County the little park, that nobody is using, and add 60 new parking spaces for Millcreek Canyon users only. This would be a non-UTA lot, so that people wouldn't be using the UTA lot on 3900 South or Olympus Shopping Center for parking. GPS: 40°41'28.6"N 111°47'45.9"W Thank you for reading my comment. Dave Tucker | 32.2.9D; 32.2.2K; 32.2.2I | A32.2.2K; A32.2.2I |
| 25884 | Tucker, David | No to the gondola! | 32.2.9E | |

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| 37710 | Tucker, L | I am totally against the gondolas and toll roads. The price, looks, and overall project really disappoint me. It makes me sick the thought of them going up. I am also against toll roads. Our canyons are here for us to enjoy. I never go up Millcreek canyon how that their is a fee and I grew up going up that canyon. We are encouraged to get out, don't make it a price we have to pay for to enjoy. Ski season can use buses. A lot more affordable. | 32.2.9E; 32.2.9A | |
| 29520 | Tucker, Nancy | The gondola plan for Little Cottonwood Canyon is nothing but a windfall for two ski resorts for 4-5 months a year when climate indicators herald an ever shrinking ski season,, an eyesore on the mountain landscape, and a lack of return on investment. The Canyon should be tolled, bus service enhanced, and better parking arrangements at the mouth of the Canyon. Give skiers more incentives to relieve the problem without the gondola. | 32.1.2B; 32.2.2E; 32.2.2K; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B; A32.2.2K |
| 29721 | Tucker, Randy | So what is plan B when the condola breaks down?? And it will. | 32.2.6.5K | |
| 37838 | Tuckfield, Laurie | Vote NO for the gondola. It makes no sense financially and environmentally. | 32.2.9E | |
| 28905 | Tuday, Eric | I oppose the gondola project. I favor expanded surface transportation, tolls and HOV incentives. A billion dollar gondola to service just two sites in the canyon is not the answer. | 32.2.9E; 32.2.2Y | |
| 25608 | Tueller, Everett | Simply put, do we really need to add more to this canyon? More people, more construction, more infastructure? Adding another lane to the freeway doesn't improve traffic, why will this help congestion either? | 32.2.9G; 32.7C | |
| 25763 | Tuesday-heathfield, Hunter | NO GONDOLA. Please. The people have spoken: we do not need a half billion dollar gondola to serve only resort skiers. Enhanced bussing, transit parking, and tolling are much better options that are cheaper and will not have an impact on the environment. Also, regarding slide offs: if there were personnel to enforce the traffic law, it would be a much better situation. | 32.2.9E; 32.2.9A; 32.2.2M; 32.1.2D; 32.2.9N | A32.2.9N |
| 30230 | Tuke, Carla | <p>As lifetime resident of East Millcreek and the surrounding areas, I am writing to oppose the proposed gondola in Little Cottonwood Canyon. This is not a where our tax dollars should be used, to benefit private businesses, with no benefit to the majority of the citizens. Alta and Snowbird are the main beneficiaries of this massive project, and they should be the ones paying for it. In an already inaccessible industry to most of the people who live here, who can no longer afford to ski, how can you call this a public transportation issue anyway, the gondola will only serve a very small portion of the population. Not to mention that this is our watershed and we shouldn't be encouraging any more traffic in any way shape or form in these fragile ecosystems.</p> <p>A capacity/visitor management study to better understand how many visitors LCC can support should be conducted before any decisions on the best solutions can be implemented.</p> <p>I think we need to preserve what infrastructure is already there and learn to live within those parameters. Instead of this constant need to expand and increase regardless of the ultimate costs.</p> <p>Sincerely,</p> <p>Carla Tuke</p> | 32.1.2B; 32.1.2F; 32.2.9E; 32.6A; 32.20B | A32.1.2B; A32.1.2F |
| 28405 | Tukuafu, Judy | I am against a tram Do not use tax dollars for this | 32.2.9E; 32.2.7A; 32.2.6.4 | |
| 25600 | Tully-gustafson, Laura | Please do not more forward with the gondola plan!! The environmental destruction will be catastrophic, and the cost is absurd. I love this canyon and would hate to see it torn up like this, for what? The convenience and entertainment of a few rich people? | 32.2.9E; 32.1.2B | A32.1.2B |
| 29328 | Turba, Hans | The gondola is not the way to improve traffic up LCC. The proposed budget is ridiculous. And the gondola only has drop off points at a few resorts. It doesn't help general traffic. Adding additional lanes and a bus lane would be a much better solution. The gondola is an eyesore and it only benefits the resorts. | 32.1.2B; 32.2.2PP; 32.2.9B; 32.2.9E | A32.1.2B |
| 34832 | Turgeon, TAD | The draft and final Eis is not acceptable due to the corrupt nature of the relationship between the parties requesting public finds for a private investment project. UDOT funds shall be spent solely to benefit the people of Utah and not business. The only acceptable option is required bussing the has been demonstrated effective at Zion National Park. A gondola awarded to a private development group is a misuse of public funds | 32.2.2B | |
| 32669 | Turley, Faun | Do not install a gondola in that beautiful canyon!!! | 32.2.9E | |
| 36279 | Turley, Tom | Don't want the gondola. Put out tax dollars somewhere else. | 32.2.9E | |

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| 29147 | Turley-conway, Max | as a ski instructor at snowbird i view the proposed idea for a gondola an absolute money grab and seen more as another synthesized tourist attraction than an actual transit solution! | 32.2.9E | |
| 35941 | Turnbow, Jordan | There is a grocery store (former Smith's Market Place) at 9400 S and Highland Dr. That has been vacant for years. There is plentiful parking and and the store could be used as an extension of the resorts where people can park their cars and be a staging area to catch buses up the canyon. People riding the bus up would get beneficial treatment on the ski lifts over those who choose to drive up the canyon. Problem solved, it'll cost you the lease of an all but abandoned building and the leasehold improvements, Increase the prices of homes in the area (as opposed to decreasing them) and solve the supposed traffic issues in the canyon without having to significantly change infrastructure or placate the wealthy home owners that don't want a gondola ruining their views and allowing the general public to peek into their backyards and homes. | 32.2.2FF | |
| 36121 | Turnbow, Shane | No to the gondola | 32.2.9E | |
| 35250 | Turnbull, Catherine | To Whom it May Concern, I would like it to be noted that I am AGAINST the proposed gondola for Little Cottonwood Canyon. As a condominium owner, I would be greatly affected by the proposed gondola traveling right over my property. The proposed gondola will do nothing to actually solve the traffic problems in Little Cottonwood Canyon. There are far more sensible solutions to solving the congestion issues in the Canyon on selected days when overcrowding is truly a problem. I urge you to stop the focus on the gondola and concentrate on real solutions that would be effective. The gondola is an expensive proposition that will not solve the problem. Sincerely, Catherine Turnbull | 32.2.9E | |
| 37301 | Turnbull, Jacob | I am respectful opposed to the construction of a gondola in Little Cottonwood Canyon. In order to consider myself pro Gondola all of the following would need to be guaranteed: 1.) the gondola would need to be cheaper then travel in a personal vehicle for every canyon user on every trip. 2.) The gondola would need to be faster then taking my personal vehicle directly from my house to the resort or trailhead. 3.) The gondola would need to be open 365 days per year 4AM-10PM 4.) The gondola needs to in some way provide the same trailhead access the bus does now. 5.) the bus would need to be available at increased service then is is already. All of this points time towards enhanced roadway capacity and enhanced bus. All of the above can be accomplished with this alternative not the gondola. | 32.2.9E; 32.2.6.5F; 32.2.6.5G | |
| 26635 | Turner, Del | This is a terrible idea. Corporate welfare, only skiers will benefit, climate change will alter the ski industry, stop the insanity. | 32.2.9D | |
| 32458 | Turner, Eric | It's disappointing to see UDOT bend to the will of lobbyists rather than the people who pay their salaries. The gondola is not a solution to the problems in the canyon, even it's the last step in a series of steps to mitigate traffic. In fact, this gondola proposal will create more issues in the canyon. I will never ride the gondola, bring an avid visitor to LCC, because I cannot imagine being in an emergency situation where it has to be evacuated- from a 1000' high tower, in the middle of a blizzard. What a mess. I would have loved to have seen UDOT release how many comments they received for or against the gondola in their plan. I think that's the only thing that matters. | 32.2.9E; 32.2.9N | A32.2.9N |
| 31483 | Turner, James | The gondola proposal does not address transportation issues in all four seasons. As recreation and population grows along the wasatch front 4 season transportation needs to be addressed and a gondola with two stops does not provide this. Further, the gondola seems to unfairly benefit private entities that operate in the canyon. Having worked in mountain operations at park city mountain resort for over 5 years, I have keen awareness of gondola operations and the issue of wind and avalanche mitigation is not accurately represented in the EIS. There will be more impact than the public is being led to believe. | 32.2.9E; 32.1.2D; 32.2.6.5F | |
| 31482 | Turner, James | The gondola proposal does not address transportation issues in all four seasons. As recreation and population grows along the wasatch front 4 season transportation needs to be addressed and a gondola with two stops does not provide this. Further, the gondola seems to unfairly benefit private entities that operate in the canyon. Having worked in mountain operations at park city mountain resort for over 5 years, I have keen awareness of gondola operations and the issue of wind and avalanche mitigation is not accurately represented in the EIS. There will be more impact than the public is being led to believe. | 32.2.9E; 32.1.2C; 32.2.6.5F | |
| 35975 | Turner, Robert | I am completely opposed to a gondola up little Cottonwood Canyon. For one thing, it will be an eyesore. But the main reason is because it will benefit only Snowbird and Alta. Since they will be receiving the benefits, they are the ones that should pay for it, not the taxpayers of Utah. Do not, do not, do not spend taxpayer money on this gondola project. | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.7A | A32.1.2F |
| 38159 | turner, Vicki | UDOT EIS final comment period 10/17/2022 The gondola as proposed does not seem to be a transportation solution and creates a blight on the landscape. Ground transit is most cost effective and efficient for multiple trailhead access(gondola does not achieve this)and, in light of climate change and drought, allows for adjustments and and is a more sincere attempt at achieving a better solution(White Pine parking lot and others should accomodate buses and vans for transit, BTW). In fact, the EIS process to solve transportation problems was not entirely addressed due to the omission of BCC in the process. We have a Wasatch front transportation problem. I've been following this process for decades now. I don't think there was ever honest participation of some parties in this process and it seems to follow what has become the "Utah way" regarding the needs and wants of common citizens. There is no coordination of transit and now UTA is cutting routes(I'm more concerned about people who are trying to get to work!). The road will still be there, people will still require ground transport, avalanches will still be there. There are still many unanswered questions regarding cost, end terminals and impact on the 2 resorts, cost of riding gondola, safety concerns and under what conditions the gondola may be closed, schedule for operation, and the cost of using the road. How will the number of people proposed to ride the gondola be accommodated in the event of bad weather while waiting for gondola, how will resorts handle the numbers in good weather? The biggest problem is this appears to be a lift for 2 private businesses. Will people tolerate such a long ride? The cost of such transit in Switzerland is \$64 round trip for half the | 32.2.9E; 32.2.6.5G; 32.2.6.5K; 32.1.2D; 32.2.7A | |

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| | | distance. What will the cost for this thing be by the time it is built, if ever? Who's paying for it? This perhaps is just another boondoggle to enrich a few? Ultimately, we have an environmental problem that is being ignored. What are we doing to protect this resource, are we facing the reality of continued degradation of our canyons due to sheer numbers of people, what about preserving water quality? How can we continue to enjoy these canyons? None of this is adequately addressed in any of these plans. Thank you. | | |
| 38607 | Turnquist, Scott | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 25649 | Turpin, Grant | This is a massive eyesore and negative addition that serves a very small population respectively. There are cheaper, more efficient alternatives that respect the landscape and the residents and visitors to Little Cottonwood. Use one of those. | 32.29D; 32.2.2PP | |
| 32775 | Turrill, Jonna | Why the hell is the gondola being considered as the solution? Is someone getting kickbacks from the only two PRIVATE resorts that will benefit, because it'll only run during winter? Not to mention how terribly it will permanently scar the beauty of the canyon. This type of 'solution' will only serve one canyon as well, and any solution with such enormous cost should be scalable to other canyons. A gondola is expensive and not scalable. I am OPPOSED to the gondola as solution. | 32.2.9E | |
| 34559 | TURVEY, KERRIE | Please don't continue promoting the canyons as a place for the wealthy and destroying our sight lines and ability to explore freely. | 32.1.2B | A32.1.2B |
| 27203 | Turvey, Michael | I'm against the gondola idea. Too expensive and intrusive to the environment. | 32.2.9E | |
| 25982 | Turville, Adam | The gondola proposal is a poor decision and will exacerbate several problems. 1. The gondola will increase congestion at the mouth of the canyon, whereas buses will disperse congestion to park n ride's across the east bench. 2. The gondola will take much longer, especially for those traveling to Alta, than driving or the buses will, especially when taking parking into consideration at the gondola base station. 3. By the time people drive to the mouth of the canyon they will be faced with the decision of getting out of their car and waiting for the gondola or staying in their car and waiting in traffic. They will opt to wait in traffic. Whereas enhanced bus service picking people up at park n ride's throughout the east bench will be much more palatable for those beginning their journeys near a park n ride. | 32.2.9E; 32.2.5.5C; 32.2.6.5E; 32.2.4A; 32.2.2I; 32.7B | A32.2.6.5E; A32.2.2I |
| 32593 | Turville, Rebecca | Please do not ever build a gondola in LCC. | 32.2.9E | |
| 34426 | Tuttle, Sofia | As a local & year-round enjoyer of LCC, I am firmly against the gondola. Using tax dollars for an expensive, environmentally costly, and unsightly gondola that serves only two private companies is unwise and unethical. Tax money should be put towards transportation options that are equitable to all canyon-goers, while preserving the natural environment. | 32.2.9E | |
| 35901 | Tveit, Magnus | I believe that a gondola would be a waste of money for tax payers, even more so if you have to pay to use it. As a college student I would rather drive up the canyon in traffic then pay to ride the gondola. I think a great alternative is a massive fleet of electric busses as well as a toll for private cars. The toll should be at the canyon and should go to the Forest Service and UDOT. This will be way more effective then paying the ski resorts to park at the resort. | 32.2.9E; 32.2.7A; 32.2.2Y; 32.2.6.3F | |
| 29791 | Twitchell, Emiline | Please, no gondola. We need to preserve natural spaces and protect the environment we call home. Please prioritize the canyon in as much of its natural state as possible over profit. | 32.2.9E | |
| 35496 | Twitchell, Vance | Hi UDOT, I know you have put a huge effort into this EIS and I respect your decision on your preferred option. I also agree that less impactful alternative methods should be implemented prior to a decision to move forward with the gondola option (more bus service, tolling on peak hours, carpool benefits, etc.) My hope is that we will see better results than expected with these alternative solutions and never need to build the gondola. I love recreating in LCC like many in our valley and hope to preserve and even improve it's natural state. Please continue the plan to implement the less impactful traffic mitigation efforts prior to a decision to build the gondola. Best Regards, Vance Twitchell, P.E. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 26967 | Tyler, Eugene | This gondola is a terrible idea. Like, seriously, how did this [REDACTED] waiting to happen even make it through the brainstorming phase? Are y'all so bought and paid for by corporate interests that you can't see the needs and wants of the actual communities you allegedly serve? Increased bussing is a great solution. Increased tolls on single occupant vehicles are a great idea. Using money from the community to finance access and operations for two richer than [REDACTED] corporations | 32.1.2B; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9A; | A32.1.2B; A32.2.9N |

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| | | is unforgivable. Building infrastructure that will damage an undeveloped area, not to mention destroy several recreational sites, so that it can be operated for part of the year for a small part of the population is unforgivable. Hear your community; cancel the gondola. | 32.2.9E; 32.2.9N; 32.4B | |
| 32326 | Tyler, Richard | Make the road a toll road. | 32.2.4A; 32.2.2Y | |
| 38608 | Tyrel, Tyrel | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 25614 | Tyszko, Melissa | The gondola is neither the most preferred nor the most efficient method of improving transportation in Little Cottonwood Canyon. Alternative measures would be more immediate, less invasive to the canyon, and more cost-effective. Implementing staggered tolls (in which single-occupant and multi-occupant vehicles are charged differently) and increased bussing would vastly improve use of the canyon in a more timely manner. I'm not convinced that years of construction work in the canyon will be noninvasive to the wildlife and visual appearance of LCC. Not all Utahns who use the canyon are skiers, and the gondola would only benefit skiing corporations. | 32.2.9A; 32.2.9E; 32.2.2Y; 32.2.4A; 32.13A; 32.1.2D | A32.13A |
| 26413 | U, Maya | I am incredibly disappointed that the gondola has been decided on. I am currently studying environmental and sustainability studies at the University of Utah in Salt Lake City. The gondola is not sustainable it will only harm the beautiful Little cottonwood canyon. The impacts it will have on air pollution and biodiversity is immense and will do more harm than good. Please reconsider your decision. If you actually listened to the public you would see that the majority is against the gondola and actually understand the environmental impact it will have. Please reconsider!! | 32.1.2B; 32.10A; 32.13A; 32.2.9E | A32.1.2B; A32.13A |
| 32262 | Ubbelohde, Mallory | The gondola is not the answer. Please reconsider. Please protect all the invaluable land and nature in the canyon. Give us a chance to try another less expensive, less damaging option. Please. The gondola is so expensive. There is a better option. Please. | 32.2.9E | |
| 25401 | Ubelhor, Stephanie | NO GONDOLA IN LCC. Find another solution. This gondola will destroy many areas that we live and enjoy while only servicing wealthy ski resorts! | 32.2.9E; 32.2.2PP | |
| 25885 | Uchida, Amiko | I am very much against the gondola. This will not address the issue it's set out to solve. Most environmental groups and activists agree. Neither will widening the road. This has the optics of private companies lobbying for a priori failed plans to build infrastructure that is not helpful. We need to ban single or double occupancy vehicles in the canyon, which will get cars off the road. You need to make public transit MORE CONVENIENT than driving. That means cars eliminated and buses coming every 2-5 minutes. It also increases safety. Buses need to be frequent and stationed to stop at locations that permit outdoor rec use of the canyon. I have not met or talked with a single person who would take the gondola, it's inconvenient disruptive and a waste of money. There is a CHEAP and simple solution that does not perpetuate additional environmental impacts to the canyon and wildlife. MORE BUSES BAN CARS. | 32.2.9E; 32.1.2B; 32.2.4A; 32.2.2B; 32.7C; 32.2.9A | A32.1.2B |
| 25633 | Udall, James | I am vehemently opposed to a gondola solution. This only benefits some users of the Canyon and in particular, benefits corporate interests. It also detracts from the natural environment and is obtrusive. This is not what is right for our community or for the Canyon. | 32.2.9E; 32.1.2D | |
| 36553 | Udall, Torrey | I'm an SLC resident, business leader, and avid outdoor enthusiast. We need to address a sustainable solution for our ski industry but a gondola is NOT an effective (across cost, environmental impact, and efficiency of moving people) way to address the problem. | 32.2.9E | |
| 38185 | Udell, Richard | Each tower will require construction and service roads that will impact the environment more than has been accounted for. Let alone, I don't believe this solution addresses the access for residents in other parts of the valley that are farther away from the cottonwoods. No gondola please! It's an eye sore and pollution of construction and service is too much. Also, it will be too expensive and even once it's built the operation cost will be too much. It only services the wealthy and privileged few and doesn't support equality of access to the outdoors that is engrained in the ideals of American recreation and public land. | 32.2.9E; 32.1.2D | |
| 27778 | Udy, Brynne | Please do not build the gondola. It will ruin many things that make Utah my home and a place I love to live.. along with many others. | 32.2.9E | |
| 27954 | Udy, Kelsey | Hello, my name is Kelsey and I have lived in Utah my entire life. I am an avid skier, climber, biker, and all other things Utah has to offer. I understand that the proposed gondola is meant to help alleviate the traffic congestion and improve air quality, but why not try something more affordable and less invasive to our canyon first? We could offer more buses going up and down the canyon, incentives for carpooling/riding the bus, etc. I am also concerned this will bring even more people up the canyon, which will congest the lines at the ski resorts even more. It is already getting to the point where it's unbearable standing in the lines on weekends. The gondola will destruct many climbing/bouldering lines that are loved by many. It could disturb the land and wildlife. It will change the entire look and feel of the canyon I love so much. Please consider other less invasive, more affordable options that does not include building a gondola. Thank you. | 32.2.9R; 32.2.0C | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.0C |
| 38086 | Uhlendorf, David | I am opposed to the gondola construction. The construction and installation will destroy a natural beauty that can never be restored. Bus service would better serve all the users of the canyon , not only the skiers | 32.2.9E; 32.1.2D; 32.2.9A | |
| 38046 | Uhlendorf, Donna | Please, no gondola. Many who use the canyon don't ski, but enjoy the canyon in 3 seasons for hiking, biking, and climbing. A gondola doesn't help trailhead parking overloads. My suggestions: 1- seasonal paid passes (inexpensive) for locals; and charge others. 2-Frequent ski buses, specific to each ski resort. \$500 million taxpayer dollars benefits the smallest number of local taxpayers. It will damage the environment while being built, and spoil the natural beauty of the canyon. Not reversible. NO gondola. | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.9A | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30716 | Uhlig, Kyle | Don't build a gondola! Just use a toll to minimize traffic, only allow vehicles up the canyon with Snow tires and 4wd. Every driver must get their tires checked and approved by the 3rd party shop and only those vehicles should be allowed up the canyon. Rental cars that don't meet these requirements and out of town folks must take the bus since their cars wouldn't meet these requirements. A gondola isn't the answer, minimizing traffic up the canyon is. | 32.2.9E; 32.2.4A; 32.2.2K | |
| 27067 | Uigaese, Lolah | I think that this is bad for the environment and that it is going to draw away tourist. It is going to ruin the pretty view of the canyon and ruin alot of the habitats for the wild life in the canyon. | 32.2.9E; 32.13A | A32.13A |
| 25362 | Ulland, Allie | This decision is incredibly disappointing and will negatively impact the canyon, the valley, and the environment for decades to come. If you truly believe you're representing the interests of Utahans and Salt Lake area residents, you'll rethink this horrendous decision. This is about so much more than just transportation, it's about our beloved canyon as well. | 32.2.9E; 32.1.2B; 32.2.2PP; 32.2.9N | A32.1.2B; A32.2.9N |
| 28946 | Ullrich, David | I support the decision to proceed with Gondola Alternative B. It seems to provide the needed transportation with the least environmental impact and carbon footprint. Funding is always a challenge. Consider a surcharge on lift tickets to help cover the costs. | 32.2.9D | |
| 33770 | Ullrich, Marcella | This is the most poorly conceived idea since the Great Salt Lake pumps. It's a boondoggle for the contractors. | 32.29D | |
| 30487 | Ulrich, Mike | I am all for the Gondola Project. I am a rock climber & I still think that the gondola is a great idea & is a benefit to the canyon. Hope it can go up quickly. | 32.2.9D | |
| 32417 | Umble, Trev | The Gondola is not necessary and only serves private and out of state interests. The resorts and tourists will be the primary benefactors and the local residents will pay the costs. The canyon will be decimated with a permanent scar that will ruin one of the most beautiful places in the Wasatch. The resorts are already at capacity just look at the lines on any given powder day. The runs are to crowded as it is now, implementing this will only make things worse not better for all parties. Please consider nature and the canyon for future generations. | 32.2.9E; 32.2.7A; 32.20C; 32.1.5C | A32.20C; A32.1.5C |
| 30383 | Underwood, Clint | Should have chosen a train. Trains used to run up L Cottonwood Canyon. Time to bite the bullet and realize the most efficient and economical way to move masses of people | 32.2.9F | |
| 33541 | Underwood, Nathan | Do not build a Gondola in LCC! The years of construction will disrupt not only traffic in an already busy canyon, but it will disrupt the biking, hiking, backcountry skiing and snowboarding that it is used for today! I bike on the Little Cottonwood Trail regularly and construction will absolutely impact the users of this trail and other trails and areas that outdoor enthusiasts frequent! After construction, how can these people even access areas that the gondola doesn't service?? The Gondola is going to create just as much traffic, lines, and wait times that exist today, just in a different area. What's the point! This is a terrible idea, which is only backed by the greed of private business that might benefit from it. Utah tax payers should not pay for this! Expand the bus service! That is such a better and more cost effective alternative. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.9E; 32.4B | A32.1.2B |
| 32745 | Underwood, Susan | Agree the gondola idea, too expensive and will ruin the beautiful mountain scenery! | 32.2.9E | |
| 38858 | Ungar, Caroline | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. Sincerely, Caroline Ungar [REDACTED] | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 32968 | Unger, Evan | I agree that there should be tolls to drive up the canyon. I am a homeowner in Alta. Perhaps homeowners could get yearly passes. I think the road could be widened to three lanes. Have two lanes going up in the morning and two lanes going down in the afternoon. | 32.2.4A; 32.2.2Y; 32.2.2D | |

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| 35404 | Unger, John | A. Please don't install the gondola in LCC nor the centralized parking lot near the mouth of the canyon. B. Recommend flexible bus service in peak ski season as primary alternative. C. Along with the bus optional service - charge cars a fee: 1 person pays more than a car with multiple occupants as they would pay a lower fee per car. D. During peak travel times use a one way lane access allowing all lanes for travel up or down. | 32.2.9E; 32.2.2Y; 32.2.9A; 32.2.2D | |
| 28745 | Unger, John | Opposed to any proposed changes | 32.2.9G | |
| 35114 | UNGERER, FRED | The gondola would be a huge waste of money to serve a very small percentage of the population, mostly the wealthy and rich resort owners. If the resorts want a gondola they should pay for it! | 32.1.2B; 32.2.9E | A32.1.2B |
| 32457 | Unroe, Joel | Do not proceed with this movement to install the new gondola. It will destroy the natural environment and turn Snowbird and Alta into the likes of Vail with long lift lines and ridiculous wait times. The goal is to preserve our environment so future generations can enjoy it. Not destroy the environment for a financial gain by a corporation. This is a very bad idea. | 32.2.9E; 32.1.2F | A32.1.2F |
| 35268 | Unterhalter, John | I greatly appreciate the thoroughness of the EIS conducted and that UDOT ultimately selected the alternative that best meets current and future needs. Do not give in to short-sightedness. | 32.2.9D | |
| 32101 | Untersee, Sam | The proposed LCC gondola is not the common sense solution we need in the canyon. Not only is it going to drastically and negatively affect nearly every bit of roadside recreation from climbing to hiking to just plain sight seeing but it does not serve to alleviate the pressing issue of traffic backups in the canyon. All this gondola serves to do is prop up the already booming ski industry of Alta and Snowbird and make some pocket change for the private landowners at the proposed base station. Little Cottonwood needs a solution mote along the lines of the proposed enhanced bus service. Something that would actually solve the issues that this gondola doesn't even pretend to. As a rock climber myself I know the draw that the world class granite walls and boulders of LCC have. To go forward with this gondola not only destroys a significant amount of that it does nothing to solve the present problems. Please reconsider this before ruining the recreation and scenic vistas as the gondola promises to do. | 32.2.9E; 32.2.9A | |
| 35511 | Upton, Sean | On July 29, 2021, a UDOT contractor dumped concrete into Millcreek. Regardless of any systems "on paper", no significant deterrents exist to prevent similar spills from gondola pier development in Little Cottonwood Canyon. It will happen, there will be a slap on the wrist and claims of improvement, and we'll be back to doing the same thing over again, polluting our waterways. I'm downstream; I drink this water, and strongly object to the reckless selection of a "lifestyle grift" of a point-to-point gondola that capacity estimates have determined will only alleviate a small minority of peak traffic. Additionally, UDOT has failed to evaluate both capital and operating costs of a gondola systems against a combined implementation of all-electric bus and congestion quota/charging model for automobile traffic. I'm firmly against this billion dollar boondoggle, and firmly against UDOT leaders granting multi-million dollar favors to a variety of "friends" in the development community and executives in leisure/hospitality pushing this at the expense of our watershed. Mark me as a firm no - and be clear that the majority of residents of Sandy, Utah feel likewise. | 32.2.7C | A32.2.7C |
| 33144 | Ural, Ceyda | These canyons need efforts in restoration, not industrialization. They're beautiful and enjoyed by many but the impact of building these towers and the eyesores they will be is not worth any business. Snowbird and Alta ski resorts make so much money with passes, cafeteria's, parking fees, an increase in business would be too much for the canyon to handle either way. This is not a world record Utah needs. We are known for our nature, not the longest gondola in the world. Please. | 32.2.9E; 32.20C | A32.20C |
| 33091 | Urban, Michele | Please dont build a gondola. Maybe it is better to have a low lying electric train with two biking path s along the sides. The view of the mountains will be ruined. BCC entry has been scarred. Please dont scar LCC. Lets give decency and respect for nature. | 32.2.9E; 32.2.9F; 32.1.5C | A32.1.5C |
| 37605 | Urban, Raichle | A trax train in an above ground enclosure/tunnel would be a wiser idea. This would not scare the landscape, would operate regardless of weather and move more people faster A tram in the canyon would suffer the same problems related to high winds. I oppose the building of the tram and encourage a brighter solution to be found | 32.2.9E | |
| 27034 | Urbisaglia, Santiago | I strongly oppose the construction of the gondola. Electric buses would solve the problem, with out destroying the natural beauty and will benefit the resorts. Long lines at the gondola will cause loss of revenue for the resorts as people will turn away and go somewhere else. You would lose to much time trying to get up the canyon, also traffic at the mouth would be worse | 32.1.2B; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.7B; 32.7C | A32.1.2B |
| 26074 | Ussery, Brandon | You cannot with a clear mind choose the gondola as an alternative for traffic in LCC. It will not solve traffic, only push it to the bottom. This will only further worsen the problem. Also, look what happened to the gondola in Squamish. They pissed off thousands of locals and the line got cut TWICE, resulting in tens of millions in damages. You're pushing war against locals and activists who have called Little Cottonwood home for years. Invest in solutions that can't be disrupted by extremists and that benefit everybody equally, so no group is left out. Everyone is frustrated with your judgement, and I would like to see an audit of this process. | 32.2.2PP; 32.2.9E; 32.2.6.5E; 32.2.9N; 32.7B; 32.7C | A32.2.6.5E; A32.2.9N |
| 37047 | Utah, Johnny | This gondola is absurdly stupid. This state loves their money grabs and this might take the cake. | 32.2.9E | |

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| 32460 | Utahn, Concerend | <p>There is a major problem with the Little Cottonwood Canyon Environmental Impact Statement (EIS) Draft Alternatives. As a public, we have been fed a false choice between expanded bus service and a gondola to alleviate congestion in Little Cottonwood Canyon. The environmental, congestion, and traffic estimates for both proposals has been well vetted ' but it is still a false dichotomy.</p> <p>To illustrate, I would like to draw an analogy between skiing and a sporting arena. It is not a perfect analogy, but it does illustrate the problems present in this plan quite well.</p> <p>Let's pretend for a moment that at the end of highway 210 (Little Cottonwood Canyon) ' which is a dead-end roadway ' instead of a ski resort (Alta/Snowbird) there was a football stadium.</p> <p>That stadium would have some sort of capacity limit governed primarily by the number of seats/bleachers/boxes available. It may even be limited by egress regulations determined by the state or local governments.</p> <p>Ski resorts likewise have a capacity limit ' but it is not dictated by the number of seats/bleachers/boxes ' rather it is dictated by the number of skiers or snowboarders the mountain can both safely and comfortably accommodate on its runs, in its lines, and on its chairlifts.</p> <p>Over time, the teams that play in that stadium have gotten more and more popular. The stadium went from rarely selling out, to selling out during major sporting events and some concerts, to consistently selling out every single weekend with a line out the door of disgruntled fans wishing they could find a way inside.</p> <p>If you were the owner of that stadium, you'd have a couple of options in front of you.</p> <ul style="list-style-type: none"> - Ignore Your Constraints <p>You could allow more people into the stadium than there are seats. Fans could sit on each other's laps. Some might sit backwards. Some might sit on stairs. Some could stand in the parking lots. Others could hang out in the locker room or the promenade. To do this, you may have to build a larger parking lot, increase bus service to the stadium, or even ask the city to build you a light-rail connection. This would certainly increase revenue in the short term, but ultimately would lead to a poor fan experience and compromise attendee safety.</p> <ul style="list-style-type: none"> - Increase Pricing to Match Demand <p>You could begin to increase pricing. As demand outstrips supply and pricing becomes more inelastic ' the stadium owner could increase revenue by charging more per ticket sold until an equilibrium is met where the stadium is consistently sold out without any excess demand for seats. This would cause some people to not be able to attend events at the arena due to excessive pricing, but would increase revenue for the stadium owner without deteriorating the fan experience or compromising the safety of attendees.</p> <ul style="list-style-type: none"> - Expand the Stadium <p>You could invest in a stadium expansion. If you could accurately forecast an increase in demand in the future, an expansion to expand the breadth and height of the arena to include more seats would allow you to capture more revenue by selling additional tickets. Of course, this would require a capital outlay, time, and permitting ' but ultimately would allow you to increase your revenue without deteriorating the fan experience and without excluding some fans that don't have the ability to pay for attendance.</p> <ul style="list-style-type: none"> - Build More Stadiums <p>If the city around you becomes large enough, it may be appropriate to think about building additional stadiums to spread demand for different event types. There is no reason that every concert needs to be played in a 40,000 seat venue. Nor do Hockey and Basketball need to be played in the same arena. Football might deserve a dedicated venue of its own. This is not about segregating sports, but rather building facilities that are designed specifically for different types of events. By building additional stadiums, multiple events could be held on the same day/night and attendees could be spread across multiple venues. Of course, to do this the city or state may need to participate in finding a suitable location for those stadiums.</p> <p>By this point, the analogy is painfully obvious. UDOT has presented the public with two options ' both of which ignore the very basic constraints of skiing in Utah. Little Cottonwood Canyon resorts, as currently designed, have significant capacity constraints. Combined, the resorts can barely handle 10,000 skiers per day safely or enjoyably. Currently, the biggest constraint that keeps these resorts anywhere close to that 10,000 skier capacity number is the available parking at the resorts. UDOT, Snowbird, and Alta would rather increase the number of skiers allowed on the mountain, in the lines, and on the chairlifts by expanding parking (at the base of the canyon) and providing alternative transportation options to the resort (buses and gondolas) than rationally solve the problem in front of them: capacity.</p> <p>The capacity problem has been compounded in recent years by a combination of several factors including population growth, inflation-adjusted decreasing season</p> | 32.2.2K; 32.1.2B; 32.20C; 32.28J; 32.2.2V | A32.2.2K; A32.1.2B; A32.20C |

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| | | <p>pass prices, the availability of multi-resort season passes, an increased supply of Airbnb style accommodations in the Salt Lake Valley, and a steady increase in winter sports participation.</p> <p>Building a gondola, a train, widening the road, increasing bus service, or any other option that allows for more people to visit Alta and Snowbird is not the solution we need. Those options may be justifiable when comparing CO2 emissions or general safety compared to the highway, but they do not solve the problem of capacity and they only serve to allow Alta and Snowbird to increase their revenue at the expense of skier safety, the skiing experience, and worst of all, the taxpayer's dollar.</p> <p>No new resort accessible skiable terrain has opened in Little Cottonwood Canyon since 1999 (Mineral Basin) or in Big Cottonwood Canyon since 1992 (Great Western Express). During that time period, Alta would restrict daily skiers to 3,500 per day and sold a season pass for \$875 (\$1,380 today). In fact, the skiing experience was so sacred that Alta limited its season pass sales and had a waiting list just to buy one. Today an Alta season pass runs \$1,200 (15% less than in 1999) and an Ikon pass (which includes unlimited skiing at Solitude, 7 days at Brighton, 7 days at Deer Valley, and 7 days to share at Alta/Snowbird) is \$899 (35% less expensive than a season pass in 1999). All this while the population of Utah grew by nearly 60%.</p> <p>Utah's skiing has a real capacity issue. There is not a single solution that can solve it on it's own, but increasing the number of skiers in Little Cottonwood Canyon is not the solution. A real EIS alternative study would have included an analysis of opening new terrain (stadium expansion), new resorts (more stadiums), and price increases to control demand. It would have suggested ingress capacity limits in the canyon. It would have looked at alternate routes into our skiable terrain (a base area for Snowbird in Mary Ellen's Gulch, a base area for Brighton in Midway, a train from summit county to Big Cottonwood Canyon). The UDOT EIS did none of these because it was only concentrating on finding a way to use taxpayer dollars to increase revenues for two private ski resorts. It is myopically focused on little cottonwood canyon as the only corridor to skiing.</p> <p>If you live in and pay taxes in Utah, you should do everything you can to block both of these alternatives and tell UDOT and the State of Utah to work together to find some real solutions.</p> | | |
| 28838 | Utgaard, Chris | No gondola! On certain days during ski season, there is terrible traffic, but the gondola does not solve the issue. Most of the traffic happens prior to the merge at the base of LCC. None of that traffic will be improved with a gondola. However, the natural beauty of the canyon will be lost forever not to mention other environmental impacts during construction. | 32.2.9E; 32.2.6.5; 32.7B; 32.2.7C | A32.2.7C |
| 36506 | Utley, Matthew | I'm opposed to the gondola option. I prefer bus options. I'm an avid user of LCC. Logged 24 ski days both at resort and backcountry in LCC last year. I don't think the gondola would work to meet the end user needs. Bus is more convenient and less expensive. No Gondola!!! | 32.2.9E; 32.2.9A | |
| 35489 | Utrera, Ivan | This absolutely is the best alternative for the canyon. The lowest environmental impact and most efficient way to move people safely up and down the canyon. It has worked very successfully in the town of Breckenridge, CO for many years now. It should work well here. | 32.2.9D | |
| 38093 | Utt, Janet | No gondola in cottonwood canyon | 32.2.9E | |
| 37967 | Utter, Thomas | I think the gondola is a great idea. | 32.2.9D | |
| 29617 | Uzzell, Gary | I am AGAINST ANY Gondola plans, ideas or realizations of this misguided folly. There are other acceptable ideas to move people up and down the canyon to accommodate winter sports for the few months it's necessary. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 31776 | Uzzell, Gary | STOP PUSHING THE GONDOLA idea. There is virtually NO support or interest in this idea by actual local neighbors and stake holders of the canyons. | 32.2.9E | |
| 26158 | V, J | Alarming tone deaf decision made by the powers that be once again. Throwing the blinders on to help out big business instead of the average Utahn without care. The amount of changes made every summer to make recreating in the cottonwoods less efficient and more expensive every year is astounding. | 32.2.9D; 32.1.2B; 32.2.9N; 32.2.2PP | A32.1.2B; A32.2.9N |
| 37953 | V, K | I support the plan for a gondola in Little Cottonwood Canyon. It is important to ease traffic congestion and from an environmental standpoint. | 32.2.9D | |
| 37038 | vahl, genevieve | <p>No gondola. No one wants this. This is for profit only. The only ones benefiting from this are the CEOs of the ski resorts. Little Cottonwood Canyon is not another Disney Land. It is a precious natural resource. Our watershed. There are ordinances in place to preserve that precious resource we need for survival in order to live in this place - like no dogs in the canyon or no swimming. Yet when making money for the already elite arises, those ordinances no longer apply and destructive, invasive development in a place we have long preserved takes precedence.</p> <p>The cleaner air can be found in other, less invasive ways. If Snowbird and Alta want to have a positive impact on this, they should limit their ticket sales to a capacity this canyon can hold. Which may have to reconsider ties with the Ikon Pass. The CEOs would obviously not like that, but if we are so concerned about this mitigation process, there needs to be options that are alternative to ruining the exact thing these tourists are coming to see. It is ironic to ruin the natural beauty with mechanized, industrial structures when that natural beauty is exactly why people are coming to the Wasatch. Why we live here. Why we come to Little Cottonwood Canyon. To see the mountains, to immerse in nature. It is no longer getting out in nature when flocks of tourists are floating through my view and natural space.</p> <p>Not to mention the under-spoken incentive of this whole project - the bid for the 2030 Olympics. Building this Disney ride as infrastructure and appeal to our area so we can host another world event. Attracting hoards of people to a place that cannot support hoards of people.</p> | 32.2.9E; 32.2.2K; 32.2.7A; 32.1.2D | A32.2.2K |

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| | | <p>A privately owned and lobbied business should not be using millions of tax-payer dollars to fund its activities. Especially when the only benefactors are ski resorts. Skiers are not the only ones using the canyon. \$35 to ride the gondola will not promote people riding it. It will only dissuade. Especially younger generations whose wages are by no means matching the prices of inflation.</p> <p>Increasing bus routes were also promised. Yet due to severe shortages with finding bus drivers, UDOT has in fact cut routes. This is exactly where millions of tax payer dollars should be going. Creating incentives to increase bus driving desirability and making that viable career options for folks.</p> <p>I don't know if you have heard, but we are in a bit of an environmental crisis right now, especially acute in the Salt Lake Valley. The Great Salt Lake is drying because there is not enough water returning down stream from the mountains due to the influx of people to this place using so much more water. Arsenic is going to blow into our air from the dried lake bed. We have people unable to afford basic survival needs like food, water nor shelter, left on the streets of downtown Salt Lake City. And yet, a tourist trap is what we are putting our taxpayer dollars towards?</p> | | |
| 36650 | Vahle, Michael | The Towers with their Wires may fail, causing harm to the Gondola passengers! This is an accident waiting to happen. I'm happy riding the Ski Bus. Thank you. | 32.2.9E; 32.2.6.5K | |
| 35038 | Valdes, Maximilliam | As a resident of the state of Utah, I am completely against the gondola. The gondola would be a mistake from a civil, financial and environmental perspective. I support extended bus services. | 32.2.9E | |
| 31085 | Valdez, Luis | <p>Hello there,</p> <p>My name is Luis Valdez. I am currently studying biology and my life has generally been centered in some way or another, whether intentional or not, around the Wasatch Range. Little Cottonwood Canyon in particular has a special place in my heart. It's where I've learned to make observations as a scientist and ask important questions about the natural world but it's also a place where I've forged important friendships and relationships. I acknowledge that LCC has issues with traffic at the moment and I fervently believe that a gondola would not be the answer. The proposed gondola would exclude different users, including hikers, rock climbers, runners, and bikers. It would destroy precious woodland, and degrade water quality, in a system that is only beginning to recover from the abuse of mining. It would fail to address the problem it claims to solve. For one, traffic is a year-round problem and is founded by more than just skiers. The gondola would compound traffic problems in fact and seems to only cater to wealthy skiers and users. A cheaper, more pragmatic solution would be to enhance bus routes, introduce toll booths, and do what Zions did and do bus-only routes in the winter. No one. Not one ordinary Utahn is in favor of the gondola. Only a handful of wealthy resort owners are. Approval of the gondola would be a slap to the face of Utahns and would degrade the already diminishing trust the public has in UDOT to carry out their duties. Thanks.</p> | 32.2.9E; 32.2.9A; 32.2.2B | |
| 32870 | Valentin, Celine | Please listen to the people who live in the valley and pay taxes to protect our precious wild spaces. This solution is not in the best interest of the people or environment and just benefits private businesses. | 32.2.9E | |
| 26964 | Valentiner, Jeremy | <p>Dear UDOT,</p> <p>I am fully support the Gondola as a solution to providing increased access and transportation within Little Cottonwood Canyon.</p> <p>I think the Gondola would be valuable in creating opportunities for people of varying abilities and would allow people in wheelchairs, people with cognitive limitations, and other physical limitations to enjoy the mountains in way that would not be possible or as accessible from a car.</p> <p>I do hope that the Gondola would have provide access to backcountry locations, e.g. a stop at White Pine Trailhead to allow backcountry users in the Winter and Summer to access the entire canyon. Providing access to locations besides the Ski Resorts would demonstrate that the Gondola is for all users, and not just benefiting two private ski resorts.</p> <p>I would also hope that the Gondola would provide Summer and Winter operations to provide users the ability to access the Canyon year round.</p> <p>Regards,</p> <p>Jeremy Valentiner</p> | 32.1.2D; 32.2.6.5G; 32.2.9D | |
| 26425 | Valero, Esther | It's clear that profits have been made a priority here. Don't build the gondola for the sake of people and preservation of lcc's beauty | 32.2.9E | |
| 36374 | Valero, Marco | <p>I am a strong advocate for environmental conservation, access and protection, and I agree with preferred alternative opponents that a canyon gondola would significantly impact the scenery of the canyon and represent an expensive solution to a problem that could probably be more easily mitigated with stronger winter traction enforcement, tolling/carpool incentives, and expanded park & ride facilities to get more people out of cars with better, more frequent bus service. UDOT already recognizes this because they are already proposing a phased approach to LCC regardless of which alternative is selected.</p> <p>However, after reading the Final EIS, I must support the gondola as the best long-term solution to LCC congestion for the following reasons:</p> <p>1 - While the gondola significantly impacts the viewshed of LCC, it has the least actual impact on the watershed and wildlife of LCC because it has the smallest physical footprint on the landscape. Both the cog railway and enhanced bus concept would require more pavement, more avalanche sheds and more construction in</p> | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>the canyon than the Gondola. That has a far greater impact on the canyon than towers holding the gondola up, despite the viewshed impacts.</p> <p>2 - It is clear that the vast, vast majority of traffic congestion in LCC is directed towards Alta & Snowbird; the vehicle counts for those touring, camping, hiking and other activities in the canyon pale in comparison to the fact that thousands of skiers go to Alta & Snowbird on weekends in the winter. This issue becomes even worse during inclement weather and avalanche mitigation events because congestion spills over into the neighborhoods surrounding the base of the canyon. The gondola would directly connect the vast majority of LCC users to their destination without having to drive up the canyon, and it is a far more resilient mode of transportation when compared to a cog railway or enhanced bus alternative as it bypasses the delays and dangers associated with driving through a steep, narrow mountain road.</p> <p>3 - The Final EIS has already gone into detail about how other alternatives, such as a Zion National Park shuttle network, have neither the capacity or reliability needed to effectively serve Little Cottonwood Canyons needs. The gondola already has far less projected O&M costs despite a similar construction price tag to the enhanced bus network, and far less than the cog railway.</p> <p>As someone who has worked in the transportation planning industry, as well as recently completing a Masters Degree in Transportation Engineering, I appreciate the detail to which UDOT has analyzed Little Cottonwood Canyon. Many of the comments I've seen criticizing the LCC Gondola are, despite good intentions, misinformed on the realities of providing reliable mobility in challenging terrain and conditions, and do not provide any real alternatives outside of previously considered options that were ruled out and responded to in the massive comments section of the Final EIS.</p> <p>In closing, I hope that UDOT and the public understand that there is no one-size-fits-all solution to Little Cottonwood Canyon, it is a beautiful place with that requires our respect and foresight to use and preserve going forward. If the gondola is selected, UDOT must (and I cannot stress this enough), MUST ensure that is an affordable, easily accessible, and reliable form of mobility to get everyone up and down Little Cottonwood Canyon. This will require affordable fares (equal to, if not cheaper than existing transit options), a strong regional bus & rail feeder network to La Caille, and sufficient capacity for the future to make this work.</p> <p>Thank you for your consideration.</p> <p>Marco Valero M.S.C.E. Transportation Engineering Viterbi School of Engineering '21</p> | | |
| 30436 | Valero, Sofia | I love the LLC and have been hiking, skiing, and climbing there my whole life. Please stop this Gondola. We need to preserve the canyons beauty and keep access open to all. This Gondola is a colossal waste of money that will destroy so many unique climbing boulders. Instead increase the public transport opportunities, so that everyone can enjoy this beloved canyon. | 32.2.9E; 32.2.9A | |
| 33465 | Valken, Emilee | The gondola is NOT a solution to the traffic issue in Little Cottonwood Canyon. There are many public transportation alternatives with less environmental impact on our mountains and canyon. Why would you want to create such a huge structure, ruining the beauty of our natural environment, world class climbing in the area, serving a small group of people to not even solve the problem. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B; 32.7C | A32.1.2B |
| 35276 | Vallejo, Margaret | The Gondola is a terrible option for the canyon. It will degrade the natural environment through construction, and damage a multi-recreational use space. This plan solely benefits the ski resorts, not the land itself or other people who use the canyon for hiking, climbing, or site seeing. This is a thinly veiled attempt of trying to conflate capitalism for environmentalism. | 32.2.9E | |
| 33558 | Valor, Valor | No gondola! Where's the limit. | 32.2.9E | |
| 37618 | Valovic, Monica | Please, please do not destroy our beautiful canyon. Did you go up there this weekend? How would the gondola fix that mess? How would the thousands of people hiking get to use it? White pine alone was completely blown. Better solutions can be found. The gondola is not it. | 32.2.9E; 32.1.2D | |
| 37545 | Valovic, Tyler | I beg you, please do not build the gondola. This decision will determine the fate of little cottonwood canyon, and I sincerely hope you do not destroy it forever. There are much better effective options that we need to implement instead. Busses and even electric busses are and a roll booth seem like more effective solutions, that can always be changed and adapted, unlike the gondola. A toll booth/fee also seems like a great idea (especially with a year long pass for residents). The most frustrating thing about this is how it is solely helping the ski resorts to make money. This is not an efficient and productive transportation solution. It's Disney world. This is not helping the people of Salt Lake City. We do not want this. Please reconsider, and do not change such an amazing part of Utah for the worse forever. Thank you | 32.2.9E; 32.2.9A; 32.2.4A | |
| 26508 | Valum, Lane | As an avid user of LLC I DO NOT support pursuit of a gondola as a solution to transporting people to and from the resorts. | 32.2.9E | |
| 33446 | Van Alstine, Hannah | I do not support the gondola project. It will ruin a beautiful natural landscape/habitat and desecrate many climbing crags that are utilized by the community. | 32.2.9E; 32.4B | |
| 28276 | Van Alstyne, Peter | I may be mistaken, but it seems, over my 70+ years of observation, that engineering solutions to critical public policy issues tend to obfuscate the "human elements" detrimentally affected by their engineering feasibility and cost-benefit studies. Building a tram up Little Cottonwood Canyon may be quite feasible financially and engineering-wise. But it truly does not establish that it is the right thing to do! A bridge over the Grand canyon can is feasible, and even quite convenient, when traveling to Phoenix from the Wasatch Front. I implore, beg, petition, duplicate, plead and pray you will retract UDOT's ill-conceived notion of supporting a tram. The | 32.20A; 32.4B; 32.2.9E; 32.2.6.4; 32.2.2PP; 32.2.9N; 32.2.7E | A32.20A; A32.2.9N; A32.2.7E |

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| | | human cost thereof is gigantic and forever. I sincerely cannot understand how calm, rational and well-meaning thinking can produce such a destructive selection by UDOT. The human cost is beyond measure. | | |
| 26196 | Van Althuis, Corine | For 590 million we could do so much for the city. Cycling routes and improved infrastructure. This is ridiculous and needs to be shelved. | 32.29D | |
| 36026 | Van Berckelaer, William | I've grown up in LCC since the day I was born. Mainly focusing on my climbing and making sure that the next generation is able to experience this elegant canyon the way I was able to growing up. This gondola will only be the downfall. Destroying many world class boulders for future and current climbers. This will also cut access to a lot of edge cutting routes. The environmental impact will be severe. Destroying many homes of nature itself. There will not be enough care put back into the canyon from anyone who is for this gondola. The only people who will take care of this canyon if this gondola is out in is people like myself and the surrounding community of outdoor enthusiasts, climbers, hikers, alpinists, skiers, boarders, etc. Please think before you decide to go through with this. This will only cause destruction. You'll be the people responsible for this. I'm sure you will re think you're decision. Don't destroy our home since this is a easy way to decrease transportation. In the end it'll only be regret. Sincerely, William Van Berckelaer Local: est 2000 | 32.2.9E | |
| 37829 | Van Blarcom, Abby | This gondola would have an extreme environmental toll of the canyon and wouldn't solve any problems, only create them. It would be better if we could introduce new bus alternatives instead of making the tax payer donate 750+ million dollars to something they may not even use. | 32.2.9E; 32.2.9A | |
| 27319 | Van Boerum, Natasja | I think a gondola is absolutely not the right decision. It's a very expensive alternative to many other more efficient, cheap, and sustainable alternatives. I think the money that is planned on being poured into the gondola project could better be used in promoting and improving other forms of transportation up the canyon. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 27249 | Van Dame, Kathy | 1. The Gondola will serve only the ski areas. 2. Riders to Alta must change cars at Snowbird. 3. While the gondola system is poorly suited to the transportation needs of all-season users in Little Cottonwood Canyon, it will be a windfall for the current owners of the La Callie Property & Snowbird. | 32.2.9E | |
| 36254 | Van den Akker, Eric | First of all, bless the person who has to read all these comments! Having been to some public meetings before, I know you're getting some crazy ones, but also some really really good ones - some probably better than mine. Anyway, I'd suggest this meshing of current proposed alternatives (hoping that it's at least among the really really good ones!) * Keep the big parking lot/structure at the base station - gotta keep this simple for it to be successful. (after all, parking at the resorts is one of the problems being solved here, which frankly is a resort problem, not a UDOT problem, but I digress...we can kill 2 birds with one stone). This way, the only transfer is from their own vehicle to the ride up the canyon. * For said ride up the canyon, instead of regular buses, operate electric shuttles (such as USU Aggie Bus or those they use on Denver's 16th street, but for heaven's sake, they don't have to look the same as a city bus). Then you'd have the wireless charging pads (like the USU bus uses) at the 3 stops (base parking structure, Snowbird, and Alta) combined with regenerative braking, and charging becomes a very small or nonexistent problem (running a few extra shuttles could give extra time to charge if needed). * I'd still recommend the snowsheds with this plan. * Having the express shuttle lane would also help "sell" the service to those stuck in slower traffic, but does add a LOT to the capital cost, so I'd say probably delay implementing that part, but am generally favorable to it. I think that would solve most of the downsides to the enhanced bus system alternative, without the big downsides of the gondola alternative. As much fun as it is to ride a gondola (the one in Telluride was free last week, which also encourages ridership), it's totally inflexible. We're talking about something that's a problem - in your words - approximately 50 days a year; just a fraction of the year, and really only affects a very small part of the community & community members. It seems clear to me that better bus service is the better option overall, but buses aren't sexy. So... Make the buses sexy! Make them very frequent, electric (electric has its problems, but it's also very sexy) (and there are ways to work around the downsides), SIMPLE & EASY to both get to & use, and frankly, look different. Once they look different and operate like shuttles, you can call them shuttles and that frankly helps improve their public image too (I'm just telling it how it is). Then when the shuttles aren't needed (you know, for the other 315 days of the year), they can either be parked or used elsewhere in your system. The gondola would be stuck. Immovable. Inflexible. And omnipresent for the vast majority of the year that it'd still not be in use. For the enormous costs of this project, I think the flexibility needs to carry higher weight. And let's be honest - this isn't just a solution for Little Cottonwood Canyon, it's also basically going to be a test run for Big Cottonwood Canyon's similar issues. Thank you for putting the information out there and easy to find online, and for the opportunity to submit comments. -Eric in Taylorsville- | 32.2.6.3F; 32.2.9A; 32.2.9E; 32.1.2B | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30127 | Van Den Broeke, Travis | The gondola proposal really only benefits the resorts at great costs and little benefits for everyone else. Most people don't want this. Find a better alternative using public transit lane, or a train, or some better system. This only helps lcc also. What about the problems with traffic in big cottonwood canyon? Better public transit and covered slide paths with a train in the future is the best alternative. | 32.1.1A; 32.1.2B; 32.2.2I; 32.2.2PP; 32.2.9B; 32.2.9E; 32.2.9F; 32.6A | A32.1.1A; A32.1.2B; A32.2.2I |
| 27020 | Van Dorn, Benjamin | Don't destroy the simplicity of our canyon | 32.29D | |
| 35904 | VAN DUKER, HEATHER | Locals have been very clear they do not want a gondola, and favor other alternatives, such as expanded bus service. It will ruin the natural scenic views, destroy classic, beloved rock climbing areas, and infuriatingly cost a fortune to fund travel to take people only to private ski resorts. This does not serve other users of the canyon at all (eg hikers, climbers, bikers, backcountry skiers, etc). Why are our, the locals', wishes being so blatantly disregarded? | 32.2.9E; 32.2.9A; 32.1.2F; 32.1.2D | A32.1.2F |
| 35212 | Van Dyken, Nic | For the record, I want to let it be known to my elected representatives that I adamantly oppose the building of the Gondola in Little Cottonwood Canyon. | 32.2.9E | |
| 34166 | Van Frank, Megan | The gondola plan amounts to a massive public subsidy to private business, is a poor use of public dollars, and a poor decision for the environment. Let's try more "common sense," strategies of incentivizing carpooling and use of public transport before resorting to such invasive infrastructure. | 32.2.2Y; 32.2.2PP; 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 28329 | Van Ginkel, Chad | I am not in support of the gondola. It is a permanent, expensive solution that serves only a small portion of LCC utilizers and does not address all of the winter recreationalists, such as backcountry skiers. This will become eyesore in one of the most beautiful canyons the country. We need to at least explore all bus options before we permanently alter the landscape. | 32.2.9E; 32.1.2D; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 35446 | Van Hecke, Jake | <p>This decision is a perfect example of public opinion taking a back-seat to corporate interests. The public, overwhelmingly, does not want the gondola as a solution to the traffic problem in Little Cottonwood Canyon. It's a part-time solution, a tourist attraction, and a gimmick. Canyon-goers need a real solution to traffic, and the decision to choose the gondola as a solution is irresponsible, because it ignores the Utah public in favor of the ski resorts input, it will take years to build, and it will cost half a billion dollars at least.</p> <p>To argue that increased buses would not decrease traffic by that much is true. However, only building a \$500 million dollar gondola will do the same thing as adding more busses. You need to educate the public. You need to limit car traffic in the canyons. You need to subsidize the bus system. You need to add facilities to make riding the bus with ski gear easier. Buses, and encouraging public transportation by educating the riders and making it easier to take a bus, are the solution. The gondola is like trying to kill a house fly with a machine gun.</p> <p>The gondola might reduce traffic by 30%; it might reduce traffic by 3%, just like more buses. Buses can be removed from a canyon; gondolas cannot. Buses are the answer, but we need to focus on solving the pains that taking the bus to resorts brings. People use the canyons to recreate. Equip the buses with ski racks and bike racks. Build public lockers at the resorts, so people can keep their belongings safe. Build lodges at the base for bus users to wait at. Limit individual car traffic up the canyons. Just like HOV lanes, fine people for driving up alone during ski season.</p> | 32.2.9E; 32.2.2Y; 32.2.9A; 32.2.3A | |
| 26979 | Van Hook, Juliana | This gondola is not supported by any of the citizens that it will effect and it will be hugely detrimental to the wildlife and nature surrounding the construction. PLEASE STOP. | 32.2.9E; 32.13A | A32.13A |
| 27382 | Van Hoose, Anne | Please don't do this. Please don't obstruct the views of this beautiful place! | 32.2.9E | |
| 32803 | Van Horssen, Kendall | <p>Hello,</p> <p>I'm very much against the gondola option for LCC. The fact that it's only serving two sky resorts (who are not even footing the bill for this project in any way, shape, or form), costs ALL of us money whether or not we use it, and will mar the landscape of the canyon we're trying to recreate in just means this is a TERRIBLE idea. If this gondola is put in, we'll know that private interests and money are the real drivers of the plan, not the opinions of the people whose money is being spent. There's so many reasons NOT to put in the gondola, including:</p> <p>Cost over a half billion dollars (not considering inflationary cost increases);</p> <p>Only make stops at two private ski resorts: Snowbird & Alta;</p> <p>Remove no more than 30% of car traffic from the canyon road;</p> <p>Operate only during the winter ski season; and</p> <p>Permanently mar the inherent beauty and public lands of Little Cottonwood Canyon.</p> <p>DON'T DO IT.</p> | 32.2.9E | |
| 28292 | Van Horssen, Kendall | I am vehemently against building a gondola that only serves two ski companies located at the top of the canyon. This gondola will ruin the unspoiled views of the canyon and will not eliminate the traffic issues in the canyon since it's likely to cost money and time that most people wanting to travel the canyon are unwilling to accept. This entire plan is only going to cater to the rich and those very few that claim they are for this gondola. | 32.2.9E; 32.7C; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 28824 | Van Horssen, Kendra | Please do not destroy the beautiful canyon with cables and gondolas. As a local tax payer and resident my whole life in Utah. I am in support of Mayor Wilson's proposed Common Sense Plan. Please consider the technology over destroying the views for the profits of resorts. | 32.2.9E; 32.2.2I; 32.29R; 32.2.6.H; 32.2.2PP | A32.2.2I; A32.29R; A32.1.2H; A32.2.6S |
| 32791 | Van Horssen, Kendra | This will tear up a beautiful place that will only be used a small amount during the year. Keep what remaining nature we have left untouched. I support Mendenhalls alternative solution. Please listen to us and not the big corporate dollars. | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 33691 | Van Leer, Braden | Please come up with a solution that preserves the climbing in little cottonwood cnyone | 32.2.2PP; 32.4B | |
| 27842 | Van Leeuwen, Heather | The gondola is still not the right answer. I do not like the Canyon turning into a playground for the rich only. Those on a fixed income can't pay to ride. Those with disabilities will also be discouraged from riding. A wheelchair accessible car ride is much more convenient for them. You are catering to the rich. And making a muck of the scenery. Don't do this. Please!! | 32.2.9E; 32.2.4A; 32.2.6M | |
| 38168 | Van Maren, Steve | 1) I appreciate you hearing the requests to have a phased approach, rather than the all or noting Gondola. However, this needs to be given a chance to demonstrate it could work. Requiring all funding in place before starting on the common elements is not necessary. Get started on the common elements, add busses and tolling and see how it works. It may be there is not enough snow in the canyon to proceed any further. Like the additional parking and restroom facilities; but enable bus service to those locations. 2) As I understand this process, all aspects of a solution have to be addressed. Regional transportation would be a part of that; just implementing the large parking garage, without addressing regional transportation connections is leaving out part of the puzzle. 3) So too is adding 2500 more people in the canyon without addressing the facilities and services they will utilize the day they are there. If you are convinced there are no issues, state that. 4) Do the resorts actually want 2500 more patrons on a snow day? If that is their business model, the locals will not be very happy about it. Longer lines on the better ski days? I suspect locals will avoid the canyon; then the resorts and transportation services will not be at capacity with locals. | 32.29R; 32.2.2I; 32.20B; 32.20C | A32.29R; A32.1.2H; A32.2.6S; A32.2.2I; A32.20C |
| 29389 | Van Orden, Chad | 1. NO to taxpayers paying for this solution. If Snowbird and Alta want this solution, they should pay for it. They should run it for profit and pay for its maintenance. 2. When the parking lots are filled the resorts have more than enough skiers on the hill. Why wasn't users capacity addressed during this discussion. 3. When I travel I15 there are many more days when traffic is slowed and inconvenient, what is the difference in the canyon. Travel at non peak times. 4. I find it interesting that a couple of former legislative leaders have had a controlling interest in the property being discussed. 5. The fix was in, another insider deal for the great state Utah. | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N; 32.20B | A32.1.2B; A32.2.9N |
| 34235 | Van Ryzin, Benjamin | No to the gondola proposal! Increase bus service. Do not destroy the canyon by adding an eye sore like a gondola. | 32.2.9A; 32.2.9E | |
| 33536 | Van Slooten, Pete | Please do not put in a gondola. The current road does a good job of limiting the traffic to what the canyon environment can handle. | 32.1.2B; 32.2.9E | A32.1.2B |
| 27882 | Van Wagenen, Abigail | Widen the road & create an improved bus system, similar to Provo/Orem! Employs more people & preserves the canyon. The gondola is a joke & will ruin one of the most spectacular views in the country. | 32.2.9E; 32.2.9B | |
| 37592 | Van Wagenen, Strauss | Please DO NOT build the gondola. It won't address the traffic issues in the canyon, will crowd the slopes even more, destroy the grandeur of the canyon, hurt so many climbing areas impacting the sport throughout the canyon that the community thrives on in the off season and so much more. Udot needs to incentivize people to use public transportation. That means heated bus stops throughout the valley with more parking and coverings for folks. Buses on a constant 2 minute schedule, etc. in the off season these could be used by adding more bus stops in the canyon maybe but this can be fixed by improving what already exists and making people WANT to use public transportation. Please consider other options. Best, A fellow Utahn and lover of many sports in the canyon (including skiing). Strauss Van Wagenen | 32.2.9E; 32.20C; 32.1.2D; 32.2.9A | A32.20C |
| 36872 | Van Wetter, Eliza | I am a concerned member of the Salt Lake community and I think that the choice to install a gondola is not a practical solution to the congestion problem in Little Cottonwood Canyon. I think that expanding the bus system would give good results in a more approachable timeline / cost. The gondola option is not scaleable and it is not guaranteed to fix any of the traffic problems in the canyon. While the enhanced busing also is not guaranteed to fix the problem it is at least a better option to try out with less commitment required to building massive/ permanent infrastructure. I hope that UDOT reconsiders its chosen alternative for a more practical solution that will cost tax payers less money. | 32.2.9E; 32.2.9A | |
| 36824 | Van Woerkom, Ronald | Any solution that leads to an increase in commercial development at the mouth of Little Cottonwood Canyon would decrease the serenity and quality of life in the southeast quadrant of Salt Lake County. The chain reaction would go something like this: The gondola would increase the visitor capacity of the resorts up the canyon. Traffic on both 9400 South and Wasatch Blvd would increase to meet the increased demand. Demand would be generated for hospitality at the mouth of the canyon because people would not want to fight the traffic on 9400 South and on Wasatch Blvd. Development would ensue and congestion would increase on the surface roads and at the mouth of the canyon. Quality of life with respect to serenity, road safety, noise pollution, etc. would be compromised. I am more in favor of solutions that do not generate more capacity for people to go up the canyon. If demand for access to the resorts increases, as it almost certainly will given population increases, allow supply to remain constant and force prices up, rather than increasing capacity and reducing quality of life and putting more pressure on natural resources. Thank you for listening. | 32.1.2B | A32.1.2B |
| 31708 | Vandecar, Darin | Less than 1% of SL County residents frequent LCC Resorts. Why should anyone other than the resorts cover these costs? Tax payers should not be forced to help fund the profits of these resorts. Why do we always have to bow to the wishes of developers with deep pockets even when it goes against what is best for us and the environment? Seems like Snowbird and Geneva Steel decide what's best for Sandy and Draper. So sad. Of course I know this comment will never be read by anyone in a decision making position so the whole comment process is a sham. Prove me wrong by responding! | 32.2.7A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25455 | Vandel, Madeline | <p>My name is Madeline Vandel, and I am a lifelong resident of Salt Lake City. I have been recreating in Little Cottonwood Canyon for over 20 years. I have several very serious concerns about your department's August 31st decision that Gondola Alternative B is your preferred alternative.</p> <p>First, looking at who you are consulting for your environmental impact statement I see that you are missing a major agency to consult with: the Department of Environmental Quality for the State of Utah. Why on earth have you not yet consulted them? As a state agency you need to work in conjunction with other departments to make a fully informed decision. The experts here are DEQ. You cannot make the correct decision without consulting them and having them give you a statement. I refuse to believe that building a gondola will not have negative impacts on the air and water quality of little cottonwood canyon. You cannot make a decision about the environmental impacts of any of the alternatives without consulting DEQ. They are the experts and their statements should be of the utmost importance to you and your departments decision.</p> <p>Second, I do not believe that this is the right choice for the people who actually live in Salt Lake City and at the base of the Cottonwood Canyons. It seems as if this decision was made to benefit developers and special interests. I am curious to hear why you think that a gondola is best for locals. As someone who has lived in the area for over 20 years and comes from a family who has been here for generations, I can tell you that this is not the right choice. What Salt Lake residents need is certainly not a gondola with giant parking lots and obstructive construction. This seems like it benefits tourists and developers, voices which most certainly should not be valued over those of the residents. I am seriously disappointed in this decision and my voice does not feel heard.</p> <p>Also, as somebody who recreates in Little Cottonwood Canyon year round, I do not understand how a gondola would support not only backcountry skiing access but also climbing and hiking access in the summer. Sure maybe a gondola makes sense in theory when you solely consider access to Snowbird and Alta, but what about all of those who recreate in the backcountry in the winter and climb at various locations throughout the canyon in the summer. How would a gondola support us in accessing these locations that are so important to us?</p> <p>In conclusion, as a resident of the Salt Lake area whose voice should be a priority in this decision, I demand that you firstly consult with the Utah Department of Environmental Quality before taking any further steps. They are the experts who can really tell you what the environmental impact will be of a gondola. This should be your number one priority. I understand that without consulting them it is easier to make whatever decision you want, but this is unacceptable. They must be consulted in order to make a decision that is informed and responsible. Next I urge that you really examine who this decision benefits. Your priority needs to be residents of Salt Lake City and those who live at the base of the Cottonwood Canyons. Stop listening to developers and those who may be trying to pay you off. You represent Utahns, not whoever will pay you. I also urge you to consider those who recreate throughout the canyon year round. Climbers and backcountry skiers deserve access to the canyon. Do the right thing here. You MUST consult DEQ, and please do the right thing by prioritizing locals over big money and developers.</p> <p>Be on the right side of history here. Consult DEQ! Respectfully, Madeline Vandel</p> | 32.1.5D; 32.1.2B; 32.2.9E; 32.2.6.5G; 32.2.9N; 32.29G; 32.1.2D; 32.2.2PP | A32.1.2B; A32.2.9N |
| 30915 | VandenBerge, Jeff | Given the choices presented I believe the Gondola B is the best choice. Especially given the phased implementation. Before the gondola becomes a reality I think there should be more efforts to improve bus access and consider not allowing any private traffic in LLC other than residents and emergency vehicles on certain days or time periods. | 32.2.9D; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37330 | Vandenberge, Keely | Gondola because Europe has them and possibly creates more access for people to explore. Really though the road just needs to be shut down. ONLY have buses going up and down year round, starting early in the morning with lots of stops. Carpooling only works to a certain extent and people are selfish and taking a car is "easier" than the bus for a quick lap. There needs to be an incentive with tourists to ride transportation i.e. free tickets if they stay at a certain place or something. This state makes a lot of money from tourism and we want to keep people coming. Access to the outdoors isn't something having a special car should dictate. | 32.2.2B; 32.1.2D | |
| 30511 | Vander Ark, Alexandra | Please, we beg you to reconsider this massive mistake of a gondola destroying Little Cottonwood Canyon. To destroy something so beautiful and majestic is purely horrific and it's almost hard to believe anyone would want to do something like this. LCC is a place of adventure, enjoyment of nature, rock climbing, and so many other activities. The sacred nature of these activities will, without a doubt, be destroyed by the building of a gondola. The lake is shrinking, the earth is warming, in 20 years there may not be snow and skiing in this part of the states. So why through away and destroy such a majestic canyon for something that may not exist later on. I, along with thousands of other people, would rather wait 2 hours to get to ski areas than see our precious LCC defamed by a human creation like a gondola. | 32.2.9E; 32.2.2E | |
| 31921 | Vander, Peter | I, like most people, are against an unsightly crammed and dirty gondola. You should get uta to add bus routes, not cancel them. Canceling routes in just one canyon is an obvious ploy. | 32.2.9E; 32.2.9A | |
| 27633 | Vander, Peter | Boo! | 32.2.9E | |
| 28154 | Vander, Tony | I support the gondola. It is the right thing to do. I hope there are additional stops at trail areas. For additional recreation experiences. Many European countries do this with success. I would also be 8n favor of a box on my tax form for additional donations that could be made, Tony vanderheyden | 32.2.9D | |
| 33139 | Vanderkamp, Tim | I believe adding a lane only for busses and and make those busses free while simultaneously adding significant tolling cars as well as charging for parking is the answer. People do not change habits until the right thing is also both the easy and the cheap thing AND at the same time the wrong thing is expensive and difficult. If thw goal is truly traffic reduction then make using a car expensive and difficult and limiting and make getting on the bus easy, free, and fast. When people are sitting in their cars in traffic watching that bus zip on by, they will start riding the bus. At Keystone resort nearly everyone parks remotely and rides a bus to the lifts. Also - as far as i can tell the ONLY people who want a gondola are the owners of snowbird and alta and that is who it would benefit and nobody else. If the true goal | 32.2.9B; 32.2.4A; 32.2.2B; 32.2.2K | A32.2.2K |

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| | | is traffic reduction, then make the bus easy and affordable and make driving expensive and difficult. Heck, only allow so many cars per hour and make them make a reservation just to go up the canyon like they do in arches.... or ride the bus which is free and leaves every fifteen minutes. | | |
| 32050 | VanderToolen, Julie | No Gondola. Taxpayers should not incur the cost that ski resorts and parking area landowners will fiscally benefit from. The gondola will be an eyesore. | 32.2.9E | |
| 29707 | Vanderveur, Amy | No gondola! It will not help the people who live and work here. It is too expensive. NO GONDOLA! | 32.2.9E | |
| 33362 | Vanderwest, Taylor | Hi, I live in Draper and Little Cottonwood is the closest canyon to me. I frequent there often, almost every one of my few days off. I rarely go to the resorts up this canyon though. Throughout the year I am exploring different trails and following different rivers and streams. I can't imagine having to take time away for construction and how it would permanently change the physical views from in and out side the canyon. Thank you for listening to your public and representing us as a community! | 32.4B | |
| 32603 | VanLeeuwen, Albert | <p>Here are five reasons I feel the gondola project should be rejected:</p> <ol style="list-style-type: none"> 1. Public funds should be used to benefit the maximum amount of people with the least cost. This project will only benefit a small subset of the people who use the canyon, it will only benefit those who want to go to Snowbird or Alta. 2. If we truly want to decrease congestion in the canyons, then why is the study limited to Little Cottonwood Canyon. There are two ski resorts in Big Cottonwood Canyon and Millcreek Canyon is also beyond crowded. 3. If there are peak times when traffic is inconvenient in any canyon (this would be early am on big ski days or when folks are returning home from skiing) the consideration should be made to make all lanes one way at that time. If the objective is to reduce congestion having times when all lanes are one way will really move traffic much faster - for the one and a half hours there is any congestion. 4. The focus of the study seems to only be for transportation. if we really care about the impact on the canyons we should consider limiting access to each canyon to the available parking in the canyon. 5. The visual and sound impact of a gondola would be far greater than expected on the beauty of the canyon and will negatively impact the experience of people using canyon services in places other than Alta or Snowbird. <p>Any solution should improve access to all areas of the canyon and create a more enjoyable experience for all people in the canyon.</p> | 32.2.9E; 32.2.2D; 32.1.1A; 32.1.5C | A32.1.1A; A32.1.5C |
| 32534 | VanLeeuwen, Alison | <p>I live about [REDACTED] in the [REDACTED]. I love to hike in Little Cottonwood Canyon in the warmer months of the year and I snowshoe in Little Cottonwood Canyon during the winter. I just love to take drives up Little Cottonwood Canyon because it is so beautiful. I say "NO to a gondola." The permanent large metal towers and heavy metal wires and gondola cars all thru Little Cottonwood Canyon would destroy the beauty of the canyon. I am sure that I would hear the motor of the gondola from my house all day long and I moved to this neighborhood because it is so quiet and peaceful here. I do not ski nor will I ever ski. Why should my tax dollars pay for something that is only for skiers? And from what I have read, the traffic in the canyon is only terrible for about 10 days during the winter. Whenever I drive up the canyon, the traffic is fine because I'm not going during a busy ski time because I do not ski.</p> <p>Please do not destroy the beauty of Little Cottonwood Canyon by building a gondola in it that will only be useful to a small population of skiers. Widening the road would be useful to everyone who uses the canyon not just a select small group.</p> <p>I say NO to a gondola in Little Cottonwood Canyon. On busy ski days, just limit the number of cars that can go up the canyon. Please save the beauty and peace and quiet of Little Cottonwood Canyon for now and for future generations.</p> | 32.2.9E; 32.11D; 32.1.4D; 32.2.9B; 32.2.2K; 32.2.2L | A32.2.2K |
| 26106 | Vannoy, Bobby | Unbelievable | 32.29D | |
| 26994 | Vannurden, Randy | NO GONDOLA! I dont want to see it when im in the canyon, and i dont want to pay for it either. It will be under utilized, and will only push the traffic problem back further into the city. people need to be forced to carpool with tolling and resort parking fees. Low impact solutions NEED to be explored first before developing the canyon FOREVER!!!!!!!!!!!!!! | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2QQ; 32.2.4A; 32.2.7A; 32.2.9E | A32.1.2B; A32.2.2K |
| 31779 | Vanrenen, Gabriel | The gondola is way too expensive & disruptive and that money should instead go towards saving the Great Salt Lake. I believe that just adding additional busing options along with parking reservation systems at the resorts is enough to solve existing problems. | 32.2.9E; 32.2.2K; 32.2.9A | A32.2.2K |
| 33441 | VanRoosendaal, Megan | This is an awful idea and will impact local wildlife in a very negative way. Stop catering to rich tourists and start preserving the beauty natural resources of our state. | 32.1.2B; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 25907 | Vansolkema, Chad | This is a giant waste of tax payers money. It could be used for environmental concerns such as the Great Salt Lake and air pollution. Also could help fund education. | 32.1.2B | A32.1.2B |
| 34266 | Vansteenkiste, Brian | <p>submitted Sunday 10-16-22</p> <p>I'm writing to submit my comment AGAINST the construction of a gondola in Little Cottonwood Canyon.</p> <p>I first visited northern Utah, with an emphasis on snowboarding at Snowbird, less than a week after the 2002 Olympics. I returned in 2003 before moving to [REDACTED] in 2004. I have been here ever since. I moved here for the mountains and for snowboarding and have based my life around both. I bought my 18th consecutive season pass to Snowbird last April, functionally giving Snowbird my money and float 6 months ahead of my seeing value from it. I</p> | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.6H; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B; 32.7B; 32.7C; 32.20B | A32.1.2B; A32.2.9N |

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| | | <p>have done this for 18 years. I own my own home and a commercial building, both in [REDACTED], and I pay substantial property taxes on both. I also own and run my own business, further contributing to the local economy.</p> <p>Prior to self employment, I worked for a concessionaire year round at Snowbird from 2004-2014. When I was employed (physically) at Snowbird I travelled up (and down) canyon 4-5 days a week. While working up canyon I enjoyed 100 day snowboard seasons; I currently strive for 60 (snowboard) day seasons. I have 20 years experience driving up the canyon at all times of the year.</p> <p>I share all this to characterize myself, my experience with the canyon, and to hopefully give weight to my comments AGAINST the gondola.</p> <p>Many a local group have protested this gondola project. Take a drive down/up lower 210 and around 9400 s back to Wasatch and you'll see the RESIDENTS most affected unfurling numerous banners and putting up signs AGAINST the terrible gondola idea. Add to their ranks politicians, businesses, user groups, environmental organizations and others and you get a picture of an overwhelming sentiment AGAINST this project. SLC Mayor Erin Mendenhall, County Mayor Jenny Wilson, Sandy Mayor Monica Zoltanski, Midvale Mayor Marcus Stevenson, the Salt Lake County Council, Wasatch Backcountry Alliance, Friends of Alta, The University of Utah's Students for the Wasatch group, Friends of Little Cottonwood Canyon, the Salt Lake Climber's Alliance, Save our Canyons and others have all publicly expressed their OPPOSITION to this terrible idea. I don't see how publicly funded UDOT can ignore us when you have our elected leaders voicing citizen dissent alongside businesses and those sworn to protect our priceless and irreplaceable environmental resources. We do not want your gondola idea. We do not want to buy this gondola for Powdr Corp and Alta Ski Lift Corp.</p> <p>From the most visceral knee jerk place of my opposition, I don't want to see beautiful LCC defiled by the construction of a gondola. Even if it was a solution to traffic, which it is not, I would not want to see a gondola despoil the canyon that drew me across country, away from my friends and family, to build a new life around.</p> <p>Beyond my personal beliefs, logic supports any/all arguments AGAINST this gondola.</p> <p>The problem is car based congestion around the mouth and in the canyon. Building a gondola people have to drive to and park at will only concentrate and further mire the problem around the mouth and on Wasatch. Residents of that area will suffer even more if the gondola project proceeds. In addition to more traffic, the proposed parking structure additions for the Gondola are insufficient and don't address the needs of larger vehicles (think sprinter vans).</p> <p>Udots own studies show the gondola is not a traffic solution and will actually increase traffic and capacity at resorts (which ignoring solutions for all other canyon users). The resorts infrastructures are already over taxed and their functional carrying capacity, and that of the canyon, is not being adequately taken into consideration.</p> <p>Publicly funding a project of this scale to benefit two private entities is a gross malfeasance. Doing so at the detriment to the environment and usage is a crime. This gondola will not serve the people, it will only benefit 2 private corporations. The needs of other canyon users are being glazed over while the quality of their experience is being eroded.</p> <p>I do not climb or use the trailheads often, but I empathize with climbers who will lose their recreation access (during and after construction) and for the impact the gondola will have for all canyon users. Camping at Tanner's Flat will forever be changed, for the worse (ruined) by having a gondola hanging, seasonally shuttered, overhead. Multiply this by 1,000x for ALL users, hikers, bikers, campers, climbers, lead peepers, etc., all so 2 private corporations can have their novelty.</p> <p>I characterize the gondola as a novelty because that's what it is. Like a child's quarter machine toy bought existing the grocery store, but on a mammoth scale, the gondola is a novelty desired in the moment, and cast aside once bought. Once it's \$30+ to ride and functionally inaccessible, its usage will stop.</p> <p>The current traffic "crisis," seems overstated. I remember it being much worse years ago when Big Cottonwood Canyon was still sleepy. I perceived a much larger traffic problem up BCC and think LCC is much better than it was just 5+ years back. I think a large contributing factor to this "balancing," of use is/was the former LCC traffic nightmare and people migrating one canyon over out of frustration. Now, both canyons have their road issues, but my experience is that LCC is better now than it was in the past. BCC has different logistical problems, so I think LCC is being targeted for a gondola because it's easier. I also think Powdr and ASL have pushed for it and the SKETCHY developer relationship between local developers has helped.</p> | | |

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| | | <p>CW Management, Quail Run Development, McCandless and Niederhauser have their own interests in mind, NOT the public's. Snowbird's lack of transparency and shell corp land deals all stink. Snowbird, Alta Ski Lifts, and Udot all had the opportunity to buy the land Jim William's developed across from the tree farm for \$4 million and passed on it, even as local politicians pushed for the acquisition years back. Now the inverse is happening. The timing is because of profit, not because this is a solution.</p> <p>I have seen, from the inside out and from close proximity, the disregard for the environment private business up, and down, canyon can exhibit. The (relative) recent management changes at Alta Ski Lifts and ownership changes at Snowbird are not helping this stewardship problem. Profit is being prioritized over health, customers, and ethos. If Dick Bass' "mind, body, spirit," was once a defining ethos, today's short sighted direction is better characterized as "greed, profit, growth."</p> <p>Down canyon developers are exacerbating this problem with their greed.</p> <p>To that end, these parasitic corporations are looking for tax payers to fund their next novelty to drive growth. They hope to do this by ATTEMPTING TO trick Utah's citizens to pay for their monstrosity of a gondola. Their misleading advertising tactics are a thin veil to the profit motivations their expenditures are made towards.</p> <p>The tourists this bad idea (gondola) targets will visit the expensive gondola once, check it off their list, and stop using it. Residents and locals will be left with an environmentally damaging, expensive, unfunctional, EXPENSIVE eyesore. I do not trust that the construction of this project can be completed without an environment catastrophe occurring. Look at Snowbird's tram accident for a recent instance of how accidents can happen. The gondola project's scale is many times that of simply hanging a car on an existing hanger.</p> <p>I could go on and on, but I think I've made my point. UDOT needs to listen to the people who fund it and stop this madness.</p> <p>My solution is to leave things the way they are, do/build nothing, and make buses more user friendly. I am not against tolling if technology is used. Another thing UDOT and the 2 businesses could try is actually enforcing the road restrictions and posting Unified, or some other agency, at the bottom to keep vehicles without proper tires/chains out of the cayon on restriction days. This is rarely done.</p> <p>So yeah, NO GONDOLA.</p> <p>Thanks for making it this far if anyone actually reads comments. Brian Vansteenkiste [REDACTED]</p> | | |
| 27320 | Vanuiter, Diana | <p>Gondolas in the canyon are a bad idea. They are very costly and I imagine that a ride up and down the canyon would also be pretty pricey. Would there be space for the equipment people might be taking up the canyon for skiing or biking? The gondola towers would be very unsightly and obstruct the beautiful views we enjoy now. Years ago, we battled to keep unsightly power towers and lines underground out of our neighborhoods in Sandy City. I remember a presentation by the power company where they showed those of us in attendance a picture of a bright blue sky with blue electric towers. The presenter said, "See, they can be beautiful." I quietly threw up in my mouth. Anyway, same scenario here. No matter what color they are painted, they will still be eyesores. Being retired, I would probably not be able to afford riding the gondolas. Having environmentally friendlier enhanced busses without widening existing roads is a better alternative.</p> | 32.2.9E; 32.2.4A; 32.2.6.5I | |
| 35004 | Vanuiter, Diana | <p>No to the gondolas! Visual impact is pollution .money to build it is ridiculous.</p> | 32.2.9E | |
| 28477 | Vardanega, Kristen | <p>There HAS to be a lower impact solution to traffic. NO GONDOLA</p> | 32.2.9E; 32.2.2PP | |
| 36736 | Varga, Myles | <p>As an avid user of Little Cottonwood Canyon year round, I want to say that I oppose the idea of a gondola being built for a couple reasons. First, I oppose the idea of our tax dollars being used to fund a form of transportation that would not only be highly inefficient at removing car traffic to ski resorts, but will also only benefit the ski resorts. Furthermore it will be a huge eyesore for one of the prettiest and most accessible sections of nature from the Salt Lake valley. The solution to the business in the canyons isn't a gondola, it's more bussing routes (also mad that there have been two bussing routes that went to the canyons that have been cut from service), or, limiting tickets sales, such as what powder mountain does. Overall, the gondola is a costly and inefficient waste of tax payer dollars that will only serve too slightly benefit two ski resorts (one of which doesn't even allow snowboarders, who are about 1/3 of ski resort users). Overall bad look.</p> | 32.2.9E; 32.2.7A; 32.2.2K; 32.2.9A | A32.2.2K |

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| 31151 | Varga, Rich | <p>1. The criteria for the Gondola is to benefit all users and the Gondola would only benefit Alta and Snowbird. These owners would be receiving a public subsidy and that is wrong. 2. The gondola towers would deface the natural beauty of the canyon. 3. By the time the gondola is finished Utah may not be a destination resort due to climate change. I strongly oppose the Gondola.</p> | 32.2.9E; 32.2.2E | |
| 29424 | Vargyas, Forrest | <p>The issue in Little Cottonwood Canyon is that there is too much traffic on the road. Too many people driving up the canyon. The gondola does not solve this issue in an effective or efficient manner. The gondola will serve to get more people into the canyon and to the ski areas, but will not actually solve the congestion on the road. As a SLC local, I know what it is like. No one is going to want to ride a gondola up when they can just drive. It's easier to drive up in a nice warm car with your music than it is to deal with skis/boards at the mouth, sit in a cold box for a while, and then have to do it again at the end of the ski day. It doesn't make sense. A gondola would be a novelty item that would soon fade as a preferred method of travel to the majority of users. The gondola would not fix the root of the problem.</p> <p>Another issue with the gondola is that there is no room for error with this decision. Even if it is thought to be possibly viable, hundreds of millions of dollars (taxpayer dollars!) will be put into this, countless natural resources and trailheads will be ruined forever, and the man-made eyesore in the viewshed will never be recovered from. Is this really worth it just for a chance of solving the problem?</p> <p>Thirdly, the gondola does not help whatsoever with anyone who isn't going to the resorts. Anyone wishing to backcountry ski, hike, backpack, climb, boulder, trail run, see the sights, mountain bike, etc. will not be helped by a gondola in the slightest. In fact, many of these activities will be negatively impacted by a gondola.</p> <p>Finally, none of this would matter if there were not a better proposal. But there is. I know a better bus system isn't perfect but incentivising less traffic to create less traffic makes sense. I think the most important part about choosing an alternative solution, like better buses, is that it is adaptable. We know that we can't foresee every issue. We know that in 20 years the traffic problem will be very different. We know that people and ideas change. So why choose a \$550,000,000 solution with no adaptability? It just doesn't add up.</p> | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.6.5A; 32.2.9A; 32.2.9E; 32.4B; 32.7C; 32.29R | A32.1.2B; A32.29R; A32.1.2H; A32.2.6S |
| 34082 | Vargyas, George | <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. And what has emerged is weak and timid. <p>This is a controversial proposal fraught with problems and lacks local and municipal support. Calculations and estimations of watershed impact are insufficient. Tax subsidy of these 2 resorts is poor public policy. Thank you.</p> | 32.1.1A; 32.1.2B; 32.1.2F; 32.2.2PP; 32.2.6E; 32.2.6.3F; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.4B; 32.7B; 32.20B | A32.1.1A; A32.1.2B; A32.1.2F; A32.2.9N |

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| 33099 | Vargyas, Joseph | A gondola to solve traffic congestion in little cottonwood is farcical, simple math bears it out. This is a scheme designed to enrich certain stakeholders, not an honest attempt to improve circumstances for the majority of residents. | 32.2.9E | |
| 29994 | Varley, Gary | The gondola makes way more sense. Those that oppose it just don't want people to Park in there area. They would all approve a parking garage if it was in Magna. | 32.2.9D | |
| 30266 | Varner, Neil | This is a huge waste of money. Use the busses! | 32.2.9A | |
| 28168 | Vars, Peter | Please do not build the gondola. This proposal does not seriously address the traffic issue. People will still drive up the canyon and fill the parkings spaces (or did I miss that the resorts are eliminating parking capacity?). The gondola will only really provide driving/parking overflow capacity (really just an amusement ride/marketing gimmick), but will also provide new congestion points in the valley actually making traffic worse. The ski areas are already over-utilized with the ski experience in sharp decline in recent years from liftlines and crowded slopes. We are past the point that these resorts, operating on our nation's public lands, should be allowed to grow and degrade the natural landscapes further for profit. That taxpayers are subsidizing two private businesses to the tune of \$600 million is insanity. The gondola will be an enormous eyesore in the currently beautiful LCC. There are much more effective and cheaper options that have been ignored. Strictly enforce the 4x4/AWD/chains laws. Require parking reservations. Strongly incentivize public transportation and carpooling by providing free busses (or even a coupon for a discounted lift ticket) and charge tolls for cars (less for carpools). Both lanes up in the morning / both lanes down at the end of the day. Et cetera! I also think its criminal that you guys have disregarded the overwhelming public oposition to the project and just went ahead with this horrible plan. | 32.2.9E; 32.20C; 32.2.4A; 32.2.9A; 32.2.2D | A32.20C |
| 27077 | Vars, Peter | This gondola idea is a total ripoff of taxpayers. This won't alleviate any traffic problems and everyone involved knows this. The parking lots at the ski resorts will still fill up on powder days there will just be a few more gondola cars full of paying tourists added to the lift lines. The ski resorts won't pay for it because it does not make economic sense. This is just a way for the politically connected to make some unethical cash. Will also ruin a beautiful canyon. Stop this! | 32.2.9E; 32.2.4A; 32.20C | A32.20C |
| 27331 | Varughese, Joshua | I think that the boulders and scenery of little cottonwood canyon should be preserved and be put above traffic concerns. Little cottonwood boulders are a refuge from day to day life and the scenery is beautiful ruining either things would damage the spot as a whole. | 32.4A; 32.4B | |
| 34621 | Vascotto, Lorenzo | The dot should be ashamed of themselves. They have systematically reduced bus service for years. There used to be buses direct to Alta, now one has to spend 25 minutes going through snowbird. No wonder more people drive. Dot has also closed parking lots. Whether one is in favor or against the gondola the dot should be providing much better bus service to mitigate traffic, either short term or long term. I would bet with good bus service and a toll for cars going up, traffic would be significantly reduce. I have been skiing Alta for 30 years, I moved to utah to ski Alta. The dot is self serving in their partisan favor of the gondola or they are playing politics. Only 20 % of locals ski, why should our tax dollars pay to line corporate pockets. If the resorts want the gondola they should pay for it. If the government pay, meaning tax payers, it is just another sign of big corporations having politicians in their pockets. One billion dollars of tax payers money to increase corporate taxes and only used 14 weeks a year. The economics don't make rational sense. | 32.2.9A; 32.2.7A | |
| 32568 | Vasic, Kristine | I am a Sandy resident against the Gondola. I have thoroughly reviewed all the pros and cons. Please do not forever scar our precious resource - Little Cottonwood Canyon by building a gondola in this fragile canyon. The construction alone will be an environmental disaster by polluting the air and water. The towers will be a visible scar year round in the natural environment. Common sense and less intrusive solutions have been proposed by local leaders and those most affected in Salt Lake County. This includes increased bus service options, private shuttles servicing downtown to the ski areas, electric buses or reversible lanes during peak traffic. The gondola will not stop traffic and will only lead to more traffic backups heading to the parking area at La Caille which will jam up the local neighborhoods. Please do not use our tax dollars to fund this project to benefit corporations. I would rather pay user fees and tolls to enter the canyon as a way to reduce traffic, encourage carpooling and shared transportation. Please listen to the people. I am a frequent visitor to Snowbird and Alta but do not want the canyon ruined for a spectacle that is not a transportation solution but rather a tourist enticement to jam more people into the canyon. We can take cues from Zion where shuttles have been successful. We must think innovative about solutions to solve traffic. Thank you | 32.2.9E; 32.2.6.5E; 32.2.9A; 32.2.2D | A32.2.6.5E |
| 35508 | Vasic, Marci | I strongly oppose this project and hope that you will listen to the will of the majority of the people who also oppose the project and that you will not go forward with it. | 32.2.9E | |
| 28859 | Vasquez, Anna | A gondola will only increase number of visitors going into canyon thereby eroding the canyon ecosystem. The canyon should be treated in designated numbers of people allowed to go into canyon through out the year: just as other national parks. A gondola would be an eye sore and visual pollutant to our national park. | 32.20A; 32.20C; 32.2.9E; 32.2.2K | A32.20A; A32.20C; A32.2.2K |
| 30572 | Vassau, Stewart | I oppose the Gondola. It is equivalent of paying tons of money to having a Massive UDOT Snowplow parked in front of your house everyday for the rest of your life for the (maybe) 10 days a year that you might need it. Sounds ridiculous? Yep the Gondola is a very very bad solution to a 10 day a year issue. I support the use of bussing, tolls and show sheds. | 32.2.9E; 32.2.9A | |
| 32941 | Vassau, Stewart | It's foolish to embark on a project in LCC that we will never be able to reverse. Place as special as those need to be preserved as they are becoming harder and harder to come by. There are other ways to solve the problem! | 32.2.9E | |
| 29062 | Vaughan, Clark | To spend what will likely end up being 1 Billion dollars on an eyesore gondola for 2 businesses that need help about 20 days year is ludicrous. Let them pay for whatever they need. We have kids that need advocates in the foster system, adults that are homeless with psychiatric problems not being treated, teachers who don't get paid enough, and many other problems that could use this money. I love skiing in LCC but hate waste more Also, this process has been extremely poor at explaining it's methodology for selecting proposals and explaining why the will of the citizens is being ignored We don't want a gondola. It's our money!!!! | 32.2.7A; 32.1.2B | A32.1.2B |
| 25952 | Vaughan, Mary | If you actually believe the people who live near little cottonwood canyon cannot see through this scam/scheme, you are dumber than you consider all of us to be, we see what this is, Backroom shady schemes to pave paradise for major profit. Utah politics as usual? | 32.2.9N; 32.29D | A32.2.9N |
| 28294 | Vaughan, Mary | You scamming good old boys are grifting the citizenry and paving paradise. You did not pull a fast one, we all SEE you. Scamming greed driven corrupt liars. | 32.29D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29065 | Vaughan, Mary | Maybe you pull of this scam or maybe you don't but we ALL see the scam. NO GONDOLA | 32.2.9E | |
| 33292 | Vaughan, Steve | I like the concept of the gondola. However, I don't think politicians or ex-politicians that influence the direction of a project should be allowed to have any financial participation in any part of the project. It taints the entire process. Pass a strong conflict of interest policy that prohibits any insider dealings and I would be supportive of the committee's recommendations. | 32.1.2B; 32.2.7A; 32.2.9D; 32.2.9N | A32.1.2B; A32.2.9N |
| 35891 | Vautour, Evan | Please do. It put a gondola or train in you need to stop exploiting our free lands and limit snowbird and Alta and if that means also making people pay to use canyon that's better then ruining this pure and beautiful canyon no to gondola no to trains more buses that stop at trailheads and hold multimillion dollar ski resorts accountable | 32.2.9E; 32.2.9A; 32.1.2F | A32.1.2F |
| 35935 | Vautour, Evan | Please no gondola or train improve bus routes allow bus stops at trailheads limit multimillion dollar ski companies ticket sales put a toll in but allow a year pass that's reasonable 500-800 dollars stop exploiting our free space and canyons | 32.2.9E; 32.2.9A; 32.2.2Y; 32.1.2F | A32.1.2F |
| 38862 | Vawdrey, Christina | My concerns as a 37 year resident of sandy who uses the canyons weekly throughout certain times of the year. * Being charged a toll as a single user when I want to hike/trail run for couple hours. I think tax paying residents should get a free pass into the canyon, as we already pay taxes for the impacts. * The impact on the Beauty of the canyon, as the parking, gondola and snow bridges taking away the natural beauty of the canyon. Thanks for your efforts in the project. Christina Vawdrey | 32.2.4A; 32.2.9E; 32.17A | |
| 37897 | Vazquez, Blanca | No, I don't agree with the idea of the gondola, is really expensive and will not solve the problem. If UDOT, corrupt law makers and sky resorts want the gondola, then they can pay from their pockets, not fr9m hard earned taxpayers money. There is more important things to use the taxes money. | 32.2.9E; 32.2.7A | |
| 34360 | Vazquez, Shanlon | I realize the transportation in the canyon has to change in some way. If the gondola is chosen as the option, why are you not looking at the best and fastest and able to transport more people than the current proposal. From what I understand the proposed gondola is slow and already seems outdated for the needs the canyon will have the in future. | 32.1.2B | A32.1.2B |
| 31894 | Veals, Peter | I'm extremely disappointed that your preferred choice is a gigantic giveaway of money to two large ski resort corporations. That gondola only stops at these resorts, and not at the trailheads where we citizens can access our public lands. This massive eyesore should be paid for in full by the ski resorts. I don't want one cent of my taxpayer money going to a project that benefits them exclusively. The bus alternative will be far less of an eyesore in our beautiful canyons, and the dedicated lane will double as great recreation benefit for cyclists and runners in the warm months. Please please reconsider the dedicated bus lane option! | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.9B | |
| 36681 | Vega, Santiago | The gondola option is flawed for many reasons, including that it will: Cost over a half billion dollars (not considering inflationary cost increases); Only make stops at two private ski resorts: Snowbird & Alta; Remove no more than 30% of car traffic from the canyon road; Operate only during the winter ski season; and Permanently mar the inherent beauty and public lands of Little Cottonwood Canyon. The gondola is an unwise public investment for a 50+ year solution serving a limited group of people, given that it's irreversible and incapable of pivoting in the face of changing circumstances. But it isn't the only option. Best, | 32.2.9E; 32.1.2D; 32.2.6.5F | |
| 38134 | Veillon, Nathan | The Gondola B Proposal seems to be a solution only works when narrowly describing the scope of the problem. The EIS report talks about how funding isn't secured and that in the interim solution of improved bus service with restrictions on single occupancy vehicles. This interim solution however seems to be more likely to reduce the problems of congestion then the Gondola B proposal will do when it is finished. The biggest problem with the Gondola B proposal as I see it is that it assumes a high percentage ridership that will take it even though it will be a substantially slower travel time then driving through the canyon. The EIS report shows that the the only proposed solution with a travel time lower than the average travel time (36 minutes compared to 37 minutes) would be a dedicated bus lane, this however it rates with the same effect on congestion as gondola travel times of 55 and 63 minutes. This only makes sense if the capacity of the gondola proposals is radically higher even though it would be much slower than other modes of transit. The Gondola Works group, comprised of the Ski resorts and property developers who will be the main beneficiaries of this project still push for the gondola despite this and have continued to peddle falsehoods about what the project would actually contain. I don't know why they push for half-baked solution but I do know that UDOT should know better. | 32.2.9E; 32.2.2B | |

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| | | A reliable future of little cottonwood canyon with no private passenger vehicles and instead with a robust bus route may not be as flashy as a future with "one of the longest gondola's in the world" but it will be a better one. And I know that we all can make sure that, that better future comes to pass. | | |
| 28559 | Velazquez, Gabriel | I hate the gondola | 32.2.9E | |
| 28558 | Velazquez, Jade | I am disgusted by the conflict of interest with Neiderhauser and McCandless owning property nearby and influencing this project into being. I live right on [REDACTED] and there is NO traffic that would warrant 5 lanes expansion. It's dangerous and people are already dying on Wasatch. It's horrible for pedestrians and bikers. We should explore parking, tolling, or other traffic calming initiatives. I also am not interested in using tax payer dollars for this project that will certainly cost more than \$500m and destroy the canyon. This is a terrible project. | 32.2.9E; 32.2.9L; 32.2.2Y; 32.1.2B; 32.2.9N; 32.2.2K; 32.2.2PP; 32.2.7A | A32.1.2B; A32.2.9N; A32.2.2K |
| 34601 | Velazquez, Jade | I stand wholly against the widening of Wasatch boulevard. I am within walking distance of the Blvd and I agree it's very dangerous for pedestrians and bikers and needs improvement but that does not include widening or a fast speed. We need it to be walkable and accessible for pedestrians | 32.2.9L | |
| 28532 | Vellinga, Lori | I support a reservation system, along with cost-effective and efficient road improvements. I do NOT support the gondola system. It is expensive and unnecessary. | 32.2.2K; 32.2.9E | A32.2.2K |
| 31486 | Vellinga, Troy | As a resident of Sandy and frequent user of the canyon I do not support the gondola option. This option only maximizes the benefits to the ski resorts and not other canyon users. Light rail is my preferred option. | 32.2.9E; 32.1.2D; 32.2.9F | |
| 25954 | Venti, Katherine | I oppose the extremely high cost of a gondola that will only serve/subsidize the ski resorts but negatively impact the entire canyon. I oppose the incredible permanent impact gondola stations will have on one of the most beautiful canyons in the country. I oppose what appears to be disproportionate fix that will negatively affect the entire canyon year round to solve a traffic problem that only occurs on a handful of weekend ski days in the winter. This is a gross misuse of a half billion dollars in taxpayer money for a gondola that will only stop at the ski resorts | 32.2.9E; 32.1.2B; 32.1.2D; 32.2.9N | A32.1.2B; A32.2.9N |
| 27121 | Verdejo, Ben | With any choice made, there will be those of disagreement. I understand the gondola is currently viewed as best option. I am not very educated on the matter as to exactly what all of the options are. However I do not like the gondola option. would busses be more efficient at getting people through quicker? The use of busses means that transportation could be provided based upon the demand provided by the current time and season. Considering winter rush hour in little cottonwood is the peak busy time. Would provideing busses be cheaper? Would the gondola structures ruin the natural landscape and view in the canyon. A place that for so many is a get away from the city. Would the gondola ruin a lot of popular and frequently visited climbing locations? My opinion is no to the gondola. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E; 32.4B | A32.1.2B |
| 31887 | Verdejo, Benjamin | After reading the enviornmental impact statement i have changed my opinion of what i think is best. is does seem that the gondola appears to be a good solution. The recent EIS announcement put out by UDOT has made my voice and opinion felt heard, abd has changed my opinion of what is best. It appears that the gondola hass less impact on water shed, wildlife, climbing and other enviornmental impact. I support how the gondola would help with air quality, winter inversion and lower the incentive to drive and increase emissions. Thank you for looking into this matter and researching thouroughly before acting. | 32.2.9D | |
| 33247 | Verge, Andrew | Expand the busses, limit road access, and diserse parking throughout the valley. This is a flexible solution required for all other solutions, and it's never been tried. I live on the bus line and ride them avidly. They are a huge success when the busses are scheduled to align with skier traffic. | 32.2.9A; 32.2.2I | A32.2.2I |
| 33380 | verhaaren, carla | I strongly oppose the gondola in little cottonwood canyon. I love to hike there with my kids and think the beautiful canyon would be ruined with this project (the views with the gondola and also not solving the traffic). Please consider another option - like maybe tolling or a bus system. Carla Verhaaren | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N; 32.7C | A32.1.2B; A32.2.9N |
| 32875 | Vernick, Devin | UDOT...please seriously consider common-sense solutions that actually have the potential to solve the traffic problem. These strategies include: Enhanced electric buses with higher frequency and improved reliability, together with strategically placed mobility hubs; Tolling infrastructure; Parking management technologies and policies, such as ski parking reservations, micro-transit, and rideshare programs; Multi-passenger vehicle incentives; and Traction device requirements with expanded inspection hours and enforcement. UDOT, please be rational and let go of this ridiculous gondola. | 32.2.2I; 32.2.6.3F; 32.2.2M; 32.2.2K; 32.2.4A; 32.2.9E | A32.2.2I; A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 35107 | Vernick, Devin | UDOT...please seriously consider common-sense solutions that have the potential to solve the traffic problem. These strategies include enhanced electric buses with higher frequency and improved reliability and strategically placed mobility hubs. Tolling infrastructure, and parking management technologies and policies... such as ski parking reservations, micro-transit, and rideshare programs. Multi-passenger vehicle incentives, traction device requirements with expanded inspection hours, and enforcement. UDOT, please be rational and let go of this ridiculous gondola! | 32.2.9E; 32.2.9A; 32.2.2I; 32.2.2K; 32.2.4A; 32.2.2M | A32.2.2I; A32.2.2K |
| 27397 | Vernick, Devin | The decision to authorize the construction of a gondola is terribly short-sighted, and yet another shameless maneuver by Utah legislators to fill their coffers with coin from investment companies that care little for the natural world. As a Salt Lake City resident of going into my 7th year, I do not support the decision to build a gondola in either Big or Little Cottonwood Canyon. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30972 | Vernick, Devin | Building the proposed gondola is a reckless use of a tax-payer's economic resources, and reckless endangerment of Utah's natural resources. This project is a likely travesty on multiple levels both morally... economically... and environmentally. Please continue to reconsider, for the sake of the canyons. | 32.2.9E | |
| 35108 | Vernick, Meredith | UDOT...please seriously consider common-sense solutions that have the potential to solve the traffic problem. These strategies include enhanced electric buses with higher frequency and improved reliability and strategically placed mobility hubs. Tolling infrastructure, and parking management technologies and policies... such as ski parking reservations, micro-transit, and rideshare programs. Multi-passenger vehicle incentives, traction device requirements with expanded inspection hours, and enforcement. UDOT, please be rational and let go of this ridiculous gondola! | 32.2.9E; 32.2.9A; 32.2.2I; 32.2.2K; 32.2.4A; 32.2.2M | A32.2.2I; A32.2.2K |
| 27398 | Vernick, Meredith | The decision to authorize the construction of a gondola is terribly short-sighted, and yet another shameless maneuver by Utah legislators to fill their coffers with coin from investment companies that care little for the natural world. As a Salt Lake City resident of going into my 7th year, I do not support the decision to build a gondola in either Big or Little Cottonwood Canyon. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 30974 | Vernick, Meredith | Building the proposed gondola is a reckless use of a tax-payer's economic resources, and reckless endangerment of Utah's natural resources. This project is a likely travesty on multiple levels both morally... economically... and environmentally. Please continue to reconsider, for the sake of the canyons. | 32.2.9E | |
| 36312 | Vernon, Bradley | In reviewing the EIS regarding the proposed Little Cottonwood Canyon Gondola project, I didn't see any consideration of the feasibility of using a subway train system. The Boring Company should be consulted to see if they could come up with a plan to bore a tunnel up Big Cottonwood Canyon, then over to Little Cottonwood Canyon, then on to Park City. This alternative would not only alleviate traffic in Little Cottonwood Canyon, but in Big Cottonwood and Parley's Canyons as well. It could be, in the long run the most cost-effective and have the least amount of negative environmental impacts as any of the alternatives I've seen. | 32.29D | |
| 26572 | Verschoor, Josh | Please listen to the public and reconsider your priorities. Tolling would be a great option to lessen cars in the canyon and to limit single vehicle occupants. This would also pay for itself and not raise taxes or other costs. | 32.1.2B; 32.2.2Y; 32.2.4A | A32.1.2B |
| 33538 | Verzella, Lisa | Down with the gondola. It is reprehensible that my tax dollars will fund the bloated private ski industry; Utah corporate welfare at its finest. Busses with a big lot, or tunnels giving everyone access are some answers, not the gondola for the tyrannical majority. | 32.1.2B; 32.2.2C; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 25290 | Vest, Allison | I am writing to hopefully encourage UDOT to decide against the proposed gondola and road widening in Little Cottonwood Canyon. UDOT's proposed construction plans negate to consider climbers, hikers, and other users who are not heading to the ski hills. Little Cottonwood Canyon is home to some of the very best climbing in the world. It is a global attraction, especially with Salt Lake City hosting a World Cup climbing event that brings many international athletes here. Please allow the next generation of outdoor enthusiasts to enjoy the canyons as current residents have had the luxury to. I urge UDOT to consider a cheaper more sustainable solution such as expanded bus services that run year round. | 32.1.2D; 32.2.9A; 32.2.6U; 32.4B | A32.2.6U |
| 35166 | Vick, Jenna | Boooooooooo!!! So many better ways to spend taxpayers money | 32.1.2B; 32.2.9G | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29680 | Vickers, Jonathan | Hello, I have a myriad of issues with the proposed gondola, but the haste at which this idea is being pushed forward is my greatest concern. Especially considering that I (and others) don't believe more guests to our canyons is even beneficial. Despite the ever-growing list of things that detract from the idea of a gondola, my most immediate problem with this idea is that expensive infrastructure is being considered before less invasive options focusing on social behavior. These options must be tried and given every opportunity to succeed before tax payer dollars should even be considered for a gondola. This could take years, but in that amount of time we could adjust our behaviors as users, wait for better technologies that provide more options and evaluate what is going on with our warming climate. Given the context of an ever-warming earth, perhaps these funds should go toward helping to save the snow we all love in the long term, rather than filling the pockets of the resorts in the final dwindling years of snowfall. | 32.1.2B; 32.2.2E; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 29385 | Vickroy, Joseph | I agree with the Utah Department of Transportation's decision and I support the Gondola (Alternative B) as the best alternative. | 32.2.9D | |
| 35958 | Viehl, Emily | I do not support the gondola. It does not solve the transportation issues in the canyon and it would be incredibly destructive and expensive. I am in support of an increased bus service. The buses would not have significant visual impacts and would be able to service everyone who recreates in the canyon. The gondola doesn't make any sense. I'm not sure why it is still be considered. | 32.2.9E; 32.1.2F; 32.2.9A; 32.1.2D | A32.1.2F |
| 25969 | Viehmman, Kelsey | Local here- what a shame to our beloved canyon and the wildlife there. This is not a sustainable solution. | 32.29D | |
| 25748 | Vigil, Konnery | Stop the gondola. Building the gondola will violate the ability for recreation in the canyon that isn't skiing. Little cottonwood is so much more than skiing. There are better long time solutions to this issue that don't include a gondola. Please reconsider the decision to build it. | 32.2.9E; 32.2.9N; 32.2.2PP | A32.2.9N |
| 26833 | Vigil, Mark | It is disgusting that you would destroy canyon resources with taxpayer money to help a private company be more profitable. This is basically saying Utah will destroy other resources to give wealthy skiers a traffic free experience. Please please do not do this. | 32.2.9E | |
| 32645 | Vigor, Kevin | I strongly oppose the gondola. It is an expensive boondoggle that spends public funds to enrich private corporations. | 32.2.9E | |
| 27860 | Vigos, Jerri | Absolutely do not want to see a gondola projected to go up Little Cottonwood Canyon! | 32.2.9E | |
| 32298 | Viles, Janeen | Opposed to the gondola | 32.2.9E | |
| 37691 | Villadsen, Eric | Please reconsider the use of electric/propane busses running frequent routes with the addition of snow sheds. Maintain the amazing all canyon access that Backcountry skiers have come to love. | 32.2.6.3F | |
| 29866 | Villadsen, Eric | Please consider all the Backcountry users before deciding on this. Electric busses and additional base parking would be an excellent alternative. | 32.1.2D; 32.2.2PP; 32.2.6.3F; 32.2.9A | |
| 25971 | Villalobos, Jovvany | I'd love to see a better bus plan before such a dramatic move. I recommend checking out what they do to shuttle people in Zion canyon inside Zion National park. | 32.29R; 32.2.2B | A32.29R; A32.1.2H; A32.2.6S |
| 28990 | Villalobos, Madison | The environmental impact is monumental, there is little logical reason on why this gondola should exist and as a salt lake city native, I would be deeply displeased to see and witness the consequences of this gondola in my home canyons. Please do not continue with the gondola. | 32.2.9E | |
| 27124 | Villanueva, Andrew | The gondola is a waste of funding and does significant damage to the canyon. The options provided were a false choice. UDOT's own phased implementation plan lays out the best option. The road through the canyon should be closed to private vehicles, with few exceptions. Users can instead use the fast, and reliable bus service without the need to expand roads or further impact the environment. | 32.1.2B; 32.2.2B; 32.2.2L; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 33214 | Villanueva, Javier | No gondola | 32.2.9E | |
| 30118 | Villata, Richard | Opposition to the gondola is well grounded - pun intended. As a civil/environmental engineer and aerospace medicine physician, I do not think that a gondola is a good solution due to the high visibility and operational problems during inclement weather. European tunnels and lane expansion using covered roads would be an advantage. The cost may be higher, but the benefit lies in having access even during periods of high avalanche activity. The road is covered by the roof of structure, which has vegetation on portions of the top. This method also permits the road to be built into the side of slope, which would minimize the potential for road closures in areas such as Tanners Flat and Superior. This winter the road was closed for an extended period during an unusually heavy snowfall. Accordingly, a gondola would not have permitted the necessary access for logistic support services such as provisions and emergency services. I worked with a nurse at LDS Hospital who was killed in a helicopter crash in Little Cottonwood Canyon over 20 years ago. This occurred at night while they were attempting to medevac a patient during a storm. They should not have been flying and 4 people died, including the patient. Sadly, his wife made it down the canyon by car only to discover that her spouse had died in the air. A common adage in aviation is, "It's better to be on the ground wishing you were in the air than in the air wishing you were on the ground." High winds could potentially close the gondola, and avalanche danger could block the road during such periods. However, a thoughtfully designed road would still provide access and is a better option. UDOT needs to take a cue from road construction in the Alps. They are esthetically designed and provide minimal impact on the scenery and environment. The | 32.2.6.5K; 32.2.6.5H; 32.2.2C | |

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| | | <p>Swiss are masters in bridge and tunnel design. They chose methods that work no matter what weather conditions exist. While there are many gondolas in Europe for accessing ski terrain, they do not use them in situations as has been proposed here. There is a reason that the Swiss, French, and Italians use tunnels and covered roadways so extensively. An additional design consideration is that work could commence immediately, in stages, with the areas that are most prone to slides. UDOT has not had the most inspired ideas, and this is evident in some of their freeway designs in SLC. As a result, the time has come to provide some alternative plans that truly consider all of the issues.</p> <p>Add my voice to your opposition to this poorly thought-out plan.</p> <p>v/r,</p> <p>Richard "Kott" Villata</p> <p>██████████</p> <p>██████████</p> | | |
| 26271 | Villata, Richard | <p>As a civil/environmental engineer I do not think that a gondola is a good solution due to the high visibility and operational problems during inclement weather. European tunnels and lane expansion using covered roads would be an advantage. The cost may be higher, but the advantage lies in having access even during periods of avalanche activity. The road is covered by the roof of structure. This method also permits the road to be built into the side of slope, which would minimize the potential for road closures in Tanners Flat and Superior. The road was closed for an extended period this winter during heavy snowfalls. A gondola will not permit the necessary access for logistic support services such as provisions and emergency services. High winds will close the gondola and the road could be blocked. Take a cue from the roads in the Alps. They are tastefully designed and provide minimal impact on the scenery. An additional design consideration is that work could commence immediately, in stages, with the areas that are most prone to slides.</p> | 32.2.9E; 32.2.6.5K; 32.2.6.5H; 32.2.2C | |
| 33663 | Vilven, Dede | <p>It is wise for Utah to invest in little cottonwood canyon transportation improvements such as:</p> <ul style="list-style-type: none"> - Enhanced electric buses with higher frequency and improved reliability, together with strategically placed mobility hubs, more hubs and parking at the mouth of the canyon. - Driving technologies such as rideshare programs. - Multi-passenger vehicle incentives. - Traction device requirements with expanded inspection hours and enforcement. <p>Thank you for taking my comment.</p> | 32.2.2M; 32.2.2Y; 32.2.2PP; 32.2.6.3F; 32.2.9A | |
| 38347 | Vince Sellers, C. | <p>Opponents of the gondola make the argument that a better bus system will solve the traffic problems in LCC. However, they ignore the fact that PEOPLE HATE BUSES! That is just a reality. I live very close to the bus parking lot and never take it. I don't understand the routes, there is never a place to park and the bus is uncomfortable. I live at the entrance of the canyons and the traffic to go up the canyons to see the leaves has been crazy. I believe the gondola could help improve traffic during the fall and in the summer in addition to ski season.</p> <p>Millions of tourists come to Utah to visit the national parks in southern Utah. Why not make a marketing push to have them fly into SLC, take a day to ride the gondola up LCC before jumping on a motor coach down to the big 5 parks? I think we could have the gondola used for much more than skiing.</p> | 32.2.9D | |
| 29435 | Vincent, Ella | <p>Hi, my name is Ella Vincent. I live in ██████████. My phone number is ██████████, and I'm just calling to say I do not want to build the gondola of Little Cottonwood Canyon. Because i feel like spending millions of dollars on the increase skiing Transportation is a bad idea. Hundreds of people a day use the canyon for other things from Spring through fall and building the gondola will hurt ecosystems. And make it harder to go, you know hiking or snowshoeing, rock climbing running, biking all the other sports package. That's all.</p> | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 28179 | Vincent, Eilla | <p>Please don't build the gondola in Little Cottonwood Canyon! Transportation to the ski resorts is not more important than the rest of the canyon! The canyon isn't wide enough for the gondola to be built without destroying ecosystems and trails. Hundreds of people a day use trails for hiking, running, and biking from</p> | 32.2.9E; 32.1.2D | |

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| | | spring to fall, and people go snow shoeing in the winter. Please please don't spend millions of dollars for skiing transportation at the expense of other, more accessible sports | | |
| 35960 | Vincent, Megan | Why not limit access to the canyon, preserve nature, and force people to use a park-and-ride to gain access to the ski resorts in peak season. Versus damaging wildlife habitat, interfering with natural landscaping and so much other unnecessary construction. | 32.1.2F; 32.2.2B; 32.2.9E | A32.1.2F |
| 31774 | Vines, Jack | I am completely against the gondola. The electric bus option is better both short and long term for LCC. Please do not make this terrible mistake with tax payer money that cannot be undone! | 32.2.9E; 32.2.6.3F | |
| 32285 | viney, james | I am a resident of Salt Lake City and have serious concerns about the proposal to build a tram to service just the upper part of Little Cottonwood canyon. It's construction will entail new roads to build it and it will needs 40 new large poles to build it. we don't know the exact cost to use it but it will be expensive likely over 50\$ a ride . it will only service snowbird and alta and only benefit them and the developers involved. It is proposed to be paid for by all the states taxpaayers and come out of transportation money meant to benefit all of us. Please find a better solution. | 32.2.9E; 32.2.4A | |
| 28696 | Viola, Shane | I appreciate all the effort to identify solutions to the issue of Little Cottonwood Canyon traffic. Unfortunately, I do not believe the Gondola is the best option and does not serve the overall population of Utah. This should not be an expense put forth on the taxpayer as the Gondola is only there to serve a select few members of the population that attend the ski resorts. The Gondola will be too expensive, and ultimately take too long for skiers that want to get up the canyon quickly to park in the structure and walk to the loading zone. The Traffic concern that is trying to be addressed covers a grand total of 10-15 days total in the winter based around big storms that happen to hit around a weekend. On these days, Powder chasers are not going to drive to the parking structure, walk to the loading zone for a Gondola and travel for 45 minutes to get to a resort. Those individuals will continue to travel by car as its most convenient and and quicker in regards to getting on the mountain. There are multiple solutions that should be addressed first, and the primary example is paid parking. To alleviate the traffic, all ski resorts should have a mandatory parking fee that is more in line with high end ski resorts around the \$35 to \$50 range. This larger amount will force users of the canyon to utilize public transit, carpool, etc to immediately alleviate congestion in the canyon. 80% of canyon users have stated they don't want the Gondola for various reasons outside of my own. This gondola should not be an option for the select few that will profit from the Utah Tax payer. | 32.2.9E; 32.2.7C; 32.2.4A; 32.2.2K; 32.2.29R; 32.1.2B; 32.2.2PP; 32.2.2Y; 32.2.9N | A32.2.7C; A32.2.2K; A32.2.29R; A32.1.2H; A32.2.6S; A32.1.2B; A32.2.9N |
| 30559 | Violet, Aes | The Gondola options presented would be detrimental and not cost effective to the desired goal. A better alternative would be improving bus systems across the valley and state, and use those improved busses to ferry people up and down the canyon to ski resorts when necessary. Adding a bus lane, or making the canyon road bus only, could vastly increase the rate at which busses could get there and back without drastically changing the surrounding areas for gondola lines and massive, unnecessary parking lots if the valley has good enough transportation to not need to park there in the first place. The widening of Wasatch Boulevard also does not need to happen if there is improved public transportation within the valley, not to mention the myriad of benefits that come with improved public transportation services. | 32.2.9E; 32.2.2I; 32.2.2L; 32.2.9L | A32.2.2I |
| 29407 | Virdone, Michael | I strongly oppose the gondola, this will be an eyesore in the canyon. It only benefits the patrons of two resorts. It will see minimal usage outside of a few days a year. As a UT tax payer, this needs to be paid for by the resorts, not the residents of the state. Add more busses and make it more convenient and appealing to use public transit (and less appealing to drive on crowded days). What about restricting access rather than continuing to allow growth? The national parks have figured this out with reservation systems (Arches) and required shuttles (Zion). We can do better. | 32.2.2B; 32.2.2K; 32.2.7A; 32.2.9A; 32.2.9E | A32.2.2K |
| 25331 | Virgi, Nico | No. It's not"worth it". All for two resorts? For 15 days out of the year where the roads are bad? Where traffic is bad? What about the either 350 days of the year? What about our boulders, what about our scenery? What about our tax dollars. We don't NEED a gondola. We don't NEED these things especially at a price of 500+ million while we have other larger problems in the valley. I.e droughts | 32.1.2B; 32.2.7A; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 32425 | Vise, Larry | I do not support the Gondola proposel. Their are alternatives which are better suited for this problem. The Gondola financially supports the ski resorts at the expense of public funds. | 32.2.9E; 32.1.2B | A32.1.2B |
| 27481 | Visker, Norah | The gondola needs more stops or routes than just the ski resorts if it's going to be built using taxpayer money. If the ski resorts want a direct line of transportation they can buy it themselves. | 32.1.2D; 32.2.7A; 32.2.6.5G | |
| 37747 | Vitek, Jack | The gondola makes no practical sense for the issue at hand. To start, the toll on the environment around will be severe, and it will be at the cost of the taxpayer. I say NO | 32.2.9E | |
| 29114 | Vitulli, Peter | I fully support the Cottonwood Canyon Gondola project. It is a fabulous idea. | 32.2.9D | |
| 29159 | VI, Nick | Thinking long-term, it needs to be done. Benefits outweigh costs significantly. | 32.2.9D | |
| 27551 | Vlietstra, Ryan | To whom it may concern, Please stop disregarding the thousands of comments saying that a gondola is the best solution and pursue more equitable options. The gondola provides extremely unfair access and almost exclusively only helps skiers. However, skiers are only part of the userbase that utilize LCC and to leave them other users behind is irresponsible, unfair, and immoral for providing unequal representation. | 32.2.9E; 32.1.2D | |
| 30288 | Vo, Can | https://www.cnn.com/video/2022/06/16/shrinking-great-salt-lake-could-make-salt-lake-city-unlivable.html Why are you wasting money when there is no water and the city is in peril? | 32.1.2B | A32.1.2B |

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| 34383 | Voelker, mary | I am not in favor of the gondola | 32.2.9E | |
| 33616 | Vogel, Candice | As a lifelong Sandy resident and Alta skier, I know that the gondola will not be used, and costs way too much (both in \$ and environmental impact). Little Cottonwood Canyon and its base are unique and valuable. Other better options exist to accommodate ski traffic. Please do not permanently ruin the irreplaceable beauty that is our canyon. | 32.2.2PP; 32.2.9E | |
| 26729 | Vogel, Laura | For the sake of our beautiful landscape, wildlife, natural resources, water, I ask that this development is stopped. | 32.1.2F; 32.2.9E; 32.12A | A32.1.2F; A32.12A |
| 33975 | Vogel, William | This is a proofread replacement of the comment I submitted within the last hour. The ugly near billion dollar project is ridiculous. With global warming and dust storms from the bed of the late Great Salt Lake will Snowbird and Alta ski resorts even be operative in ten years? And the taxpayer funded gondola if built would confirm what the late great Rev. Martin Luther King once said: "This country {USA} has socialism for the rich, rugged individualism for the poor." | 32.1.2B; 32.2.2E; 32.2.7A; 32.2.9E | A32.1.2B |
| 29307 | Vogeler, Douglas | The gondola and its towers will permanently destroy LCC, not make a significant impact on traffic like the phased in options would, jam skiers up at the bases when the resorts can't get them open after big snows, and are a billion dollar corporate giveaway at taxpayers expense and is totally unnecessary. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 29473 | Vogler, Baylee | I do not believe the gondola is the right answer to addressing congestion in Little Cottonwood Canyon. The amount of resources and infrastructure it would require would be significant and the ecological impact would be substantial and irreversible. A more sustainable alternative would be to use our current infrastructure and implement improved busing services using EV buses rather than invest in infrastructure that would impact the canyon forever. Another red flag in this is the fact that the Great Salt Lake is drying up and it's water resources are directly related to the amount of snow the wasatch receives. These efforts should be focused on saving the lake to ensure that there actually is snow in 10 years, not focusing on getting more people up the canyon. | 32.1.2B; 32.2.2E; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 31205 | Vogt, Lorna | I do not support the recommendation of the gondola. It's anticipated capacity does not account for the number of people wishing to access the canyon nor the parking that is needed to effectively transport those people if they do choose the gondola. There is not enough accessible public transportation to ferry people from distant parking to the base. The gondola only works within an integrated system that is far too complex and large to fit in the already almost fully built out area surrounding and leading to the canyon. The gondola will mar the landscape and forever change the nature of the canyon without mitigating the effects of the road and traffic. expanded bus and public transportation options not only help meet the need, they encourage greater use of public transportation in general which benefits local and regional economic success, air quality, and mobility while also reducing demand for more road building that is simply unsustainable. | 32.2.9E; 32.2.6.5D | |
| 31022 | Voisard, Brenda | Do not build a gondola up Cottonwood Canyon. This is a travesty of our natural beauty and of our public funds. Do not do it. There are many other options. I write to you as a resident of the Millcreek area. Thank you. | 32.2.9E | |
| 35827 | Volker, Robert | The gondola does not solve the vehicle congestion problem for peak usage days in Little Cottonwood Canyon. What it will do is shift the problem from the ski resort parking lots and canyon to the loading terminal at the base of the canyon at an enormous cost in public and ecological damage to the canyon. Moreover, the gondola is an inflexible system with an expected life span of fifty years or more. The nearly permanent nature of the gondola infrastructure, towers, and loading and unloading terminals, is fixed and inflexible to any desirable short term changes or corrections. Whereas a mass transit solution in the form of a much more flexible system, such as buses, can be changed in an infinite number of ways, including technology enhancements, over the expected life span of the gondola. The bus alternative is superior to the gondola because the public investment can evolve over time whereas the gondola is, hereto, inflexible -you've got to get it right the first time, no changes with an enormous upfront expense. Most importantly, the gondola towers in the canyon will do imprable harm to the nature and character of the canyon. The gondola towers alone will harm and destroy sensitive and loved areas within the canyon. The bus alternative can use the existing road without additional destruction to the small and delicate canyon environment. I strongly object to the gondola as a transportation plan for Little Cottonwood Canyon. | 32.2.9E; 32.1.2F; 32.2.6.5E; 32.2.9A | A32.1.2F; A32.2.6.5E |
| 29122 | Vollmar Freshwater, Jacqueline | This is an environmentally sensitive and watershed area. Tax dollars should not be used to destroy it solely for the benefit two private ski resorts. These greedy resorts assume they can rape a beautiful canyon and make money doing it. I say, NO. | 32.12A; 32.12B | A32.12A |
| 36803 | voloshin, Madeline | The gondola has unacceptable impacts on the canyon's natural aesthetic. The gondola will not only decimate many historical boulders but also leave the remaining boulders with limited access due to construction, the gondola is not a benefit to ALL users of the canyon. It is meant to serve users of the ski areas, ignoring other year-round canyon users and dispersed recreators. The gondola is fiscally irresponsible and is not an equitable solution. The gondola perpetuates environmental marginalization and injustice in the Wasatch Front. | 32.2.9E; 32.1.2D | |
| 38845 | Vom Dorp, Ali | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |

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| | | <p>3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort.</p> <p>4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored?</p> <p>5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range.</p> <p>Please keep our public lands safe. We need to sustain this beauty for the future.</p> <p>Sincerely, Ali Vom Dorp [REDACTED]</p> | | |
| 28419 | Von Allmen, Beat | <p>Regarding the Gondola:</p> <ol style="list-style-type: none"> 1. At least one additional midway stop, serving summer recreation and backcountry ingress/egress should be considered in the gondola layout. That is easily possible and would find broader acceptance. - That is missing in the analysis ! 2. The unusual tower heights are aesthetically unacceptable and the proposal glorifying a 3S Gondola over a lower key Gondola system that could be better integrated in the environment. - That is possible but missing in the analysis ! 3. The proposed gondola between Snowbird and Alta is not viable as a 3S system: It is highly wind exposed and unsightly. - An alternative lift system could be considered, replacing that 3S gondola section with another lift system. 4. Alta-Snowbird deserves a base to base area connection by lift now. This is desirable and feasible within USFS visual guidelines applied to USFS special use permits and may become a separate project altogether. <p>Regarding the Rail Option.</p> <p>UDOT has forced a rail alignment on the uphill side of the right of U210, which is completely unfeasible. That has been recognized. A more comprehensive analysis would suggest:</p> <ol style="list-style-type: none"> a) To consider an optimal railway alignment that is less dependent on the UDOT corridor, and will benefit from better slope and trailhead access without highway traffic interference. b) To assess in greater detail environmental impacts resulting from rail versus highways corridors. Rail can easily be elevated in sensitive areas, the rail footprint is much less than one highway lane and no salt, slag or chemical treatment is required. Special railway construction techniques allow a minimal construction footprint and warrant discussion. The EIS avoided any technical discussion in favor of the rail, which is showing a bias in the analysis. c) To propose snow sheds for rail only, for various reasons: safe rail sheds, versus accident-prone road sheds, significantly lower cost, lower visual impact. d) To imagine that during winter, the Canyon could be opened without any salt/slag/chemicals - safely. e) The rail alternative has been outmaneuvered and prematurely eliminated: Life Cycle costs are best for rail ! <p>UDOT may have been the wrong agency to have conducted the analysis in the first place. The EIS is still inconclusive offering a compromise and thus produces a Record of Decision that is counter-intuitive. The Forest Service must challenge this EIS, despite the urgency of finding a solution to air and water pollution. The urgency for acting to reduce global warming calls for different leadership than UDOT. This EIS is void in many aspects.</p> | 32.2.6.5G; 32.2.2JJ; 32.2.2CCC; 32.2.7E; 32.1.2B; 32.1.2D | A32.2.2JJ; A32.2.2F; A32.2.7E; A32.1.2B |
| 35486 | Von Allmen, Beat | <p>This is a stunning final statement.</p> <ol style="list-style-type: none"> 1. What is the philosophy of choosing a 30 year life cycle and disclosing: While the initial Gondola construction cost is the third highest of the alternatives, the overall 30-year life cycle cost is the lowest. - A much longer life cycle is applicable to warrant sustainability of a new system. Rail is most favorable over a longer life cycle, but seems to be systematically eliminated. 2. Why has the UDOT LCC EIS, ignored an outrageous esthetic 3S Gondola impact outside the highway corridor, while an unrealistic alignment for a rail system inside the same corridor was imposed? 3. Is it fair to assuming that the overall environmental impact of one lane of highway construction is less than building one independent single rail? 4. Finally, the world's largest 3S gondola promotion is made without a guideline for serving multiple users and without other common guidelines applied normally in a National Forest, i.e. esthetics? 5. Or, is this a final distraction in case the bus is not popular, to fall back on widening the highway and/or building massive avalanche sheds little by little, as funding allows, and ignoring any life cycle cost consideration at all? | 32.1.1F; 32.1.2B; 32.2.6H; 32.2.7E | A32.1.2B; A32.2.7E |

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| | | 6. Maybe it was a bad idea to ask UDOT to provide the LCC EIS? | | |
| 38060 | von Stackelberg, Nicholas | <p>1. The preferred phased alternative is in actuality a blended alternative of two of the considered alternatives. The elements, impacts and costs for this preferred alternative are very confusing for the general public to follow and incompletely addressed in the document.</p> <p>2. Considering SR 190 Big Cottonwood Creek as an indirect effect of the project is bad planning and public policy. SR 190 and SR 210 are inextricably linked and should be considered in unison to fully understand project impacts and make the most informed selection.</p> <p>3. The traffic analysis states that the traffic impacts of the preferred alternative on Wasatch Boulevard would be the same as the Enhanced Bus Service alternative (Section 7.5.4.1). This seems highly implausible given the preferred alternative includes a 2,500 car garage that would be serviced by Wasatch Boulevard and likely will very negatively impact the local community during peak hours.</p> <p>4. The consideration that the Enhanced Bus Service alternative could serve many trailheads and recreational user types, whereas the Gondola alternatives would only serve two private ski resorts is either not addressed or understated.</p> <p>5. Since cost doesn't seem to be an issue in selection of the preferred alternative, why wouldn't summer service be added to the Enhanced Bus Service alternative?</p> | 32.2.6.5E; 32.2.9A; 32.2.9E | A32.2.6.5E |
| 31014 | Vone Liddle, La | If the ski resorts want the gondola option, they should pay for all of the costs. Public money should not subsidize that cost. The road to the resorts has more than enough traffic for local residents. | 32.2.7A | |
| 30498 | Vonahme, David | Don't do it. | 32.29D | |
| 36921 | Voorhees, Nick | The initial and on going cost are not worth the investment. You could run a lot of buses for a lot of years with that money. I don't think the Gondolas will be used much in the summer time, yet we'll still be paying for them. I'm opposed to the Gondola solution because I think there are better uses for the money that would accomplish similar things. | 32.2.9E | |
| 35821 | Vora, Foram | No Gondola | 32.2.9E | |
| 36139 | Vorce, Patti | No, I do not support the gondola idea. I think it's insanely cruel to the wildlife and environment in the surrounding areas. It will attract way too many people to the area which we already can't support. And then, there is the added congestion to our already busy roads and the expense to an already inflated economy. So many of us here do not support this and cannot afford the added taxes and expenses we would have to bear. NO,NO,NO!! | 32.2.9E; 32.1.2F; 32.1.2B | A32.1.2F; A32.1.2B |
| 30063 | Vordenberg, Peter | <p>No Gondola. This is the most expensive, least sensible when it comes to moving people to many locations within the canyon. It serves the ski areas at the expense of the rest of the population, and has the greatest impact on the canyon itself. It does enrich a few (already wealthy) people which is the only reason we're still talking about it, because of the pressure they're able to put on the conversation.</p> <p>A better alternative is simply more, smaller busses, and at peak times closing the road to all but busses which can make stops at various places along the road, and those who live or work in the canyon. Very cheap and very effective. Sorry though, the rich won't get richer. And the poor (general population of the valley) will not be subsidizing the ski areas and the rich guys who want the gondola.</p> | 32.1.2B; 32.1.2D; 32.2.2L; 32.2.2PP; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 28151 | Vorwald, Jody | <p>The ski resorts need to pay for the gondola. The taxpayers should not be on the hook for something that only benefits resorts. Expanded bus service would be better. Build a parking lot in the valley. And expand bus service.</p> <p>The ski resorts should pay for the gondola. The taxpayers should not have to pay for something that only benefits the resorts. Expand bus service and build a parking lot in the valley.</p> | 32.2.7A; 32.2.9A | |
| 30954 | Vorwald, Jody | Do not use tax dollars to pay for gondola. Let the ski resorts pay for it. Do not widen wasatch boulevard. | 32.2.7A; 32.2.9L | |
| 33065 | Voss, Riley | I am in opposite to the Little Cottonwood Canyon gondola proposal. It would not alleviate traffic and the destruction of the natural environment of the canyon does is not justified. | 32.2.9E | |
| 33740 | Voth, Michael | The plan to install a gondola up Little Cottonwood Canyon is a poor idea. I'm fully against the proposal for this, as I grew up here. The traffic is honestly only bad during the ski season on peak snow and tourism days. It just doesn't make sense to spend money and resources on this, let alone the impact to the canyon as a whole. | 32.1.2B; 32.2.9E | A32.1.2B |
| 25568 | Vowles, Jonathan | I support the Gondola. When it comes to addressing the main issue at hand, which is to minimize traffic and congestion due to the many factors, building out the Gondola is the best solution. Adding another lane to the current state route does not circumvent the factors that typically cause the issues, mainly avalanches, slide-offs, crashes, and ski-day congestion. The Gondola transfers more people faster with less pollution, than adding more traffic to the canyon with another lane. The Gondola, in itself, would be a unique Utah activity, that highlights one our greatest features, the mountains, within 30 minutes from SLC. I'm sure this will also create a steady revenue-stream to help with it's costs and maintenance. People ██████ and moaned about using tax-payer money to help build out the Real Salt Lake stadium, and look how it has positively impacted us since! The same will happen with the Gondola project. Once it's up and running, you'll find people will actually love to use it. These are the types of projects I can get behind using tax payer funds for. | 32.2.9D; 32.2.9C; 32.2.7D | |
| 32544 | Voytac, Ken | Your plan to establish a toll in Little Cottonwood Canyon is in essence a denial of use for many folks who would otherwise use the canyon but do not have the needed financial resources. Please do not use the canyon issue as a smoke screen to 'raise taxes'. Everywhere else when the demand exceeds the size of the road the road is widened. | 32.2.4A | |

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| 27177 | Vranes, Braxton | Please do not do the Gondola. It will cause permanent destruction to the fantastic view up and down the little cottonwood canyon. Little Cottonwood Canyon is one of the most picturesque glacier-carved canyons in the USA. To permanently add an ugly expensive Gondola would ruin this view for the sake of capitalism. It would just be added to the unfortunate list of natural landmarks destroyed by capitalism which includes Utah lake which was ruined Geneva. Please do not do the Gondola. Its a horrible idea. | 32.2.9E | |
| 27177 | Vranes, Braxton | Please do not do the Gondola. It will cause permanent destruction to the fantastic view up and down the little cottonwood canyon. Little Cottonwood Canyon is one of the most picturesque glacier-carved canyons in the USA. To permanently add an ugly expensive Gondola would ruin this view for the sake of capitalism. It would just be added to the unfortunate list of natural landmarks destroyed by capitalism which includes Utah lake which was ruined Geneva. Please do not do the Gondola. Its a horrible idea. | 32.2.9E | |
| 26372 | Vu, Lannie | Don't we have more immediate needs than to support the skiing industry? Among the most immediate needs is this: Utah is rapidly running out of water, and that problem ought to be solved before we even consider any "gondola" operation. | 32.1.2B | A32.1.2B |
| 30359 | Vu, Maryann | A gondola will significantly impact the access to rock Climbers. Usually construction of large projects end up March larger than initially expected. Respect the land without massive gondola structures. Implement more electric bases instead. | 32.2.9E; 32.2.7F | A32.2.7F; A32.2.7C |
| 32552 | Vu, P | I do not want my tax dollars to fund this gondola project. If businesses/investors want to fund it privately, I am open to that. However, public funds should fund public services, like roads and mass transit. These benefit the wider community. The gondola will only serve a small part of the community. Those who want the gondola should pay for it. Those who use the gondola should pay for it. Taxpayers should not cover the costs of this project. | 32.2.9E; 32.2.7A | |
| 29652 | Vukin, Matt | I am writing to express by staunch opposition to ever considering a Gondola to shuttle people to the top of Little Cottonwood Canyon. It ignores the valuable sightline which is so valuable in this canyon and would only congest further an already crowded resource (ski resorts Alta and Snowbird). It is tax payer subsidized and implicitly only benefits these private entities as well which is not how I want my funds spent. It also ignores conversation about the finite human capacity of this canyon which is already densely populated in the winters changing fundamentally the wilderness experience there. I would prefer tolls, fees, bus only proposals all as alternatives - or simply capping the number of people allowed at one time. | 32.2.9E; 32.20C; 32.20B; 32.2.2K ;32.2.9A | A32.20C; A32.2.2K |
| 28141 | W Ebert, Ronald | Comment in regards to the referenced subject. Two comments / questions; It does not seem this option addresses the Little Cottonwood Canyon's maximum capacity of people and really goes to the side of the resort owners. Does UDOT have a valuation of that criteria of maximum capacity? Is the public opinion weighing in favor of this option or against it? Does UDOT have a mechanism for measuring that input? Thanks, we wonder if this matters, given our past experience with UDOT! Ron & Perri Ebert | 32.20B; 32.20C; 32.2.9N | A32.20C; A32.2.9N |
| 28029 | W, A | This is the absolute worst idea. Beyond the environmental impact it does NOT solve any current or foreseeable problems traveling from the valley to a resort in Little Cottonwood Canyon. This is simply a way to line the pockets of politicians and their construction buddies.... PLEASE, PLEASE, PLEASE DO NOT MOVE FORWARD WITH THIS PROCESS. | 32.2.9E | |
| 26679 | W, J | This entire project is set up to benefit two companies and should therefore not be considered as a public works project...it's not for the public. If Snowbird and Alta want this, let them pay for it. It should not be planned or constructed by UDOT. | 32.1.2B; 32.2.9E | A32.1.2B |
| 26498 | W, J | use other options first such as tolls, reservations, etc, then have recipients fund gondola i.e. Snowbird and alta | 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.9E | A32.2.2K |
| 38073 | W, R | The great outdoorsman in John Cumming, the founder of POWDR should understand the concerns we have with the proposed gondola. He knows [REDACTED] well that every mountain guide, adventure junkie, all around [REDACTED] or person with a reasonable conscience out there will not stand for this. We need to protect this sacred canyon for the future generations and not let finance ruin this beautiful monument of glacier carved granite. | 32.2.9E | |
| 38656 | Wade, Angela | Hi, my name is Angela Wade, and I'm a resident of Sandy. But I've also been a resident of this valley my entire life with the exception of living out of state for a while. I am calling to leave a message about the plan to put the gondola in the Little Cottonwood Canyon and my disappointment that the voices of those who are in dissent are, while being considered, don't seem to have very much power because they are not monetized and I just wanted to leave one more comment that maybe might add to those who would rather have you please stop and please consider other things before you go forward mostly because, well, the gondola might have some advantages, the damage that you do by building it takes so much longer to fix than to undo what's already beautiful and special about the canyon and the ways that it is being used. I'm not in denial of the problems and the needs for solution. But I feel like this is the wrong focus. The focus should be on finding a community solution going forward and a stepped process without an outcome that is as controversial as the gondola without trying some other things and without putting the focus on the Gondola, but instead the focus should be on the future, on how children in twenty years will want to use the canyon not what the adults who are nearing retirement or who have business interests how they want to use the canyon, and I just think in wisdom it would be better for you to please consider | 32.2.9E; 32.1.2B | A32.1.2B |

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| | | things and take more time. There is no rush to undo the beauty of that timeless nature in favor of this project specifically when there's so many things that could happen in between and could make a difference for the local community today and in the future. Again, my name is Angela Wade, and my cell phone is 801-556-6635. I hope one voice on this proposal matters. Thank you, bye-bye. | | |
| 29183 | Wade, Angela | To All concerned, The costs of the Gondola on the canyon, the people & our community moral is too high. Rather if you have those same interests in mind, just simply support phases that do not have such a controversial outcome. All parties can not see the future & need to consider the many ways we rush ahead at the expense of the resources we are trying to protect & improve. Don't be the billion dollar business bunny but rather the Utah desert tortoise! It will win the race for everyone! Use this as a chance to teach our youth & children how they can deal with the world we will leave them! | 32.2.9E | |
| 27503 | Wade, Ashton | You're gonna have to build a parking garage anyway, why not build the garage and just use busses. Someone's getting a nice payout from this. As a trump loving republican go yourself | 32.2.9E; 32.2.9A | |
| 33138 | Wade, Audrey | This serves such a small population and is so expensive for such a poor solution to the problem at hand. So, big nope from me, as someone who loves the view without a hundred steel towers blocking it. | 32.2.9E | |
| 31716 | Wade, Brennan | The gondola would have a huge negative effect on one of Salt Lake City's biggest economic drivers: dispersed recreation (hiking, climbing, running, backcountry skiing). This is more difficult to quantify than resort skiing, but is a huge factor when people choose to visit and/or relocate to Salt Lake City and is surely the largest economic driver in our local canyons. Please reconsider an alternative to the gondola such as enhanced bussing. This is a treasure that should not be exploited. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 26069 | Wade, Brian | I am 100% against a gondola as the LCC solution. At such a large cost and permanent eye sore to the canyon to solve for only a portion of the year's crowds. To put the financial burden on taxpayers is absurd. Out of state users of the canyon should pay an additional cost payed to the state. | 32.2.9E; 32.1.2B; 32.2.7A | A32.1.2B |
| 34926 | Wade, Heather | I oppose the building of the gondola. Please look into better solutions for everyone else that don't go into the canyons just to ski. | 32.2.9E; 32.2.2PP | |
| 26282 | Wade, Helen | This gondola is a disastrous idea. The impact it will have on the environment, wildlife and overall health of the canyon surely will not be positive. There are better solutions than this dumb idea. | 32.2.9E; 32.2.2PP; 32.13A | A32.13A |
| 26466 | Wade, Ian | The gondola is the worst imaginable solution for access to LCC. At enormous cost taxpayers would subsidize two very profitable ski areas while ruining the views for all other users of the canyon. A train would be a better solution that would allow all users of the canyon to have better access, not just the two stops of the gondola. Every other option should be explored before spoiling the canyons for future generations. The impact of climate change on the snowpack and desirability of winter sports needs to be considered. The gondola could be white elephant by 2050. | 32.2.2E; 32.2.2I; 32.2.2PP; 32.2.9E | A32.2.2I |
| 34634 | Wade, Kelly | as a resident since 1953 what emergency plans are been included if a severe wind storm comes in? bad weather, what are the tax ramifications, Parking for amount of skiers. snowboarders have been considered or put in place if plan passes? i recommend a holding period until all and every option has been thought of including NO INCREASE IN taxes. everyone is being taxes be on comfort! | 32.2.6.5K; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 37865 | Wade, McCall | Please do not put a tram up the beautiful canyon. Keep our state from ruining the peacefulness and tranquility the canyon brings. Just say no to the tram. | 32.2.9E | |
| 26680 | Wade, William | While the gondola on the surface sounds very appealing, there are far too many unsolved issues. If taxpayers are paying for a transit for Alta and Snowbird customers for 3-5 months a year, what happens to summer canyon hikers, (summer & winter)climbers and travellers? This will require the need for buses and car traffic to accommodate these visitors. Thus you have not done anything to reduce auto traffic in the canyon for most of the year. This estimated half billion investment, that will surely exceed \$1 billion when completed, will have a 3-5 month peak usage and then service a few out of town tourists wanting to ride up to the resorts. What will the cost of a gondola ticket be for someone wanting to get to the resorts to ski? Will it be more than what a day's parking at the resort would be? Will they need to pay for parking at the base? Will tax payers need to pay to widen Wasatch Blvd or other streets to accommodate the traffic congestion heading to the base parking? Running a variety of buses departing from various locations in the valley will reduce the traffic on Wasatch and at the mouth of the canyon. This can include express buses directly to the resorts and some that stop along the way. These can be modified to deal with seasonal traffic. Avalanche sheds can be built over high avalanche risk sections to help avoid canyon closers. People who want to use private vehicles should be required to purchase a pass to drive into the canyon. Shouldn't Alta and Snowbird be required to help pay for a solution or modify their business model to help deal with his problem? I lived in Hong Kong for 25 years where they have the most efficient public transport in the world. Why not look at what other countries have done to successfully deal with similar problems. The gondola idea maybe works in Europe, but SLC and LLC are very different from Chamonix or Zermatt. The Wasatch canyons are far too valuable to turn them into a carnival ride. | 32.1.2B; 32.2.6.3C; 32.2.4A; 32.2.2I; 32.2.9E | A32.1.2B; A32.2.6.3C; A32.2.2I |
| 26850 | Wadge, Ryan | I strongly believe that a gondola is not the solution needed for LCC. A gondola will only service the ski resorts and therefore not alleviate traffic/congestion for other parts of the canyon. I believe that tolling and/or extended bus service is the right solution with minimal impact to this previous natural resource. | 32.1.2B; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 26168 | Wadley, Eric | It should go without saying that the fact that either of these options, with the Gondola being clearly the unbelievably unreasonably insane option of the two, is being considered by you at all. Tolls, limited access, parking and skier reservations and buses that actually run on time and more frequently would easily solve this problem. And it is a problem as we all know that only happens on a limited number of days a year. The fact that you could even consider such a world class idiotic solution, something so expensive, so permanent for an intermittent problem is nothing except world class incompetent, stupid and corrupt. Your agency is a bloated piece of that seems to be determined to build some sort of statement project, like the absurdity of the US Bureau of Reclamation that threw up thousands of | 32.2.2K; 32.1.2B; 32.2.9E; 32.2.9N; 32.2.2PP; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.7A | A32.2.2K; A32.1.2B; A32.2.9N |

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| | | unbelievable expensive, unbelievably damaging damns on every river in the US for 75 years. Now look at where we with that - trying to undo it. Your decision is criminal and deserves every conceivable public backlash of any kind to root out every single one of your worthless selves from your perches. You think this sounds extreme? How extreme is to oblige at the force of jail and all kinds of state penalties upon citizens for their tax dollars to build a reckless project that is financially unsound up a watershed canyon for private benefit of two business and their wealthy customers? It is you who are extreme and you deserve an extreme response. | | |
| 28241 | Wadley, Tanya | A gondola is unbelievably obscene impactful and expensive solution to a intermittent problem. This doesn't even begin to address the immoral natural of building such a reckless thing to benefit 2 private enterprises. How dare you? You are either incomprehensibly corrupt or incomprehensibly incompetent. Go to hell. | 32.2.9E | |
| 29624 | Wadsworth, Chris | I fully support the gondola plan - do it! | 32.2.9D | |
| 27480 | Waeschle, Keenan | <p>As a cottonwood heights resident and frequent user of little cottonwood canyon I am very disappointed in the current plan to build a gondola that will primarily benefit Alta and snowbird at the high cost to taxpayers.</p> <p>The gondola does nothing to ease access to the busy trailheads before snowbird, and doesnt account for a reasonable solution once the parking lots at the bottom of the canyons fill.</p> <p>Widen the road, expand bus services and access and lower the cost to ride them. That's a tax burden I can easily support, as it benefits the people of the salt lake valley, not just the owners of snowbird and Alta at the expense of salt lake taxpayers.</p> | 32.2.9E; 32.2.9B | |
| 30443 | Wager, Jans | <p>George Pyle of the Salt Lake Tribune correctly argues that if the resorts (Snowbird and Alta) want a gondola, they, not we taxpayers, should pay for it.</p> <p>He concludes his essay by alluding to the mammoth in the room of Utah's environmental future, climate change.</p> <p>We know our environment is warming. The beautiful and crucial Great Salt Lake is drying up due to population pressures and climate change. This portends a major environmental disaster that directly impacts all of us in terms of air quality and lifestyle sustainability. It includes a negative impact on the quantity and quality of the 'greatest snow on earth.' Those of us who live, work and play here in Utah are obligated first and foremost to ensure our environmental future.</p> <p>As a taxpayer, backcountry skier, mountain enthusiast, and local water user, I am willing to devote tax dollars to be sure that the Great Salt Lake does not become the Salton Sea of Utah. I want my granddaughter and her daughter to live and ski here in Utah.</p> <p>I do not want to see my tax dollars go to supporting Alta and Snowbird, unless it's through my purchase of a lift ticket, parking reservation, or pass to visit Albion Basin. The gondola does not facilitate access for users other than Snowbird and Alta skiers.</p> <p>Alternatives to the gondola abound. They are more cost-effective, have less environmental impact and serve all users. Save Our Canyons details many alternatives, including resort parking fees, requiring more riders/car including a occupancy-dependent toll system, a flexible year round bus system aided by canyon centers, and others. We should institute these methods instead of building a gondola.</p> <p>Most importantly, for all our futures, we must work to save the Great Salt Lake.</p> | 32.2.7A; 32.2.2E; 32.2.9A; 32.2.2K; 32.2.6.3C | A32.2.2K; A32.2.6.3C |
| 36461 | Wager, Tracy | <p>I oppose the gondola in Little Cottonwood Canyon for 3 primary reasons.</p> <ol style="list-style-type: none"> 1. The gondola solution for traffic issues in Little Cottonwood ignores the similar traffic issues in Big Cottonwood on the same powder days that cause issues in Little Cottonwood. 2. All citizens will be burdened with taxes to pay for a transportation solution that serves only two ski areas in Little Cottonwood. Canyon users other than skiers will pay this tax AND also potential parking fees and road tolls recently proposed. These additional charges on top of paying for the Gondola with our taxes will discriminate against low-income canyon users, and our canyons will become the playground for the wealthy. 3. A gondola will have a negative and long-term impact on the visual beauty and solitude of the canyon for all users who are not just accessing the ski areas during winter months. <p>Expanded electric bus services offers the most practical, equitable, fiscally and environmentally sound solution to the traffic issues plaguing both the Cottonwood Canyons.</p> <p>Big Cottonwood, with its small ski areas was the forgotten Canyon compared with Little Cottonwood and the Big ski areas, until the Ikon/Epic passes came along in 2018. The quiet days of easy parking at Solitude and Brighton followed on the heels of Big Cottonwood with traffic jams, parking issues and crowded ski runs, especially on powder days. The solution to the crowds in Big Cottonwood that came with increased usage, was to charge for parking. Parking costs added even more to the cost of a day of skiing, pushing out lower income users.</p> <p>After the Gondola option was presented to the public as the preferred option by UDOT, they then trotted out the idea that a toll may be added to the Canyons, so we the taxpayer get to pay twice. First, we will all pay for a gondola we may never use but then pay again when entering our Canyons for other recreation purposes.</p> | 32.2.9E; 32.2.7A; 32.2.6.3F; 32.2.9N | A32.2.9N |

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| | | <p>Since the toll proposal was popped on the public after the fact of the Gondola being UDOTs preferred option, there is very little info on pros and cons the toll will have. As proposed, the toll may be \$20 to \$30 a pop, that excludes even more low-income non-skiing users and our Canyons become a playground for elite wealthy users.</p> <p>It is suspicious, as the toll was presented after the fact, as was UDOTs sudden announcement of a reduction of bus service to the Canyons right after the toll proposal was mentioned. One of the opposing options to the Gondola option is an enhanced bus system. While UDOT raises the money to proceed with their Gondola, enhanced bus service was to be part of their phased approach. But gee, wouldn't want the bus option to be too successful or you wouldn't need the Gondola? Hmmm...</p> <p>All of this screams of a hidden agenda on the part of Snowbird and Alta, UDOT and our current development minded legislature as they throw a ton of slick, well financed advertising at the public in support of the Gondola option. The grass roots underfunded opposition to the Gondola cannot compete with these high-priced ad campaigns, and we are left with just this comment period to present our opposition. Hopefully, our voices of opposition can have an impact. Better yet, put it to vote, let taxpayers decide if they want their money spent this way.</p> <p>Just say no to the Gondola option. Put taxpayer money towards saving the Great Salt Lake. When the lake disappears, so will that champagne lake effect snow Snowbird and Alta tout as the Greatest Snow on Earth. The Greatest Man-Made Snow on Earth is a pretty [redacted] campaign slogan!</p> <p>Tracy Wager</p> | | |
| 26830 | Wagner, David | I support enhanced bus service. No gondola. | 32.2.9A; 32.2.9E | |
| 34218 | Wagner, Deb | NO to the gondola It's a subsidy for the rich | 32.2.9E | |
| 33194 | WAGNER, DEBORAH | No to the gondola! Too expensive, it will destroy the backcountry experience of the canyon, it doesn't benefit the VASR [VAST] majority of the people who pay for it. Bad idea all the way around. | 32.2.9E | |
| 26828 | Wagner, Deborah | No gondola! Enhanced bus service please. | 32.2.9A; 32.2.9E | |
| 32686 | Wagner, Kyle | This is, frankly, the worst possible solution to a nonexistent problem. The gondola serves only skiers and realistically only provides an improvement for a few weekends out of the year, for a price that is just completely irresponsible. If you really want to reduce traffic in the canyon, the answer is BUSES and TOLLS. Anyone who has lived in another city and used SLC's public transit knows that it leaves much to be desired. Half a billion would go so much farther if it was put toward improving the current bussing system (more lines, better park & rides, etc), and with the bonus of not permanently damaging the natural landscape that so many locals use every day. Improving our public transit would also create year-round improvements that anyone could benefit from, not just skiers. It would also reduce emissions in the valley, which is a MUCH bigger issue than weekend traffic, and been drastically under-addressed by the city over the years. And when it comes to actually getting people to use the bus system, a toll to drive in the canyon on peak days is a really easy way to incentivize that. | 32.2.9E; 32.1.4D; 32.2.9A | |
| 33014 | Wagner, Lori | Please don't saddle taxpayers with a gondola for ski resorts only. This is corporate special interests to an extreme. Please! Common sense solutions that everyone can use for hiking etc. Like buses and trains. | 32.2.9A; 32.2.9F | |
| 27975 | Wagner, Lori | No on the gondola. Buses or light rail instead. | 32.2.9E; 32.2.9A; 32.2.9F | |
| 36725 | Wagner, Paris | This will disproportionately impact almost all other types of recreation in LCC that are not skiing. Hiking, biking, climbing, birdwatching, etc. will all be negatively impacted during construction and beyond. | 32.1.2D | |
| 30795 | Wagner, Ray | I believe that increasing the number of buses and widening the road is the best solution. I also wish that Alta and Snowbird were contributing more to the gondola. | 32.2.9B; 32.2.7A | |
| 34005 | Wagner, Tim | Just say no to gondolas that only serve rich skiers and tourists. I am in the canyon every week and sometimes there is no where to park at trailheads. How will this help that issue? I want to climb on boulders you will destroy or close access to, how will this help the thousands of climbers worldwide that love the climbing in Little Cottonwood. Please widen the population you are purporting to help and consider better solutions that do more than serving ski resorts and rich tourists. Better public transportation that serves trailheads and toll roads will do much more to reduce traffic than godawful boxes hanging from wires blocking the view. Please don't destroy our canyon. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.6.3F; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 28803 | Wagreich, Mike | I have lived in Utah since 1974, and love these mountains. PLEASE stop the demand for growth. Require skiers to carpool! Add more buses! There is no need for a gondola that will ruin the natural beauty of the canyon!! | 32.2.9E; 32.2.9A; 32.2.2Y | |
| 26608 | Wagstaff, Macie | Gondola will not fix anything. It's terrible for the environment, and it's going to make traffic worse because people will still drive up to get parking for gondola. | 32.2.9E | |
| 28199 | Wailles, C. | Please do not ruin the beauty of Little Cottonwood Canyon with a Gondola. The ski resorts need to pay up not at the taxpayer's expense | 32.2.9E; 32.2.7A | |
| 28574 | Wailles, Collin | Being a long time resident of Cottonwood Heights and a skier. I oppose a Gondola on the taxpayers backs. If Alta and Snowbird want to help pay for and maintain then a Gondola might be feasible. I recommend widening the road with increased bus service for a better idea. I know a road might not be feasible with the | 32.2.9E; 32.2.7A; 32.2.9B; 32.2.9N | A32.2.9N |

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| | | environmental impact of the Canyon and stream. The news article points out some fishy development companies within the state ledgister. I don't want a another Terry Deil problem on our hands. | | |
| 36329 | Wainscott, Linda | Gondola is not necessary, too expensive. Leave the canyon the way it is. | 32.2.9G | |
| 33249 | Waite, Terry | There are ways to spend taxpayer dollars to the benefit of everyone who uses that canyon. THE GONDOLA IS NOT IT! Unless the ski resorts pay for a significant portion of the cost. | 32.2.9E; 32.2.7A; 32.1.2D | |
| 26309 | Wal, Erin | Stop letting people drive up the canyon. Charge a toll if they want to drive. Use that money to fund more bussing. Turn the canyon road Into a free bus system that runs through the summer. People can get off and hike at popular spots. Give us more busses on busy ski days. Pay the bus drivers more. Do not construct either a wider road or a gondola. Stop cars from using the canyon. Or if they can't be stopped, charge a fee and use that money for other government projects (more public transit in the city). | 32.1.2B; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 35504 | Walbeck, Alan | I am an advocate for providing access to the beauties our canyons have to offer. With populations increasing, changes must necessarily be made. I'm not completely against the option to widen the road, but it is less of a general solution on snow days (where only a 4wd can go up). Plus, I think a gondola ride would be an enjoyable way to experience the canyon that we haven't seen before from the road. For those reasons, I'm in full support for the creation of an affordable (don't tax us twice) gondola solution we can use to enjoy the canyons. | 32.2.7A; 32.2.9D | |
| 35740 | Walbrecht, Tahlia | Please don't build this gondola. Don't ruin the natural rock and beauty of this canyon for a "mode of transportation," that won't serve majority of canyon goers. | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 27853 | Walch, Ian | The proposed gondola is estimated to take 50-55 minutes to get up to the top of LCC... that right there is not a solution. A bus is faster than that. A gondola simply moves the traffic to the foot of the canyon. Put a variable toll on the road, and enhance bus service with money from Alta and snowbird. Taxpayers should not foot a bill that will only bring more pollution and congestion. It is naive to think these people still won't have a car to drive to the base of LCC. | 32.2.4A; 32.7C; 32.2.9A; 32.2.7A | |
| 28516 | Walch, Matthew | I am deeply concerned at the prospect of a gondola being built in Little Cottonwood Canyon. Why are public funds being used for the benefit of two businesses? How will the gondola help people who want to go snowshoeing at White Pine Lake? How much will the gondola cost for a round trip ticket? A much better alternative would be to have busses that leave from different parts of the Wasatch Front, utilizing large parking areas like Rio Tinto Stadium and Rice Eccles Stadium as a park and ride. Please stop to consider the enormous cost, maintenance cost, and environmental cost a gondola would create. A bus system would provide a much more environmentally friendly and cheaper solution to traffic mitigation. | 32.2.9E; 32.2.6.5G; 32.2.4A; 32.2.2I; 32.2.9A; 32.2.7A; 32.1.2D | A32.2.2I |
| 31813 | Walch, Rachel | I don't think a gondola in Little Cottonwood canyon is the right answer. I think a Park and Ride and buses is a much better idea! | 32.2.9E; 32.2.9A | |
| 32296 | Walchli, Amelia | Very much against the gondola. Will only serve a few at taxpayer expense and will ruin the canyon. | 32.2.9E | |
| 28406 | Walczak, Cheryl | Agree with GONDOLA and need for phased implementation. BUT, get some funds NOW to get started on designing/siting/ land prep for the parking garage an Wasatch Blvd. That is key to changing folks attitudes on public access, not private access to the canyon. | 32.2.9D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 30905 | Walczak, Cheryl | These "sub-alternatives" should be built in such a way that they would be SUPPORT FOR and the PRE-CURSOR TO A PERMANENT GONDOLA. | 32.2.9D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 31602 | Waldron, Erin | No gondola! Teach cars drivers to use public transportation (busses) by levying a heavy toll against cars. Tolls are a good idea if implemented properly. People will [REDACTED] but Utah is growing and the cars in the canyon are unsustainable and dangerous. Especially hanging on the mountain all day shotgunning beer and wearing yourself out from altitude and riding. | 32.2.9E; 32.2.2Y | |
| 30131 | Waldron, Heather | Hi, I am resident, and home owner in Sandy UT. I am for the gondola as the traffic and subsequent pollution is an issue that will only get worse. I would request a lot more educational outreach for the resident's of the valley as this moves forward- there is a ton of missinformation out there. I would also ask, that the resort pay something for this system- not all, but a contribution- as they do stand to benefit. If the resorts were not in this canyon, we wouldn't need a gondola. | 32.1.2B; 32.2.7A; 32.2.9D | A32.1.2B |
| 33906 | Waldrop, Robert | We don't need the tourist attraction. We have the religious circus for that. Climbers, hikers, bikers, backcountry skiers are really going to be affected by this thing. We don't all resort ski. It's gonna look hideous. A monument to the pathetic bending of these in power to their greed, in sacrifice of the most beautiful, valuable resource we have. | 32.1.2B; 32.1.2D; 32.2.9E | A32.1.2B |
| 36524 | Waldrop, Robert | I don't want to see a gondola in the canyon. Wider roads and busses | 32.2.9E | |
| 30839 | Walje, Arlo | I oppose this plan. There are many issues with this decision. Why put so many tax payers on the hook for an investment that will primarily benefit developers in and out of the canyon. Protect the canyon by managing demand, not by building monoliths. Let's face it, this decision is driven by the Olympics. | 32.2.9E; 32.2.2K; 32.1.5F | A32.2.2K |
| 37977 | Walkenhurst, Kevin | A gondola is an invasive step that would permanently disfigure a beautiful canyon. Public transportation should be increased and utilized better before a gondola is even considered. Similar to that of Zion National Park. | 32.2.9E; 32.2.2B | |
| 29904 | Walker, Bert | Stupidest proposal I have ever heard | 32.2.9E | |
| 31434 | Walker, Chris | I am a property owner in Big Cottonwood Canyon and I am vehemently opposed to tax payers funding a Gondola. Snowbird and Alta would be the direct beneficiaries, let them pay for the Gondola but only if it made ZERO impact on the water shed. | 32.2.7A; 32.2.0C | A32.2.0C |

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| 26035 | Walker, Christopher | Yeah you should definitely put up a gondola. I've suffered the hell of LCC traffic on a powder day, and even though I tried to be part of the solution and take the bus, yeah the bus got stuck in traffic too. It was the worst, and this is from someone who drives I-70 out of Denver every weekend. | 32.2.9D; 32.2.6.3P | |
| 37085 | Walker, Clark | No to gondola! | 32.2.9E | |
| 26724 | Walker, Clayton | The decision to build a gondola is short sighted, and ignores the will of the people of Utah. This is public land, and you're destroying it for the sake of the wealthy few. STOP this plan now. NO GONDOLA. | 32.1.2B; 32.2.9E | A32.1.2B |
| 28446 | Walker, Devin | You have got to be kidding me. 14,000 comments? There has to be way more than that. I live in Sandy and only a few miles from LCC. I don't know how you can still think the gondola is the only option. I've talked to many of my neighbors and none of them are for this Gondola. It seems like udot isn't for actually listening to the public. I'm not quite sure what the point of having the public comment if you don't actually listen to their comments. No one wants the Gondola. Its clearly not the best option either. Also neither Snowbird or Alta have answered questions on how much they are kicking in on this terrible idea. This isn't a tax payers responsibility. This is a ski resort responsibility. So many things reek about this entire situation. Many feel as do I, that udot is not operating on the up and up. | 32.2.9E; 32.2.9N; 32.2.7A; 32.2.2PP | A32.2.9N |
| 28194 | Walker, Diane | I am against your "preferred alternative" of a giant, ugly gondola that will probably need to close down due to safety reasons on the best snow days. When it does work, how much blasting and clearing will it take? How will the watershed be protected so that a few 10s of people per hour can take a joy-ride? Your poor reputation and history of colluding with developers in the legislature makes you the worst entity to be making decisions for the people of Utah. The quiet purchase of land by the corporate ski resorts last month stunk to high heaven. I wonder how they were so conveniently made aware of your forthcoming decision. I have no faith in your opinion as you show time and again you are not an unbiased decision-maker. Saddling the public with what amounts to corporate welfare seems to be your play every time. You unelected people know nothing about fairness or public integrity. Your opinion is never in the public interest and this poorly reasoned decision is no different. Someone in power is always lining their pockets at UDOT. Stick to building highways and stop telling taxpayers to subsidize out-of-state corporations that could care less about locals and seek only to shove more people up those canyons without a care to the impacts on our quality of life. It's all about money. The ever growing crowds of people is the problem. Limited access is the solution, but you are too blinded by greed to see it. Only a few will benefit. The rest of us suffer. | 32.2.9E; 32.12A; 32.2.2K | A32.12A; A32.2.2K |
| 35077 | Walker, Emily | As a SLC local, I do not support this decision. I moved to salt lake for the climbing in the canyons and if you destroy little, we will likely be moving to an area where we can have a beautiful local crag again! | 32.2.9E; 32.2.9N; 32.4B | A32.2.9N |
| 25651 | Walker, Emily | This is an irrevocable decision that will destroy the natural beauty of the canyon forever. I do not feel that the irrevocable nature of this decision has been considered enough. | 32.2.9D; 32.2.2PP | |
| 32553 | Walker, H.Blaine | Let's move forward with the Gondola. There have been numerous studies and the EIS is also complete. There appears to be mixed comments on the issue and some without a foundation other than personal opinions. Are we to ignore the studies and the EIS? To those who oppose it and those who favor it, we will and should remain friends regardless of the final outcome. | 32.2.9D | |
| 29484 | Walker, Jan | UDOT. Please listen to the public. | 32.2.9D | |
| 37096 | Walker, Jeff | Please do not proceed with the gondola plan. It will impede on the canyons natural beauty and most of us local residents do not want it. | 32.2.9E | |
| 31479 | Walker, Jeremiah | Super excited to see the new gondola up and running. This will be an awesome new venture for Udot and the rest of us. Can't wait to see what comes of this, thank you! | 32.2.9D | |
| 27265 | Walker, Jim | ██████████ if skyers and businesses in little cotton wood canyon thats fine but not for the state of tax payers to foot the bill!!!! | 32.1.2B; 32.2.9E | A32.1.2B |
| 32768 | Walker, Karen | The gondola only serves the privileged few, while all taxpayers in the State are paying for it. The ski resorts should pay the half billion dollars, if this is how the county chooses to address the traffic issues in the canyons. The GSL situation would be a better place to spend the money. If the lake dries up, there won't be a ski season and the pollution will be so bad , no one will want to come here anyway. Electric buses and tolls should remedy the problem at less cost, won't ruin the ecology of the canyon and if the ski industry tanks, we wouldn't have invested in a useless gondola. This is shortsighted and a few former legislators stand to make a ton of money from this project. There is very little upside to this for the average person, living in Utah I | 32.1.2B; 32.2.7A; 32.2.2Y; 32.2.6.3F; 32.2.9E | A32.1.2B |
| 32624 | Walker, Lee | There should be restraining orders and an audit ready to go. This thing was sprung on the public whole by people who met with "the relevant stake holders" and cooked up a plan that included people perceived to have money and power to help, or be able bought off so it would appear to have no opposition. I find it impossible to trust a Dept of Trans that refuses to plow the road on snow days instead letting the cars line up and idle in the traffic lane. Their own data says an idling car will produce as much toxic exhaust in an hour as 850 cars passing the point. Residents of the residential neighborhood in Cottonwood Heights are trapped on their home street completely on the east, and also on the west if they have to come over to the two lane Wasatch Blvd to work, school, church, anywhere. We have. A home health care desert, becausehome health companies pay their employees and are paid by the insurance commpanies in one hour blocks. If an aide gets stuck in snow traffic for hours it ruins peoples days and relationships all over town. The aide may never get to the residential job in the hour, but clients all over the valley will make angry calls from people that aide is very late to. And snowy Sundays are big days for skiing in Cottonwood Heights. A church burned in | 32.2.9D | |

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| | | Cottonwood Heights a few years ago not rebuildable. The congregations got parcelled out to nearby chapels, including one group to meet across this road to Top of the World chapel. UDOT eventually made an agreement with the LDS Stake President and Cottonwood heights City recognizing the situation and promising to protect the health and safety of these people. The area should be a scenic byway with 40 mph speed limits and various perks. Sunday driving is a traditional use of the route. There are dozens of recreational uses of the canyon. Bird watching, photography, drawing and painting, going for a walk or wheelchair ride or picnic. It isn't all about skiing and big bucks. | | |
| 34941 | Walker, Lee | I bought my house on [REDACTED] and a two lane country road called [REDACTED] in 1994. I loved the beauty of the area and the fact it had ski apartment on the lower level, a very common thing in the area. But I did not know that, and thought it might be a good thing if I needed live in help in my old age. I was not expected to live 3 days when I was born. My parents took me home from the hospital and took loving care of me and I thrived. I loved this home. It was in the county at the time, and they plowed the snow excellently. It wasn't until Cottonwood Heights was incorporated about 2005 that the city dropped the contract with the county, and contracted with a Colorado company who brought about 14 lighter snow plows an the new mayor's son in law to run the service. It was awful and people complained that it never got any better up against the mountain. The city broke the contract and announced the were taking it in house, buying a fleet of new plows, to be managed by the mayor's son in law. Still horrible. At some point it was announced that UDOT owned the road and would not allow Cottonwood Heights to plow it. Or manage it. And there sftarted to be talk of going for federal DOTfunds for some big project to improve transportation into the canyon because it was a threat to peoples health and safety to have the Road gridlocked for up to 6 hours at a time with idling engines pumping out pollution. I knew there was federal funds for up to 80 per cent of costs but the city of CH needed to want it, and put up some money. The fed tax dollars was construction only, not maintenance ot infrastructure like power, sewer. It never got through and should not now. | 32.2.9L | |
| 34782 | Walker, Lee | Your process should be audited. The public is not involved except to ratify choices made by a few politicians, real estate developers and contractors. And the choices never included an opportunity to "just say no". Were your experts in house and asked to look at all olptions? Or hired as "Yes men". The salesman of gondolas certainly will earn a big commission. Post covid people don't want to live in high rise condos above street level storefronts. There is no place for 2 story houses with yards and kids on bicycles crossing the corridor road to visit friends in the neighborhood. 30 miles per hour and scenic/historic byway is a much better status for the residents and skiers whose favorite blizzard road conditions do not allow 55 mph. 0 mph is what everybody hates, and would be facilitated by snow plowing, traffic control, and closing the road to all but local residents when the parking lots are full. Alta resort knows how many parking places it has and sells ski passes in advance accordingly. That helped immediately because Alta has the best powder and no snowboards to cut it up. Once the Alta powder hounds knew they didn't need to line up at 6AM the rest of the skiers didn't need to compete with them. Simple common sense could handle the problem for enough years for a graceful well thought out plan. Snow plowing, safety inspections, traffic control, not allowing parking on the road in the residential area, by diverting traffic at the High T sign down to Sandy's skier parking lot to wait. When that is obviously about to happen, close the Road at the north entrance and post it on the freeway signs. People could go to breakfast or another ski resort. | 32.2.2PP; 32.2.2K | A32.2.2K |
| 32622 | Walker, Lee | By now the public realizes the UDOT comment system has been like a corporate computer answering service which asks for choices, but never shows the choice you want. Never "none of the above." Tiny square so you can't even look at your own sentences. You get clocked out. Or dropped. Is there an undisclosed word limit? There is an unmistakable threat that only answers responsive to the particular narrow presentation will be recognized. I have been looking for None of the above, picking at times the choice I hated least. For a chance to type in the sentence expressing my first choice: Dump this whole evil mess. Put it on the ballot for the public to vote on. It is a monstrous waste of billions of dollars. UDOT wants both the gondola and the road widening. Whatever they get will cost way too much and fail to solve anything. So they will immediately want the other half of their road and gondola proposal. Still a fail but requiring a sprawling belt route. UDOT always starts redoing or overdoing to keep the money flowing through their hands. They will have the traffic down to one lane, perhaps stopped, for years while they work on this stuff. Dust, blasting, heavy machinery putting out fumes. Horrors for taxpayers, residents, watershed, wildlife, air pollution in whole Salt Lake County. | 32.2.9N; 32.2.9G | A32.2.9N |
| 32627 | Walker, Lee | Astronaut diapers. And private shuttle vans exist. Wikipedia's andarticles on Little Cottonwood Canyon describe the beautiful place that it is. They say good roads and close to City and airport. And Utah tourism agency is pushing hard for more visitors. But UDOT is managing it so as to discourage people into crazy expensive and destructive changes in the Canyon. Any self respecting person is not going to gather a group to drive up the Canyon. A big heavy gas guzzler is going to be safer on the unplowed road without traffic control. It is our watershed, but if you are caught in 6 hours of parking in the traffic lane, you might do as others; open both passenger doors and get between them to defecate on the ground. An electric car is too much of a risk with no charging options. Private shuttle vans with ski holders on the back bumper might be an option but they get no respect from the powers that be. Just stuck in the gridlock instead of waved on through | 32.29D | |
| 31475 | Walker, Lee | The public has gotten wise to telephone answering systems make you wait forever to then have you pick the subject of your call but none of the choices fit so you pick something hoping to get an actual person. You can spend hours and tell too much personal data and hang up and try again, all for nothing. UDOT has this process down to never get real data, but a claim that the public vetted and approved their preferred choice. | 32.2.9N | A32.2.9N |
| 31478 | Walker, Lee | If any one has money, work on saving the Salt Lake, which is where the famous powder snow comes from. Which melts into the water source for half a million people. UDOT will cause pollution for years of one lane and idling traffic jam while they build gondola towers as big as skyscrapers. 100 mph winds, massive mudslide, and an earthquake have all manifested since the UDOT Researched the potential impacts. | 32.2.9E; 32.1.2B | A32.1.2B |
| 31471 | Walker, Lee | Some common sense measures to alleviate the traffic problems are welcome immediately. UDOT should have been plowing the residential neighborhood of city of Cottonwood Heights all these years of people being unable to go to work, school, medical appts and home again. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 27945 | Walker, Lee | This is a tiny space. It does not encourage in depth discussion of anything, or cause and effect explanations, or comparing and contrasting. Certainly does not facilitate commenter proof reading his or her own statements. | 32.29D | |

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| 28005 | Walker, Lee | This is a tiny space. It does not encourage in depth discussion of anything, or cause and effect explanations, or comparing and contrasting. Certainly does not facilitate commenter proof reading his or her own statements. | 32.29D | |
| 27556 | Walker, Lee | I learned from past that only responses responding to your proposals are counted. My response is NO To this out-dated, unfunded, too expensive plan. Wher has the "none of the above" option been in all this. | 32.2.9N; 32.2.9G | A32.2.9N |
| 27948 | Walker, Lee | 30 year life cycle?! Then what? Abandoned towers? Tearing down rusting steel towers and hauling them out? Storing the refuse at the base building? Selling the steel to recyclers? | 32.2.6H | |
| 28004 | Walker, Lee | 30 year life cycle?! Then what? Abandoned towers? Tearing down rusting steel towers and hauling them out? Storing the refuse at the base building? Selling the steel to recyclers? | 32.2.6H; 32.2.7I | |
| 30782 | Walker, Lee | I want to see the canyon accessible and wild and free for humans and wildlife and with clean air, water, and soil--and easy on taxpayers. This whole project is an abomination. | 32.2.9G | |
| 33777 | Walker, Lee | NO! Everything is wrong. Timing. Failure to use small measures like snow plowing and traffic control and counting parking places. | 32.29D | |
| 31472 | Walker, Lee | This space is too tiny to be able to write much of anything. Does it cut off every time the red asterisk appears? | 32.29D | |
| 31474 | Walker, Lee | Bouldering+ but any version of gondola or road widening NO. | 32.2.9E; 32.2.9C | |
| 27939 | Walker, Lee | NO. Absolutely no to both gondola and road widening. | 32.2.9E | |
| 28006 | Walker, Lee | NO. Absolutely no to both gondola and road widening. | 32.2.9E | |
| 32566 | Walker, Linda | <p>I do not support the idea of a gondola in Little Cottonwood Canyon. This is a very expensive solution that will only benefit two ski resorts and will destroy land in the creation of the gondola, destroy more land with the building of parking structures, and will still create bottlenecks of traffic and crowds at the base of the canyon. Our tax dollars need to be used more wisely.</p> <p>Our national parks have been working very hard on traffic and tourist control, and their solutions need to be examined as possible solutions to protecting our canyons. Employees, residence, and hotel guests need separate passes, but everyone else, including backcountry skiers, etc., should make reservations online. A determination of how many parking spots there are available, would limit the number of cars up the canyon and would encourage car pooling. This would leave taking a bus as an option for those without a reservation. Perhaps some of the busses could stop at White Pine.</p> <p>Reservation readers could be installed much like our HOV lanes. If a car passes through without a pass, they would be ticketed, or sent a ticket. While this won't stop everyone, it will deter many people.</p> <p>Please reconsider the idea of the gondola and consider other options.</p> | 32.2.9E; 32.1.2B; 32.2.2K; 32.2.2PP | A32.1.2B; A32.2.2K |
| 27834 | Walker, Robert | Haven't seen this suggestion yet although it has probably been made because it seems so basic of an idea. One way traffic going up in the AM and same coming down in the PM. I for one am incensed at the prospect of my tax money being used to the benefit of a small group of people that ski and two privately owned ski resorts. Terrible idea. | 32.2.2D | |
| 28750 | Walker, Thomas | <p>What if we don't need extra lanes or a gondola to ease the congestion in Little Cottonwood Canyon (LCC)? What if a few rule and logistical changes could suffice? Here's what I mean:</p> <ol style="list-style-type: none"> 1. Prohibit private vehicles from LCC during peak season and anytime new snow is forecast to be 5" or more. 2. Significantly expand ski-season bus trip frequency up and down LCC. With no private vehicles on the road during otherwise busy times, both existing lanes become "Express" bus lanes. 3. Scrutinize existing city/county bus routes. Make adjustments to ensure that access to LCC-bound buses is available from key city/county bus stops, with no more than one connection to get to them from tertiary stops (thereby allowing most people access without requiring additional parking lot construction). Schedules should ensure ample arrival and departure (to/from the resorts) times. <p>UTA may need to buy a few more buses for the purpose, but I'd bet the associated cost would be less than the \$500 to \$550 million expected gondola cost by orders of magnitude.</p> | 32.2.2B; 32.2.2I; 32.2.7C; 32.2.7E; 32.2.9A | A32.2.2I; A32.2.7C; A32.2.7E |
| 29505 | Walker, Thomas | <p>What if we don't need extra lanes or a gondola to ease the congestion in Little Cottonwood Canyon (LCC)? What if a few rule and logistical changes could suffice? Here's what I mean:</p> <ol style="list-style-type: none"> 1. Prohibit private vehicles from LCC during peak season and anytime new snow is forecast to be 5" or more. | 32.1.2B; 32.2.2L; 32.2.9A; 32.1.1A | A32.1.2B; A32.1.1A |

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| | | <p>2. Significantly expand ski-season bus trip frequency up and down LCC. With no private vehicles on the road during otherwise busy times, both existing lanes become "Express" bus lanes.</p> <p>3. Scrutinize existing city/county bus routes. Make adjustments to ensure that access to LCC-bound buses is available from key city/county bus stops, with no more than one connection to get to them from tertiary stops (thereby allowing most people access without requiring additional parking lot construction). Schedules should ensure ample arrival and departure (to/from the resorts) times.</p> <p>UTA may need to buy a few more buses for the purpose, but I'd bet the associated cost would be less than the \$500 to \$550 million expected gondola cost by orders of magnitude.</p> | | |
| 25370 | Walker, Tyler | So exciting to hear of the approval of the gondola as the preferred alternative. I'm so relieved that Udot didn't add more bus service, that's not what was needed for our beautiful canyons. The gondola is going to be a great new addition to the mountain and I'm very happy and ecstatic to see what comes of this. Great job Udot and thank you from a local! | 32.2.9D | |
| 34623 | Walkingshaw, Julie | I love this canyon. In the 1970's as a teenager it was where I went to find myself and be with nature. So many treasured memories. I want others, especially the future generations, to know it like I do. Do your best and choose wisely. Thank you. It is precious. | 32.29D | |
| 36439 | Walkingshaw, Nole | The gondola is not the right answer! Invest in other areas first. Develop parking so folks can ride a bus or job share. Use transportation mitigation tactics like fees and exceptions for carpooling | 32.2.9E; 32.2.4A | |
| 27654 | Wallace, Ben | i think that the cons outway the pros in this situation do to the fact that of the environmental tole [toll]. | 32.2.9E | |
| 28270 | Wallace, Gregory | I support any and all of the proposed options to alleviate congestion in Little Cottonwood Canyon. Furthermore, I propose that expanded bus service with stops at trailheads along the route be included as a vital component of all the proposed options. It is important that all users of LCC, not just ski resort customers, have a safe and affordable way to access the Canyon. | 32.2.9E; 32.2.9A; 32.2.6.3C; 32.2.6.3F | A32.2.6.3C |
| 27844 | Wallace, Susan | We don't need to spend tax \$ on this! Let then ride the bus! We could spend this money on finishing Mountain View or many other projects, that will benefit more Utahns. | 32.2.9A; 32.1.2B | A32.1.2B |
| 35675 | Wallenberg, Jacquelyn | I believe the gondola would not benefit the people of Utah. The environmental aspects and budget is too expensive for the citizens and I don't think this would help make things better. | 32.2.9E | |
| 30610 | Wallentine, Craig | <p>To the UDOT LCC Team:</p> <p>I support most of the first phase of the LCC project as proposed with a few constructive suggestions to make the first phase so cost effective that a second phase will not be needed.</p> <p>1. IMPLEMENT ELECTRONIC TOLLING FOR LCC AND BCC IMMEDIATELY: Multiple traffic studies have been done showing that there will be a significant decrease in upper LCC and BCC traffic with a modern tolling system implemented. This will generate user-based funding to reduce Utah taxpayer costs for the first phase while eliminating much of the claimed "mobility crisis". The real "mobility crisis" occurs every day in the fast growing regions of the Wasatch Front with its many traffic and safety issues. Please implement the Canyon tolls immediately and collect hard data on the claimed "mobility crisis" before developing any future phases.</p> <p>2. IMPLEMENT PROVEN, COMMON SENSE TRANSPORTATION PROJECTS THAT BENEFIT COTTONWOOD HEIGHTS AND ALL LCC CANYON USERS FIRST: It is interesting to note that the highest return investments in the proposed LCC plan are inversely proportional to their costs. After the implementation of the long delayed upper LCC and BCC tolling, improved trailheads will benefit many users in all seasons not just a handful on a few days a year. The same applies to the improved sound walls which will benefit many at a low cost. The second tier of investments - the well-placed, low maintenance snow sheds and the improved traffic flow on Wasatch Boulevard are not inexpensive but they will make travel easier for many Utahns both on the approach to the Canyon where many voters live and also in the Canyon itself.</p> <p>3. ADDRESS THE ROOT CAUSE ISSUE BEFORE PROCEEDING WITH ANY OTHER WORK The UDOT document does not address the root cause issue for the "mobility crisis" - the failure of the ski resorts to charge a market price for their offering. Beyond the logical transportation projects listed above which are either self-funding or for the benefit of all, no further Utah taxpayer money should be spent on LCC projects until the two ski resorts implement their own logical and profitable operational improvements as outlined below:</p> <p>(a) Designate any "mobility crisis" day as a "full fee" day for all discounted ski passes - this will reduce traffic volume and increase resort profitability. The incremental cost of a full day fare would be collected automatically from the discount pass holder while not prohibiting them from using their pass.</p> | 32.2.9A; 32.2.2E; 32.1.4I; 32.2.4A; 32.2.9R; 32.12A; 32.19C | A32.2.9R; A32.1.2H; A32.2.6S; A32.12A |

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| | | <p>(b) Continue to exempt full price season passes from "mobiliy crisis" day black outs which will increase the pre-season sale of those tickets and resort profitability</p> <p>(c) Add vehicle parking fees for all Alta and Snowbird users - both for overnight visitors and day users. Pricing of the parking passes should be commensurate with the parking fees at other Wasatch ski resorts - currently around \$30 per day per vehicle with a CPI price escalator. This will greatly encourage use of mass transit while also generating a new source of resort revenue.</p> <p>(d) Resort employees, vendors and other support staff should be given options - either use resort-paid public transit passes (preferred) or have the resort collect but pay parking fees for those that must use private vehicles.</p> <p>As with the UDOT tolling fees, the traffic data collected along with the revenue from these logical market pricing initiatives will allow an accurate and professional evaluation of the actual "mobility crisis" based on real market information rather than consultant studies.</p> <p>Thank you,</p> <p>Craig Wallentine Park City</p> <p>The comments above are based on three fundamental propositions.</p> <p>1) INACCURATE PRECIPITATION PROJECTIONS: Due to aridification, the number of high snow days and overall snowfall in Wasatch will be lower than forecast by the State of Utah. Whether it be shorter winters (used to be we actuallly needed snow tires frfrom November 1st to May 1st even in the Valley), the loss of the Lake effect, faster melting snow due to loss of albedo from desert dust or the transition to more rain versus snow, this State project is addressing the wrong issue. Beyond the logical first steps proposed, any further LCC project funding should be diverted to addressing prioritized solutions to the immediate threat of climage change for all Utahns.</p> <p>2) LACK OF A WASATCH MOUNTAINS MASTER PLAN; The State of Utah claims to support a free-market economy.. If this is true, then there is no reason for UDOT to be tasked with working on the wrong problem at the wrong time. What should be happening now is for the Utah State government to support the Central Wasatch Commission and finalize the details of a long term Central Wasatch National Recreation and Consevation master plan. This plan would include the appropriate transpopration strategies for ALL access points to the Wasatch, in both winter AND summer and for ALL users. This would benefit all Utahns, many Americans and encourage profitable visits from outside the US. Beyond the logical first steps proposed, no additional LCC project work should occur until the Wasatch master plan is agreed to.</p> <p>3) INEQUITABLE PRIVATE USE OF THE PUBLIC INTEREST: It is fundamentally wrong for the State of Utah to direct UDOT to carry a single purpose project that only serves to put Utah taxpayer subsidies into the pockets of a two elitist ski resorts. If Alta and Snowbird feel that they must have a gondola to serve peak day traffic caused by their own pricing policies, then they should pay 100% of the capital, operating and maintenance costs. There is no case for Utah taxpayers to subsidize these privage entities. Relative to the many immediate transportation needs in the fast growing communities of Utah, providing massive taxpayer subsidies is unconscionable, unethical and potentially illegal. Please compare the cumulative commute time, traffic fatalities and injuries and property damage caused by transportation bottlenecks in Utah with the potential need in 30 years to reduce queue times on a minor number of days for the handful of people actually wealthy enough to go skiing. Beyond the logical first steps proposed, no additional LCC project work should occur until immediate and more pressing Utah transportation issues are resolved.</p> | | |
| 30987 | Wallentine, Craig | Hi, my name is Craig wallentine [REDACTED] This is not a comment on a question. I was trying to find the cost of riding the gondola, you know, it's obviously big document and I I see them costs like the capital costs. I see the towing for the four drivers and all that. But what the cost for ride up and down the canyon again, my name is Craig. Just tell me where it is in the is that appreciate it Craig wallentine? [REDACTED]. Thanks very much, bye-bye. | 32.2.4A; 32.29D | |
| 30999 | Wallentine, Craig | Hello I am trying to find out how much the proposed gondola rides to Alta/Snowbird will cost - base price - peak pricing - passes? - discounts/prepays for groups like employees - proposed hours of operation winter -proposed hours of operation summer - will UDOT collect the gondola fees as with the tolling? Thank you Craig Wallentine [REDACTED] | 32.2.4A; 32.29D | |
| 30617 | Wallentine, Craig | <p>Hello, LLC UDOT Team,</p> <p>I have been unable to find the projected price of LCC gondola tickets in the large EIS document.</p> <p>Can you tell me how much riding the gondola will cost?</p> <p>Will it be round trip pricing?</p> | 32.2.4A | |

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| | | <p>Will there be peak pricing?</p> <p>Will there be discount passes?</p> <p>Thank you,</p> <p>Craig Wallentine [REDACTED]</p> | | |
| 34739 | Waller, Kate | I'm all for it. I'm not sure why people are not. But I think it's a good idea. | 32.2.9D | |
| 31820 | Wallin, John | I support the gondola. | 32.2.9D | |
| 34582 | Wallis, Harriet | <p>1)A gondola does not solve the problem. It will create a hug bottleneck as people jam up to park at the loading station and then jam up again as they wait to ride up the canyon.</p> <p>2) Bad health idea. A Gondola system will force people to be together and breathe on each other -- such as in a pandemic.</p> <p>3)Construction costs and overrun costs always go up. It's wrong to force Utah taxpayers to pay for something that a small percentage of them will use. I ski, but why should any non-skier, resident of St. George, etc, be asked to pay for something they won't use? This is not a one-time cost, either.</p> <p>4) Annual operating costs have not been figured into taxpayer cost.</p> <p>5)There are less invasive, lower-cost alternatives to a gondola. A toll system (for both canyons) plus parking reservations should be required at both Alta and Snowbird.</p> <p>Toll system: Count of all valid parking spaces in the canyon. Install an electronic car-counting system (similar to airport parking garages) at the base. Once the system counts that enough cars have gone through the gates, the gates would lower and not raise again until a certain number of vehicles had passed through on the downward side.</p> <p>Residents and employees would have key cards that would raise the gates for them. This system would work for Big Cottonwood too.</p> <p>6)A gondola only benefits 2 commercial businesses -- Alta and Snowbird -- that are on National Forest Service land. A gondola will prevent access to public land by making it too costly to use.</p> <p>7)Public and political opinion is against the gondola, but UDOT refuses to listen.</p> <p>8) STOP the GONDOLA!</p> | 32.2.6.5E; 32.2.7F; 32.2.7D; 32.2.7E; 32.2.2Y; 32.2.2K; 32.2.9N; 32.2.9E | A32.2.6.5E; A32.2.7F; A32.2.7C; A32.2.7E; A32.2.2K; A32.2.9N |
| 29614 | Walsh, David | As a previous bus rider up and down big and little cottonwood canyon, I can attest to the fact the buses are the best option for transporting snow riders to the resorts. I have found that the buses are rarely full, and they lessen the carbon footprint up the canyons. Buses also lessen the impact on parking at the resorts. The buses also have a natural limiting effect on the resorts. Namely, that when it is predicted to be busy or snowy, one will chose NOT to travel up and down the canyons. One will opt out of participating. As for the gondola, I feel it will be expensive, both with construction costs and operational costs (fare tickets to the users). What if global warming has a devastating effect on Utah winters, and we have built a gondola, then what? We will be stuck with an expensive conveyance with limited useage. Thank you for allowing me to offer my point of view. | 32.1.2B; 32.2.2E; 32.2.9A; 32.2.9E; 32.2.4A | A32.1.2B |
| 32667 | Walsh, John | <p>I am writing to express my opposition to a gondola up Little Cottonwood Canyon as a solution to the traffic problems we face in the winter, especially on big snow days. I believe we have not exhausted other possible solutions that have a much smaller overall impact on LCC. Primarily I'm concerned with the permanent nature of something that is unproven, only addresses a part of the traffic problem (those visiting Snowbird and Alta) and adds an eyesore to the canyon forever. Without question we have a problem. We have a road already, and I believe, unlike some others in the community, that expanding it, and using a combination of snow sheds in key avalanche paths and an alternating traffic pattern of two lanes in the AM going up, one down, and reverse in the afternoon can work. This could be tried for personal vehicles, or we can invest in a real bus system, not buses every 20 minutes, but every 5-8, to really move people up and down the canyon. This allows safer access for all users to their choice of recreation areas in the canyon.</p> <p>Also, let's not forget that Big Cottonwood is experiencing LCC like traffic problems over the last 4-5 years, so that canyon needs addressing very soon as well. It has more natural barriers to widening, and I'm not suggesting a gondola for that canyon, but UDOT and the state leadership in general need to be thinking bigger picture.</p> <p>What we do in LCC could well be leveraged in BCC. At the base of BCC, I personally can't think of an area to put a giant staging/parking area for another gondola. The use of the property at the base of LCC seems driven by money, not wise long term planning or the best interests of the whole of the outdoor community and industry.</p> | 32.2.9E; 32.2.2D; 32.2.9K; 32.2.6.3C; 32.1.1A; 32.29R | A32.2.6.3C; A32.1.1A; A32.29R; A32.1.2H; A32.2.6S |

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| | | <p>Let's admit that we're Americans. We love our cars. Other UDOT efforts at traffic mitigation haven't achieved ridership levels that impress me. I commend the effort as it is the right thing to do, but given a choice, people will take their cars anyway and I fear we'll waste a lot of money on something that turns out to be an eyesore that didn't produce the desired effects.</p> <p>We must try a less invasive, destructive and permanent solution than a gondola up the canyon first. The road area is already "given up" as far as environmental impact to a large degree, and incremental changes in that area should be attempted first.</p> <p>Thank you John Walsh Salt Lake City, UT</p> | | |
| 27772 | Walsh, Kane | <p>The gondola proposal has been shown by multiple studies as an outrageously expensive and ugly alternative that will forever destroy the canyon's natural beauty. The only benefit I have been able to figure out is that it will make some rich people richer. My tax dollars hard at work enriching more rich people. I think this decision amply demonstrates that UDOT is corrupt. A billion dollar rip off. I am so completely irritated and not even a little bit surprised by this. So totally sickening. Congratulations to the misers who will reap the benefits of this, at the expense of us little people and more importantly at the expense of the canyon you will be destroying.</p> | 32.2.9E | |
| 32268 | walsh, Kimberly | <p>My family and I live nearby LCC and use it all year round for recreation. Unless it's a holiday or bad weather it doesn't take long to travel the road and traffic is tolerable. Spring - fall we hike and in 9 years have never experienced bad traffic. The gondola is not needed. It serves a very narrow need (holidays) and for one narrow group of users- visitors to Snowbird and Alta only. Bad weather will affect any transport you may propose. No escaping the weather. Introduce a ticketed entry like the national parks are trialing for holidays. I a against the gondola. The gondola parking will also create traffic problems as the proposed parking structure is in an area with a few major roads. We are just shifting the traffic west on those few holidays. Plus many I know wouldn't choose a gondola- where would you leave your cooler with food and drinks?... oh wait it's another way The resorts can earn more money. Lift tickets are already pricing out many locals. No gondola!</p> | 32.2.9E; 32.1.2B; 32.1.2D; 32.2.6.5K; 32.2.2K | A32.1.2B; A32.2.2K |
| 31605 | Walsh, William | <p>I am against the Gondola option. It is very costly and only benefits 2* ski resorts during the heaviest snow period to the likely detriment of many other year round uses of the canyon. Additionally as a snowboarder, this project (if it works) would only ease my access to one of the 2 resorts as I am not welcome at the other one.</p> | 32.2.9E; 32.1.2D | |
| 29635 | Walter, Kip | <p>I can appreciate UDOT putting in the effort to study the traffic problem in Little cottonwood canyon that is created during ski season on powder days. I however disagree with the outcome and decision of this study.</p> <p>In speaking with many friends, some of which who work at the ski resorts one of which is an avalanche control expert, there are roughly 30 powder days a year. Those are the days that create the traffic jams that many people complain about. Stretched out over a ski season of 5 months, on average from mid January to mid April, that means there are six traffic days a month. Higher in some months lower in other months granted. Yes, there is significant traffic in Little cottonwood canyon. But, over the years I have seen that people begin to self-regulate. People go earlier and earlier in the morning, or in the afternoon. The fact that both Alta and snowbird have begun to charge for parking, has somewhat eased this problem. Skiers can now decide when they want to go knowing that they have a reservation to park. This has helped to alleviate the traffic in the canyon. As an avid skier of more than 45 years I have seen the change. It has changed me in the way that I access the canyon in the winter.</p> <p>The prospect of spending \$600 million to install a gondola is quite disturbing. First, as a general contractor, I am sure these are today's dollars. By the time this project begins, after all the lawsuits which are sure to come, the cost of the gondola I would guarantee is more than 1 billion dollars. That's 1 billion dollars of taxpayers money. All to solve a 30-day problem.</p> <p>Second, the gondola benefits mostly Alta and snowbird, two entities that will have little if any financial responsibility for the gondola. That bothers me to my core. The gondola will increase tourism and activity at the ski resorts which in turn will cause them to request permits to provide more amenities for tourists destroying more of the natural forests.</p> <p>Three, as an avid outdoorsman who uses the canyon all year long, I am bothered by the fact that most likely I will still be charged a toll to use the canyon that I use nearly every week. Because the gondola will not be able to stop at those other places that I frequent.</p> <p>Fourth, having to build a thousand car Plus parking structure in cottonwood heights will create its own set of traffic problems. Not only will Wasatch boulevard need to be improved in order to access the parking structure but it will significantly increase the traffic on the Wasatch boulevard corridor. So in essence, the traffic problem has only shifted from up and down the canyon to along Wasatch boulevard. Not eliminating the problem at all or having very minimal effect.</p> <p>Fifth, as a general contractor in town, I have built many parking structures. I can guarantee you that the life cycle of this parking structure will be significantly minimized because of the use of de-icing solutions in the winter to clear roads. Post-tension concrete parking structures crack. That is a fact. The de-icing solutions seep into the concrete and will weaken reinforcing in the slabs. Post tension cables will also wear over time due to the weight and frequency vehicles traveling on the deck. There will be extensive maintenance required to keep the parking structure safe.</p> <p>Sixty, the parking structure, will be more dangerous because of the size of the vehicles which will be parking there. SUVs filled with families and skis, will make for dangerous conditions inside a parking structure. Parking structures are low and typical stalls are small. One can enter any parking structure in town and see the difficulty of parking trucks and SUVs next to each other. There is a tendency to take more than one stall which then limits the number of people parking in the garage.</p> <p>Seventh, the disruption that will be caused to the residents that live in cottonwood heights and Sandy along the Wasatch boulevard corridor is going to be significant. The community recognizes, the times have changed and these areas are no longer has quaint and remote as they used to be. But, creating a tourist attraction and a parking structure will increase traffic in this area again nullifying any positive impact the gondola is supposed to create.</p> | 32.1.1A; 32.1.2B; 32.1.2D; 32.2.2K; 32.2.6.5E; 32.2.6.5C; 32.2.7A; 32.2.7C; 32.2.9E; 32.2.9G; 32.2.9N; 32.7A; 32.7B | A32.1.1A; A32.1.2B; A32.2.2K; A32.2.6.5E; A32.2.7C; A32.2.9N |

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| | | <p>Personally, I like the gondola but I don't think it's a good idea to spend what in the end I believe to be a billion dollars in taxpayer money that ultimately will benefit Alta and snowbird.</p> <p>The cause of the traffic problem is maintaining the road during powder days. The best solution to this, in my opinion, is snow sheds. There are two or three main slide areas in the canyon that are the problem. Snow sheds eliminate the need for the canyon to be closed for clearing operations to take place. It's as simple as that. The cost financially is significantly lower. Are some views lost yes, but the cost impact to the public is significantly lower. I have traveled extensively throughout Europe and find charm in the snowshed covered roads in Switzerland and Austria and other regions in the Alps. The impact to the environment is less. And it maintains free access to the canyon or people can stop anywhere and enjoy the rivers, the trails, the forest.</p> <p>The gondola doesn't solve the problem. Widen the road and adding more buses does not solve the problem. Buses destroy more of the canyon and I don't think people will use them. They don't use them now as far as I can tell.</p> <p>My first inclination, is to do nothing. It's a 30-day problem a year. I have personally seen people self-regulate up Little Cottonwood Canyon. Either due to knowing the traffic patterns or because reserved parking has changed their habits.</p> <p>Why is it my first inclination? Because once you install a gondola or improve the road for buses in Little Cottonwood Canyon, what's to stop UDOT from then wanting to improve Big Cottonwood Canyon? The traffic up Big Cottonwood in my opinion is significantly worse than Little Cottonwood. The road is backed up to the exit of 6200 South, it's backed up clear down Fort Union Boulevard, it's backed up Wasatch Boulevard. Once you spend the first billion dollars what's to stop spending the second billion dollars?</p> <p>Snow sheds. Doing nothing makes UDOT look like it doesn't care. Installing snow sheds decreases the financial burden on the taxpayers of this state, continues to allow free access to the entire canyon, and benefits everybody not just snowbird and Alta.</p> <p>I would hope that UDOT would reconsider its position.</p> <p>Regards, Kip Walter</p> | | |
| 32911 | Walter, Lynn | The gondola is a terrible idea. I have talked to many regular skiers about this and nobody wants to take the gondola. It will not solve the problem. More buses that pollute less will solve the problem for a lot less money. | 32.2.9A; 32.2.9E | |
| 26353 | Walter, Lynn | Every time I talk with someone about the gondola I ask if they would actually want to take it and the answer is always "NO." This project is a big waste of taxpayer's money. All we need are more better buses! | 32.1.2B; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 33590 | Walter, Mary | <p>I am writing in opposition to the gondola proposal. I submitted a comment in favor of the gondola when public input for the LCC traffic project was first open. At first, the gondola seemed like a creative solution to reduce traffic and improve air quality in the canyon. Although the gondola proposal is a wonderful use of innovation, it will also have devastating impacts on the natural environment and surrounding communities.</p> <p>It is our responsibility to protect and conserve our natural environment. LCC is a world renowned recreation hub. It serves as a place to connect people with wilderness and is worth protecting. Building a gondola through the canyon would drastically change how people recreate in the canyon. This could have serious consequences on recreational tourism and deter visitors from spending money in Salt Lake Valley. Instead of connecting with wild places, you'd be greeted by towering man made structures that block views and negatively impact recreational opportunities in LCC. In addition to the destruction of the forest in LCC, the gondola proposal is a heavy burden on taxpayers. It seems like low income families would be hit the hardest. They would be paying to build transit solutions that they will never use. The gondola fees would be another barrier keeping lower socioeconomic people from recreating in the canyon. I love Little Cottonwood Canyon like it's a second home, but a gondola would drastically change how I recreate in the Wasatch. The gondola would make LCC less accessible. I would have to drive further, and would contribute more to the terrible air conditions, because LCC would neither be affordable or pleasurable to recreate in.</p> <p>It is our responsibility to protect the wild places in the Wasatch. It is our responsibility to protect people who would feel the heaviest burden from the gondola, and maybe don't have the loudest voices. I believe the gondola would negatively impact LCC.</p> | 32.1.2B; 32.2.7A; 32.2.9E; 32.4B; 32.5A; 32.6A; 32.13A | A32.1.2B; A32.13A |
| 35931 | Walter, Zackary | Please do not destroy Utah's natural beauty with a tram/gondola! | 32.2.9E | |
| 33341 | Walters, Melanie | I am totally against the gondola project. As a lifelong resident, we have allowed too many blights on our beautiful canyon. I am for allowing limited use. Metering canyon usage and assure those with less monetary means access. The gondola project is being pushed by big money corporations that are looking to capitalize on the overtaxed community. NO GONDOLA | 32.1.2B; 32.2.9E | A32.1.2B |
| 31677 | Walters, Sandra | I am opposed to the "world's longest gondola" in this sensitive area. Public opinion should be given maximum priority in this decision, and for-profit uses should be at the bottom of the list. | 32.2.9E; 32.2.9N | A32.2.9N |
| 36496 | Walters, Shelly | I strongly OPPOSE the gondola proposed for Little Cottonwood Canyon. \$55 Billion paid by all the citizens for a handful of elites to use is NOT ok. Find a different solution! | 32.2.9E | |
| 34353 | Walterscheid, Michael | I am opposed to building the Tram in the Little Cottonwood canyon. I do not want the tax burden of funding this boondoggle. | 32.2.9E | |

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| 31924 | Walterscheid, Michael | I am against paying for the Gondola. My taxes are too high and I don't benefit from the canyon access for skiers. | 32.2.9E; 32.2.7A | |
| 27764 | Walterscheid, Michael | I am not supporting the gondola project for Little Cottonwood. Find other alternatives. | 32.2.9E | |
| 32472 | Waltman, Glennis | As a Time Share owner of 45 years at Iron Blasam Lodge at Snowbird, I am definitely opposed to the Gondola plan for Little Cottonwood Canyon! | 32.2.9E | |
| 33355 | Walton, Dina | There has to be a better way that still protects the beauty of the canyon from the eyesore that the gondola would be. Also there are many more people that use the canyon than skiers. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.2B |
| 29613 | Walton, Mary | No gondola, please. | 32.2.9E | |
| 25699 | Walton, Mike | The little cottonwood gondola is not the answer to the ski resorts transportation issues. The resorts need to be reminded to protect the skier experience. The lifts at their resorts can only handle so many people. The gondola will only create longer lift lines. Skiers and snowboarders are not there to wait in line. If the resorts insist on destroying the views of little cottonwood, they will loose me as a season pass holder. Remove the Ikon! Alternative would be to put a gondola up Snake creek. Doing so would prevent commuters from midway, park city and heber from driving down parleys and allow for a better interconnect. | 32.2.9E; 32.1.2B; 32.2.2K; 32.2.2PP | A32.1.2B; A32.2.2K |
| 27909 | Walton, Rick | No project is more wasteful than the gondola. It will cost over \$1 BILLION, not \$550 M as is claimed. It will NEVER pay for itself; do the math- will you get 1,000,000 users a year? It will take 1,000 years to pay it off. Simple arithmetic. It will ruin the beauty of the canyon. If it's built I will avoid Little Cottonwood altogether. What a waste. | 32.2.9E | |
| 30316 | Walton, Rick | The real cost will be \$1 BILLION or more. Why should ANY Utah taxpayer cover the cost for a couple ski resorts and a greedy real estate investor? It's ugly, it's a waste, it's wrong and you know it. NO!!! | 32.2.9E | |
| 27900 | Walton, Teresa | NO gondola! Spend those tax dollars on those who pay them, not the few who ski! | 32.2.9E | |
| 31366 | Walton, Tracy | I strongly oppose the proposed gondola. The use of taxpayer dollars for the benefit of so few is egregious. As a local skier, I can definitively state that I will never again ski in LCC if there is a gondola. | 32.2.9E | |
| 33758 | Waltz, Kevin | \$500 million for 15' base diameter towers planted along a pristine canyon for people who pay \$150-\$180 for a day pass; all at taxpayers' expense, is an outrage and criminal disregard of the greater good. I own a winter timeshare at Snowbird and believe that Alta is Mecca for skiers but this doesn't pass any test - financial, social responsibility, environmental. Shame on the resorts for quietly supporting this. | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 31032 | Wambach, Angela | The gondola is not a good idea for canyon access. It will increase construction and pollution, be very expensive, and only possibly help traffic in one single canyon. Reducing the buses for this season is ridiculous - paying a few drivers a better salary would be a tiny fraction of the cost of the Gondola. Invest in renewable energy for transportation without destroying the mountains so we can all actually live and breathe here in 20 years. | 32.2.9E | |
| 31133 | Wang, Emmeline | Do not build the gondola. The people of the Wasatch Front DO NOT WANT THE GONDOLA!!! | 32.2.9E | |
| 26050 | Wang, Liping | I live minutes away from Little Cottonwood canyon. I'm against the gondola. My reason is simple: the Great Salt Lake is shrinking at extraordinary rate, meaning the lake effect snow is diminishing. How do we attract people with the gondola when there's not enough snow? I do not want my tax dollar being used to build the gondola! | 32.1.2B; 32.2.2E; 32.2.7A; 32.2.9E | A32.1.2B |
| 33695 | Wang, Shenghan | I am against the gondola. If the issue of traffic in the canyon is caused by the ski resorts, then the ski resorts should pay for the solution, not the taxpayers. | 32.2.9E | |
| 35985 | Wangsgard, Logan | The gondola is not a truly sustainable solution. It is a classist attempt to allow those with money greater access to the natural beauty of the canyon. Regular shuttle buses, especially electric, would be a much better solution to this problem. No gondola. | 32.2.9E; 32.1.2D; 32.2.6.3F | |
| 37264 | Waniger, Jarid | <p>It has been very disappointing to learn that, despite the overwhelming concern of the public, UDOT still intends to progress with the proposed gondola project. One aspect I find relieving, however, is that the plan is for a phased roll out, which includes bussing that is enhanced. This seems like best choice, as it's environmentally protective, effective, and practical.</p> <p>The enhanced bussing plan is a much better solution to pursue compared to the gondola. I am confident that the increasing in bussing will significantly reduce traffic and congestion for those 11 key winter days. UDOT should this data before implementing the gondola and cancel the plan all together if bussing is found to be effective. The canyons are meant to be for everyone, but this plan only benefits two private businesses. The sheer amount of money going into the gondola project is irresponsible and unacceptable. Little Cottonwood Canyon is home to one of Salt Lake City's biggest economic drivers: dispersed recreation. While it might not be as easy to quantify as skiing, activities such as hiking, climbing, running, and backcountry skiing play a huge role in determining when people choose to visit and re-locate to Salt Lake City. The addition of the gondola will significantly reduce the areas these activities can be done, and reduce the overall money coming into the city.</p> <p>There are many historically significant bouldering routes that will rendered inaccessible during the decade-long construction of the gondola, and, some will be destroyed completely. The suggestions that boulder routes could be "relocated" show's a complete lacking of understanding on UDOT's part as to how bouldering and climbing works. This makes me doubt that meaningful thought was actually put into this plan. To me, it feels extremely irresponsible to spend that much money on a project this big without fully understanding the implications of it. Overall I truly believe that the gondola is not an equitable nor reasonable solution to any issue with canyon traffic and congestion. It will only continue to perpetuate the increasing environmental marginalization and unacceptable injustice in the Wasatch Front. For these reasons and more, I implore that UDOT not continue with the proposed gondola project. Thank you for your time.</p> | 32.2.9E; 32.2.9A; 32.1.2D; 32.1.2B | A32.1.2B |

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| 27423 | Wanserski, Melissa | I have commented previously and once again am asking to be heard that a gondola is NOT wanted in our community. A bus system is preferred, as well as incentives for all users, especially ski resort users, to use it. My community wants to keep our wild canyon beautiful and unhindered. We do not want an unsightly gondola that would serve no one but the elite ski resorts. We want buses that can make stops at all locations throughout the canyon, at a variety of times, is affordable to all, and greater disadvantages for people who don't carpool or take the bus. Thank you. | 32.2.9E; 32.2.9A; 32.1.2D; 32.2.6.3C | A32.2.6.3C |
| 36890 | Ward, Amy | My name is Amy Ward and I am a constituent from East Millcreek UT. I am commenting because my relationship with LCC is personal as a born and raised, local, outdoor enthusiast. I urge UDOT to abandon Gondola B. I do not support it for many reasons including, but not limited to, 1) The project timeline isn't clear. 2) The novelty/scale of this project makes it near impossible to estimate actual costs/timeline. There will be unforeseen issues, as there always are in construction. 3) The estimated costs are much lower (inaccurate) than materials in the industry currently cost. Especially with the volatility we experienced in the industry of materials and labor skyrocketing, it seems absurd to guarantee costs to stay where they are. In my several years working in real estate development with Utah local company, Rich Day Group (RDG), the factors surrounding the proposed Gondola B project are very alarming. 4) The trailhead parking, as well as other alternatives needs to be decoupled from the gondola and not used as leverage or a 'phased approach' 5) Programs exist that can better fund buses and local business 6) construction is more complex than can be anticipated. There may be issues with the entire completion of the project, leaving abandoned/unfinished industrial structures 7) operation and maintenance requires large-scale resources that create waste and risk for inadvertent oil spills 8) this is all for 12 days of traffic per year. Most likely a several year project 9) where are contingency costs going to come from? 10) how are damage from disasters (natural or vandalism) going to affect the canyon/project, and who will be responsible to respond to, resolve, and pay for potential damages incurred by them? Have you considered alternative traffic solutions such as dispersed parking hubs around the salt lake valley, and peak day/hour tolling to encourage carpooling? Or even enforcing a carpool or multi-passenger vehicle admittance rule? These alternatives are much more fiscally responsible, less risk, and would protect the fragile wildlife in the canyon. Thank you for your time and effort to accurately represent your community. Best, Amy Ward | 32.2.9E; 32.2.2I; 32.2.4A | A32.2.2I |
| 30342 | Ward, Amy | Not reasonable or a good use our tax payer hard earned money to install massive concrete structures into our one-of-a-kind mountains. Please please please stop vandalizing our earth. Plus, you're just installing more surface area to graffiti, tress-pass, designate as illicit activity meet-up spots, homeless bunkers, etc. Have you considered the generational effect of the gondola? My children's children's children will have to deal with these long term effects even more than us. Please don't do this :(we beg of you. | 32.2.9E | |
| 37249 | Ward, Becky | I do not think a gondola is the best use of tax payers money to reduce traffic in the canyons. It's expensive, slow, disruptive to nature, and not necessary on most week days throughout the year. I think a better bus system, maybe similar to Zions national park would be a cheaper more effective means of transportation on busy days. | 32.2.9E; 32.1.2B; 32.2.9A | A32.1.2B |
| 30307 | Ward, Britney | With a document this big, an audio version to listen to while I'm driving would be awesome! | 32.29D | |
| 37798 | Ward, Bruce | We have the worst air quality in the nation we can not add more buses and make are air quality worse the gondola should be the only option will get cars and busses off the road. The gondola is also way less expensive to run. If we want to save money take the snow shed out of the gondola plan. We should also charge a fee to drive up the canyon to encourage people to ride the gondola and improve are air quality if we keep the cost down on the gondola this will also improve ridership thanks for accepting this comment | 32.2.9D; 32.2.4A | |
| 34169 | Ward, Constance | WATER will be the resource our State esp the Wasatch Front will need desperately in the near future. Don't destroy the water shed to help to private businesses. We need water more than a gondola. Thank you | 32.1.2B; 32.2.9E | A32.1.2B |
| 36793 | Ward, Diane | What is so hard to understand about STRONG LOCAL CITIZEN AND GOVERNMENTAL OPPOSITION to this gondola proposition. Where is the respect for hard-working, intelligent citizens who pay taxes in our state? I state NO AND NO AND NO - LOUDLY. | 32.2.9E | |
| 35943 | Ward, Eric | I do not want any of the proposed plans to move forward. Please leave LLC alone and don't destroy it by adding a Giant eye sore and destroying several recreational spots along the canyon walls. It would negatively impact the natural beauty of the canyon and destroy many climbing, hiking, and other recreational areas. I would leave the canyon alone for now. The single road naturally preserves the canyon by limiting the number of people in it. Try limiting cars, or ticket sales to reduce congestion. I also don't think that adding a fee into the canyon is a good idea. The fact that you have to impose a fee to get people to use your new alternative, should be a good sign that people don't want it. | 32.2.9G; 32.1.2F; 32.2.2Y; 32.2.2K | A32.1.2F; A32.2.2K |
| 34595 | Ward, Erin | The gondola is a terrible idea. Leave nature how it is!!! Yea traffic is an issue but it's doable. We have been going this long without it, why do we need it now? Keep nature how it is. Don't ruin it with a gondola that can cause more problems then solve it. All the money IS NOT worth it. | 32.2.9E | |
| 37811 | Ward, Greg | The Gondola is a money-maker for a few greedy developers - not the best solution for the surrounding cities. Be brave and out it to a vote by thee citizens. | 32.2.9E; 32.2.9N | A32.2.9N |
| 31099 | Ward, Jake | Good evening, I read that UDOT is for proposing a toll. This is nonsensical. Tolls are simply a TAX, and TOLLS DO NOT reduce traffic. That has been proven in ALL of the east-coast United States. Utah is NOT New Jersey, and I we want to keep it that way. | 32.2.4A; 32.1.2B | A32.1.2B |

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| | | <p>If you want to reduce the slow traffic/congestion, a gondola AND/OR widening the road AND/OR more ski-resort buses is the LOGICAL solution. I'M NOT saying I'm for any of the above ideas in this paragraph, but that would be COMMON SENSE. Also, remember that they are having trouble staffing bus drivers at this time too.</p> <p>Enhanced smart phoned technology and reservations is NOT a solution. That's a simple-minded person's dribble in some California board meeting. No-go. Think again.</p> <p>The gents are already paying \$2,000 for a Alta-Bird ski pass each year. We DO NOT want a toll (AKA Tax Penalty) simply for being born a skier and driving an automobile.</p> <p>This traffic issue is comparable to the dying Great Salt Lake issue. IT NEEDS more water. It's not rocket science. Conserving the lawn water is not going to get the job done. That's passive, faux-leadership and reluctance to solve a problem that should have been resolved decades ago.</p> <p>Also, PLEASE, no fake, false-flag tragedies/FEMA Capstones in order to receive federal funding to build new schools and/or other infrastructure(s). That is not justified/appropriate behavior by government/policy makers (we are NOT Connecticut). Tolls are for the ██████████, Lucifer loving ██████████ that think they can solve a self perceived problems by ruining life for everyone else involved with taxes and other ██████████ ideas. Why don't we just paint more faces of our favorite ██████████ felons on buildings in Salt Lake City? That might solve the LCC traffic problem, right? The U.S loves to worship their felons and worship big government.</p> <p>For us normal folks that LOVE to ski, well, that's going to make traffic. Who would've thought?</p> <p>WoooOOO!</p> | | |
| 36727 | Ward, Kay | My name is Kay Ward and I am a constituent from Millcreek. I am commenting because my relationship with LCC is recreational, I love to ski, hike and just spend time up there during all 4 seasons. I urge UDOT to abandon Gondola B. I do not support it because it will ruin the landscape of LCC and so many acres of land as well as honestly only benefitting a small group of people with money. Have you considered alternative traffic solutions such as electric buses. Thank you for your time and effort to accurately represent your community. Best, Kay Ward | 32.2.9E; 32.1.2D; 32.2.6.3F | |
| 29524 | Ward, Ken | We do not want the Gondola option. Buses are the right solution. | 32.2.9A; 32.2.9E | |
| 33195 | Ward, Kristen | As a long-time resident of Utah and a recent resident of Cottonwood Heights area, I am writing today to oppose the installment of a gondola system in Little Cottonwood Canyon. This option only seems to offer a long list of negative impacts for the community and the canyon, including the installment of a massive parking structure, the detrimental effects for neighborhood residents, safety issues, and many other problematic concerns. There are many other viable options that are far more beneficial to the canyons, city, and state yet UDOT seems to continue to push for this one and only option. I am writing to voice my concern and my strong opposition against the gondola solution. | 32.2.9E | |
| 34309 | Ward, Liz | I am opposed to a gondola in Little Cottonwood Canyon. It will ruin the canyon. There are better options that will preserve the integrity of the canyon. | 32.2.9E | |
| 32042 | Ward, Preston | My name is Preston and a long time Sandy city resident in fact my whole life. I have used every trail in little cottonwood canyon to recreate. I am against the defacing of the canyon that the proposed gondola would provide. Sandy city residents have spoken and we don't want the Gondola however for some reason there is still a push for it to happen from private entities with large pockets who are looking to pad their pockets even more. I am proud to be a Sandy resident but disturbed at the actions Sandy is taking to even consider the gondola prior to other more environmentally friendly options have been tried and against what the people want. I urge you to reconsider the gondola for the environments sake the acres of public land that will be locked up, and the defacing of our beautiful canyon. | 32.2.9E | |
| 33061 | Ward, Spencer | The gondola is destructive to natural habitats, provides no inherent value to the general public (the tax payers that will be paying for the project), and will only benefit the private corporations that will not be supplementing the project. Other low impact solutions will be able to solve the same issue. With large amounts of people also driving up the canyon roads, and taking public transportation, it will only crowd ski resorts past their current capacities. The direct issue that this project is trying to solve, lower canyon traffic and more skiers in ski resorts, will only be made worse because of the gondolas. Other solutions that will actually help the issues are state mandated ski resort limits to how many skiers can be at the resort per acre the resort owns, mandated carpool laws and increased traction requirements, increased bus routes for the cottonwood canyons, dedicated bus lanes in the cotottonwood canyons, and carpool incentives/lots further from canyon where single riders/drivers can pick people up outside of their party to fulfill carpool mandates. UDOT has stated that traffic only needs to be reduced by 30% for normalcy. Why can't we focus on direct solutions to the problem that don't affect tax payers. If the private corporations that would directly benefit from the gondolas like a gondola system, they should rally together the funds themselves to pay for it. A perfect example is Snowbird's tram system. | 32.2.9E; 32.2.2K; 32.2.9B; 32.2.7A | A32.2.2K |
| 36119 | Ward, William | My father established many first ascent climbing routes in Little Cottonwood that are very popular today. The Gondola proposal has the potential to destroy these heritage climbs and outdoor recreational opportunities. As a lifelong resident of Salt Lake County, I strongly oppose any Gondola proposals for two main reasons. First, this only serves the rich and patrons of the Ski resorts. It doesn't address access and congestion for the rest of the canyon. Second (which coincides with my first comment), if this isn't helping the residents of Salt Lake County/Utah gain access to the rest of the canyon, we taxpayers shouldn't have to pay for it. If the Ski resorts want it, make them pay for it with their own money (NO TAX BREAKS)! | 32.2.9E; 32.1.2D; 32.2.7A | |
| 35747 | Wardell, Alisha | I DO NOT support the proposed gandola ! Please DO NOT do it! | 32.2.9E | |

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| 33709 | Wardle, Craig | The gondola is a very bad idea. I live on [REDACTED] and the paid reservation system at the ski resorts has cut the traffic the past year by 80-90%. Common sense measures are the answer and will not destroy the canyon as the Gondola will. Enhanced buses without road widening, tolling, limited cars in canyon, transportation hubs are all good solutions which will not waste taxpayer money. Ski resorts, Neiderhauser, McCandless and LaCaille are the only ones who will PROSPER from the senseless construction of gondola. PLEASE NO GONDOLA - I add my no vote to the 80% who oppose this monstrous destructive unneeded system. Thank you Craig Wardle | 32.2.2K; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9N; 32.6A | A32.2.2K; A32.2.9N |
| 32641 | Wardle, Robert | The gondola will not alleviate congestion in our canyons. In fact it will make it worse. Please do not allow this. | 32.2.9E | |
| 33714 | Wardle, Roberta | I live on [REDACTED]. The past year I have seen the traffic to ski resorts reduced by 80-90% with the addition of paid parking and reservation system at the resorts! Please use COMMON SENSE measures to mitigate the traffic situation and SAVE the CANYON from permanent destruction with the construction of a Gondola, which will only offer 2 stops and run 120 days of the entire year. It's ridiculous! Please do not be so careless and reckless with taxpayer money when enhanced bussing, transportation hubs around the valley, tolling, limited car access, etc, will save our canyon and using very little taxpayer funds compared to the gondola! The only recipients of benefits from the gondola are the resorts, Wayne Neiderhauser, Chris McCandless and LaCaille!! all of whom have quietly purchased property where the gondola would be located! Very dirty politics. Please do not allow a 2,500 car parking garage to be constructed in the middle of a residential area! Use transportation hubs around the valley to bring everyone, through every season, to enjoy the beauty with which we are surrounded. Thank you, Roberta Wardle. NO GONDOLA | 32.1.1A; 32.2.2B; 32.2.2K; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.6A | A32.1.1A; A32.2.2K; A32.2.9N |
| 30801 | Wardow, Amanda | I think the gondola is a horrible idea. We need to promote the use of free buses and better public transportation without disturbing the environment like the gondola would. Incentivize using public transportation for example getting \$10-15 off your pass. | 32.2.9E | |
| 37315 | Wareham, Amy | No- tax payers should not be paying for this. Put it on the ballot for the voters to decide. | 32.2.9N; 32.2.7A; 32.2.9E | A32.2.9N |
| 36590 | wareham, delin | I oppose the gondola. 1. Too expensive to build, 2. Too expensive to ride, 3. Only services ski resorts. Please go back to the drawing board. This plan does not benefit the general public. | 32.2.9E | |
| 35903 | Wareham, Franklin | Please do not use \$550 million of my tax money for the benefit of a bunch of preferred skiers. Let them pay for bus service from a parking lot somewhere at the bottom of the canyon. | 32.2.9E; 32.2.7A; 32.2.9A | |
| 33262 | Warner, Abby | I am not in favor of the gondola! Expanding the bus system is a way more effective solution in every sense. It can serve everyone that uses the canyon without destroying it! Also, require the resorts to charge for parking, it's a very easy solution that will at least help with some congestion! | 32.2.9E; 32.2.9A | |
| 28370 | Warner, Alyssa | I am very against the gondola. And very for an expanded road and a bus/shuttle system. Even better would be a dedicated lane for the bus and for the busses to be electric. This would preserve the canyon better than a gondola. The gondola would displace wildlife and create a bigger human footprint with not only the tall towers, cables, but with maintenance roads and access points. The bus also makes the canyon more accessible for all, which is what this whole thing is about. Allegedly. Those who cannot drive for whatever reason would be able to enjoy the canyon. A bus system is a tried and true, financially sound system. A gondola built to the proposed specifications is untested, and sounds like the pet project of a rich person who is well connected with the Utah legislature. If a bus system is good enough for Zion National Park, it should be more than good for us and our canyon. | 32.2.9E; 32.2.9B; 32.2.6.3F; 32.2.2B; 32.13A | A32.13A |
| 30294 | Warner, Chris | I think it's going to be ugly and it's a horrible idea. | 32.2.9E | |
| 26336 | Warner, Judith | The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution. Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah). Tellingly, there is much that the video, and overall campaign, does NOT say: | 32.2.9E; 32.2.9F; 32.2.6.5E; 32.2.0B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |

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| | | <p>1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC?</p> <p>2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/).</p> <p>3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots.</p> <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | | |
| 30116 | Warner, Judith | The proposed changes added to the gondola sound great, Minus the actual gondola. The gondola would benefit so few, for an increasingly short season, it simply cannot be justified. | 32.1.2B; 32.2.9E | A32.1.2B |
| 30680 | Warner, Judith | forget all the gondola stuff, and just do the other improvements. | 32.2.9E | |
| 32876 | Warner, Mark | We need a year round solution not just winter time. | 32.1.2C | |
| 28767 | Warner, Mary | JUST STOP SUPPORTING THIS- NO LOCALS WANT THIS!!! | 32.29D | |
| 36036 | Warner, Nicole | This is outrageous!! This is not the solution to this problem. You want to destroy the beauty of a magnificent canyon by adding a man made structure throughout the entirety of it!? How does that make sense? People hike and climb in that canyon to escape the man made world and connect with nature. How can they do that when all they see is a massive gondola going through the entire canyon. If parking is the problem then fix that problem in a way that makes sense. Increase the bus schedule with more buses and options for people to get up the canyon. Build a bigger parking lot at the base of the canyon to accommodate more options for carpooling. Limit the amount of people that can take a car up the canyon. Don't destroy a beautiful place like this. This is not the solution to a problem that could easily be resolved in other ways. | 32.1.2F; 32.2.2Y; 32.2.9A; 32.2.9E | A32.1.2F |
| 27252 | Warner, Rachael | A gondola up Little Cottonwood Canyon will not solve the transportation issues, nor is it a friendly presence in the unique and beautiful landscape of the Wasatch. In addition to the inordinate cost of construction, it is monopolizing access to public lands. Additionally, it only benefits the ski resorts and does not support backcountry skiers, hikers, rock climbers, or other recreationists. It is clearly a fad, poorly thought out "solution" that will forever scar the Wasatch. We need practical, common sense solutions such as road tolls, free parking reservations, enhanced busing, and stricter 4WD checks in the winter season. Given that the gondola will not operate in the summer months, it is clearly just a marketing tool for Utah's ski industry, which, if weather patterns continue in the same direction, won't even exist in 20 years. The Wasatch deserves better. NO GONDOLA. | 32.2.9E; 32.2.2K; 32.2.2M; 32.2.2E | A32.2.2K |
| 37344 | Warner, Rachel | I support further study of a sustainable solution beyond the impacts of a gondola option. | 32.2.22P | |
| 38376 | Warner, Vernon | <p>I believe that we need to be futuristic and show the world a step towards it. A East bound and a West bound monorail system. Here's the reasons: 1) The view of the canyon, will not be clogged with ugly cables and cable cars. 2) Buses are slow and subject to road closures (avalanches), pollution, clogging the canyon entrances with parking and the limited number of people on each bus! 3) Limit number on each gondola for people. 4) Lack of expansion. 5) A monorail could be built as to not restrict views of the canyon, interfere with traffic, withstand avalanches and expandable. I vision the system reaching westward to 115 and interlink with the trax system. The monorail could run right up to Snowbird and Alta, delivering the passengers to each in one stop. 6) The monorail cars could be built with glass top, so no matter which side you sit on the view would be fantastic. 7) Speed. 8) Delivering alot of people at one time would make it better and more cost efficient. 9) Would not be subject to weather conditions, wind and large dumps of snow. 10) Various stops could be made through the canyon for those living in the canyon to leave for work, outdoor enthusiasts reaching their spots during winter or summer. 11) Could link the other resorts considered to the outback connection.</p> <p>Think Big</p> | 32.2.2I | A32.2.2I |

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| | | Vernon Warner | | |
| 38033 | Warner, Vernon | I believe that we need to be futuristic and show the world a step towards it. A East bound and a West bound monorail system. Here's the reasons: 1) The view of the canyon, will not be clogged with ugly cables and cable cars. 2) Buses are slow and subject to road closures (avalanches), pollution, clogging the canyon entrances with parking and the limited number of people on each bus! 3) Limit number on each gondola for people. 4) Lack of expansion. 5) A monorail could be built as to not restrict views of the canyon, interfere with traffic, withstand avalanches and expandable. I vision the system reaching westward to I15 and interlink with the trax system. The monorail could run right up to Snowbird and Alta, delivering the passengers to each in one stop. 6) The monorail cars could be built with glass top, so no matter which side you sit on the view would be fantastic. 7) Speed. 8) Delivering alot of people at one time would make it better and more cost efficient. 9) Would not be subject to weather conditions, wind, large dumps of snow. | 32.29D | |
| 36551 | Warnick, Kathy | Find a better solution than the gondola \$550 million is too much from tax payers, for those who ski. Target funds from those who directly benefit. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 29348 | Warnick, Sterling | I think that any other alternative is better than the gondola I do not think a gondola is worth ruining the natural look and feel of the entire canyon. I also don't like that the gondola is a solution only for people trying to get to Alta or snowbird. I travel to all parts of the canyon in all times of the year. I prefer any of the other proposed solutions to the gondola. I also believe that little cottonwood is only so big and personally I think having the two lane road restricts too many people from Getting in the canyon in one day. Largely Increasing the amount of people that can get into the canyon in one day could easily ruin the experience of little cottonwood by over crowding so maybe a better solution is to do nothing or just limit how many people can even drive up the road on a busy morning. Overall I just don't think a gondola is helpful especially considering how intrusive it is. | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.6.5F; 32.2.9E | A32.1.2B; A32.2.2K |
| 26385 | Warrell, Charlie | I am disappointed with the gondola decision. Here are my points. 1. Price is far too high. At \$550M with 3.5M Utahns, that's \$157 for each man, woman and child in Utah. Most of them don't ski. Ask Snowbird and Alta to foot the bill and see what there decision is. Effectively you are giving a credit of \$550M to the ski areas. This is grossly unfair to the tax payers of Utah. 2. Does not solve the problem in Big Cottonwood. Are you going to build another one there? 3. Canyon is full already with existing parking. Both Alta and Snowbird managed it very well last year. There is not enough excess capacity on the ski hills for more people. I am not thrilled with the parking reservations system but I have to admit it worked and is the best solution. If I am desparate to ski and don't have a reservation, I can get on the bus. This is not a great experience and is a natural throttle to overcrowding which reduces the skier experience and is dangerous. 4. Cost of maintenance will be high and possible overruns. Once construction occurs, there are few options to control cost overruns and an even higher cost of maintenance. We've all seen that before. 5. The travel time is too long compared to the road. On very busy days, yes it could be better but generally it adds a lot of time to the travel process. Sincerely disappointed, Charlie Warrell | 32.2.9A; 32.2.7A; 32.1.1A; 32.2.2K; 32.2.7C; 32.7C | A32.1.1A; A32.2.2K; A32.2.7C |
| 26678 | Warren, Marc | Please try the simple Zion NP method. Close the canyon to public vehicles on weekends Dec-Mar. everyone has to ride the bus. You can build a parking garage at the mouth to house all the cars. You only need a to add a few busses. You're going to need a parking garage for the gondola anyway. Add stops for backcountry access. And then people can still use the canyons like normal on weekdays and summer. It's so simple and cost effective. Even with the extra BC stops, it will still be much faster than the weekend traffic. | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2L | A32.1.2B |
| 25769 | Warren, Melissa | This is not a good use of taxpayer dollars. The ski resorts will benefit. Any other canyon users will have the eyesore of the towers. Summer users don't benefit at all either. This is purely for the ski resorts' benefit, which are companies, and should not be using taxpayer dollars in this way. | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 37053 | Warren, Whitney | Tax payers shouldn't pay for the gondola. I don't care if they put one in but we're not paying for it. It should be paid for by the ski resorts. | 32.2.7A | |
| 26000 | Warrington, Jesse | Disappointing to see such willingness to negatively impact our environment, especially when alternative options that are completely serviceable (public transport) exist. You owe your grand children an apology. | 32.29D | |
| 28734 | Warther, Christian | I'm sure there are many comments so I will try to keep mine brief: -Has there been sufficient traffic modeling to show the gondola does not create a new choke point at the gondola base station? | 32.2.6.5E; 32.2.9A; 32.29R; 32.7B; | A32.2.6.5E; A32.29R; A32.1.2H; |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>-Investment in buses and park and rides can be used in LCC and the eventual need in BCC. Investment in the gondola serves only LCC.</p> <p>-Though anecdotal, I have yet to meet anyone in the valley who is in favor of the gondola over bus it seems more people want the bus but louder, more influential people want the gondola... a shame for a system that impacts an entire canyon, not just ski resorts</p> <p>-I have seen reports that Snowbird created an LLC to purchase land at the gondola base which presumably is then sold to the state for the base station. This may be totally above board but at least consider the perception of this: the main proponent of the gondola makes money at the top and the bottom with no consideration for what happens in between.</p> <p>-WE STILL HAVE NOT SINCERELY TRIED MODERATE IMPACT ALTERNATIVES. I see infrastructure expansion in Big and Little CC as inevitable (sad but true). Can we TRY tolling, additional bus service, using existing business parks for weekend parking lots. I have been a contractor for UDOT and have seen some of the brilliant problem solving that agency is capable of. I am seeing none of that with relation to the LCC solutions.</p> <p>Please listen to the public and those that use the canyon most all 12 months of the year.</p> <p>Last item: The proposed gondola is only capable of alleviating the bottleneck that is LCC however bus infrastructure like</p> | 32.1.1A; 32.2.9N; 32.2.2Y; 32.2.2PP | A32.2.6S; A32.1.1A; A32.2.9N |
| 36354 | Wascovich, Caryn | I highly disagree with the gondola, I think it will increase traffic at the base of little cottonwood, ruin the natural beauty of the canyon, access to trails and climbing, and will cost tax payers billions of dollars. I don't see how the traffic problem will be solved by a gondola. It works in Europe but America is different. Here people rely on cars more, so the base it going to be chaotic with parking and residents navigating the roads. | 32.2.9E; 32.2.6.5E; 32.1.2F; 32.1.2D | A32.2.6.5E; A32.1.2F |
| 26129 | Washburn, William | Please just don't. There are so many problems with the destruction of environment and also the destruction of valuable recreational areas that would be permanently damaged by this. Especially rock climbing, which has a storied history in this state and a lot of economic activity from it as well, and a lot of that just disappears with this project being proposed. It's the destruction of several industries and hobbies for the benefit of a couple ski resorts. Just don't do it, there are other ways to reduce winter traffic that don't kill the canyon. | 32.2.2PP; 32.4B | |
| 37600 | Washington, Dan | I think you should relook at the train system that was suggested in a study done in the late 60's. It would not only solve the problem in Little Cottonwood Canyon, but would help Big Cottonwood Canyon and Park City. The gondola is not the best option, and if anything is done the taxpayer's should not have to bear the burden of the cost, to the bring great profits to private businesses. | 32.2.9E | |
| 27911 | Wasko, Cassidy | I am vehemently against the gondola option in any form. It would be a blight on the canyon, all local taxpayers (me included), and on Utah's reputation. It's simple to increase bus availability, more affordable, and more reliable. It's more environmentally friendly if the busses are electric. It's more egalitarian, and provides better access to all areas of the canyon, not just the resorts. The government has an obligation to represent the people - overwhelmingly, we do not want a gondola! | 32.2.9E; 32.2.9A; 32.1.2D | |
| 26301 | Wason, Paul | I'd really really hate to see permanent damage to the canyons I grew up loving and recreating in. Rather than make it complicated with a gondola, why not just tolling, or doubling / tripling bus service? So many alternative ways that are not as intrusive to the canyon. Please re consider | 32.2.9A; 32.2.2Y; 32.2.2PP; 32.2.4A | |
| 35978 | Wasser, Ben | We all know already that this is just a money grab by the resorts, a way for them to pack more people onto the slopes and stuff their fat pockets with our money. THIS will do nothing to ease the traffic or congestion. In no way does this benefit the community, only helps the rich get richer while destroying one of the most beautiful places in the country. Moving forward with this project is essentially dropping a nuclear bomb on the local public. Peoples biking, hiking, climbing, and skiing spots will all be disrupted and it will drive us away to make room for big money tourists from california and texas. Its already a problem plaguing much of salt lake and the rest of utah and this project will end up an ultimate accelerant. | 32.1.2D; 32.1.2B; 32.1.2F; 32.2.9E | A32.1.2B; A32.1.2F |
| 25560 | Wasser, Ben | How about actually enforcing traction laws rather than destroying the canyon with a gondola. Or require parking reservations at the resorts to reduce crowds. The gondola is not going to help anything except destroy the canyon and overcrowd the resorts with people who have no business being there. Call me exclusionist but if you can't get a car up/down that canyon safely you have no business skiing that terrain | 32.1.2B; 32.2.9E; 32.2.2Y; 32.2.2K; 32.2.2M | A32.1.2B; A32.2.2K |
| 29326 | Wasserstein, Michael | Little Cottonwood Canyon is a special place, and I consider myself lucky to have such amazing outdoor recreation opportunities so close to my home in the Salt Lake Valley. I fear that a gondola would ruin the splendor and magic of LCC, create traffic woes in the Salt Lake Valley, and be a poor use of a substantial amount of money. I'm also concerned that it would only operate 1/3 of the year, impacting summer recreation in the valley. I urge UDOT to reconsider its thinking about building a gondola in LCC. | 32.1.2B; 32.2.2PP; 32.2.6.5F; 32.2.9E | A32.1.2B |
| 29301 | Wassom, Bob | Maybe I'm naive and uninformed, but as a skier, local resident and canyon lover, I'm still in favor of a gondola over increased ground transportation. It seems to be cleaner and less invasive than more buses and more roads. I've spent too many two-hour trips down the canyon in a snowstorm. | 32.2.9D | |
| 31730 | Watanabe, Alysia | I am against the transportation option of the gondola because it is a very large expenditure benefitting only well off skiers. Snowbird corporation in particular benefits from this option. | 32.2.7A; 32.2.9E | |
| 26488 | Watanabe, Kayla | I am NOT in favor of this gondola. As a born and raised Utah resident, this canyon has held a special place in my heart since I can remember. So much of the magic is felt while driving up the canyon in all her beauty and realizing how extremely blessed we are to have this untouched piece of nature so close to home. Please reconsider the decision to put a man-made gondola in Little Cottonwood Canyon. I do not think the gain of this gondola would be the worth the immense loss that would result. | 32.2.2PP; 32.2.9E | |
| 25436 | Waterfall, Nathan | I fully support the decision on Gondola B. Ease of access to the entirety of the canyon is a part of why I live in the [REDACTED] zip code. The amazing resorts are not the only attraction; I personally enjoy accessing numerous climbing routes, hiking areas, mountain biking trails, and photography spots which would realistically be made significantly more difficult to access if roadside parking were removed in favor of bus lanes. The gondola is both a safety enhancement and a tourist attraction and the right way forward to ensure a low carbon emissions method of accessing my favorite canyon in the world! | 32.2.9D; 32.2.9C | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 30876 | Waters, Ann | The gondola, while good in theory, will not be practical. Getting riders to dozens of trailheads and other locations will require a complex shuttle system so why not just have shuttles for both canyons as long as it is place. It goes without saying that they should be low or no emissions. I also think it will be difficult to keep people out of their cars. Most Utahns aren't motivated to lower their carbon footprints. Just walk anywhere in the valley and notice drivers who are idling their gas guzzlers for extended periods of time. They won't take an inconvenient gondola if given a choice. | 32.2.2I; 32.2.6.5G; 32.2.6.3C; 32.2.4A | A32.2.2I; A32.2.6.3C |
| 28749 | Watkins, Joseph | The identified preferred alternative is a terrible idea. Either fix the road increase buses or build a train. | 32.2.9E; 32.2.9B; 32.2.9F | |
| 30111 | Watkins, Joseph | The gondola is a terrible idea!! Don't deface the entire canyon like that! | 32.2.9E | |
| 26230 | Watkins, Nathan | We do not want a gondola. Look at other options that actually benefits access like a bus system or putting a toll in place to encourage carpooling and bus use. No gondola! | 32.2.9E; 32.2.9A; 32.2.2Y; 32.2.4A; 32.2.2PP | |
| 36092 | Watkins, Shawn | Please don't build this for multiple reason. There are so many other things that those funds can be used toward that will benefit the community is better ways. The construction and commercialization of the canyon will only harm the aesthetic and feel of our wilderness areas, and force those with lower incomes from being able to enjoy these areas as much as those with more money. | 32.2.9E; 32.1.2D; 32.1.2F | A32.1.2F |
| 35980 | Watne, Brielle | <p>Much to say here regarding the decision to go ahead with the gondola project for Little Cottonwood Canyon (LCC) - I am very much against it - though there are a couple of key points I would like to highlight.</p> <p>#1: There are many ways to address the problem prior to building a gondola, including the important step of creating a bus depot (where the parking for the gondola is planned to be) and testing out various bus options before any additional steps are taken. The depot could range from one extreme, shutting down public access to the canyon for several months/weeks/days per year - save residents/workers (e.g. Zion NP), to simply enhancing the bus boarding/unboarding process via the depot. Buses also have the additional benefit of being able to service far more places in the canyon (e.g., trailheads - not everyone wants to go to Snowbird or Alta) and if the buses are electric - which has been proven to work in the canyon - then the environmental impact is lower.</p> <p>#2: While you cannot place a price on this, the aesthetic loss of value within the canyon itself is worth noting. Currently the sightlines, the contours of the granite walls near the mouth of the canyon and the unobstructed views up the various gulches and forks (Tanner's Gulch, White Pine Fork, Red Pine Fork, etc.) are highly valued by those of us who utilize the canyon year-round. The varied gondola towers, cables, and cars would permanently scar the canyon and the natural feeling currently cherished throughout the canyon would be lost.</p> <p>#3: One underlying assumption behind building a gondola is the thought that far fewer cars will drive up the canyon in the winter (part of the environmental impact study). That is a questionable assumption at best. Yes, some will decide to take the gondola up rather than driving - particularly during storms...this of course assuming the gondola itself isn't shut down due to high winds during said storms. Given the projected travel time for the gondola it will be faster to travel via personal vehicle, which will be especially true if some cars are removed via the gondola. Meaning the same number of cars will use the canyon, and more people in total would be up the canyon with gondola usage - which highlights yet another ignored issue: what is the tipping point for usage in LCC? The failure to address this critical issue is point #4.</p> <p>#5: The fact that the public is footing the bill for a solution that will only run 6(ish) months out of the year, and one that will only benefit two entities, is concerning to say the least. Make it a shared expense between UDOT, Snowbird, and Alta and the public could stomach the costs more. Nothing has been stated to indicate this has been discussed.</p> <p>#6: The increased traffic wherever the gondola is built (currently slated for the land purchased by LCC Base Property LLC, which of course is owned by Cummings family - who also own Snowbird) will be severe even on good days. Between the entry areas for Snowbird and Alta there are currently five places where cars can gain access to those resorts. Even if there are two entry points for the gondola base station the strain felt on high snow days will be immense. Getting into, and then out of, the base station will simply be a traffic nightmare - at the base of the canyon! - and the rational option for most drivers will be to drive up the canyon.</p> <p>#7: In terms of avalanche mitigation/avoidance - one of the main arguments stated for building a gondola - there could be tunnels built in certain places/high slide areas to (a) ease the problems caused by slides and (b) allow for wildlife to move more freely across the canyon throughout the year. This further avoids the footprint of the gondola towers which would be massive.</p> <p>#8: If the public is footing the bill for a gondola system it seems to further bolster the argument that everyone should have access to the areas the gondola is feeding - namely snowboarders accessing Alta. I won't weigh in on my opinion here, just a logical ramification that needs to be considered and addressed.</p> <p>#9: Something that thus far has been overlooked is the fact that the projected snowpack in the canyon will decrease over time (if weather patterns/warming continues). Meaning the financial projections for Snowbird and Alta will further become strained as time goes on, which will then nullify the gondola and make it go the way of the failed Moab lift system - albeit with a much higher cost and environmental scar.</p> | 32.2.9E; 32.29R; 32.1.2F; 32.20B; 32.2.7A; 32.1.2D. | A32.29R; A32.1.2H; A32.2.6S; A32.1.2F |

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| 35977 | Watne, Zac | <p>Much to say here regarding the decision to go ahead with the gondola project for Little Cottonwood Canyon (LCC) - I am very much against it - though there are a couple of key points I would like to highlight.</p> <p>#1: There are many ways to address the problem prior to building a gondola, including the important step of creating a bus depot (where the parking for the gondola is planned to be) and testing out various bus options before any additional steps are taken. The depot could range from one extreme, shutting down public access to the canyon for several months/weeks/days per year - save residents/workers (e.g. Zion NP), to simply enhancing the bus boarding/unboarding process via the depot. Buses also have the additional benefit of being able to service far more places in the canyon (e.g., trailheads - not everyone wants to go to Snowbird or Alta) and if the buses are electric - which has been proven to work in the canyon - then the environmental impact is lower.</p> <p>#2: While you cannot place a price on this, the aesthetic loss of value within the canyon itself is worth noting. Currently the sightlines, the contours of the granite walls near the mouth of the canyon and the unobstructed views up the various gulches and forks (Tanner's Gulch, White Pine Fork, Red Pine Fork, etc.) are highly valued by those of us who utilize the canyon year-round. The varied gondola towers, cables, and cars would permanently scar the canyon and the natural feeling currently cherished throughout the canyon would be lost.</p> <p>#3: One underlying assumption behind building a gondola is the thought that far fewer cars will drive up the canyon in the winter (part of the environmental impact study). That is a questionable assumption at best. Yes, some will decide to take the gondola up rather than driving - particularly during storms...this of course assuming the gondola itself isn't shut down due to high winds during said storms. Given the projected travel time for the gondola it will be faster to travel via personal vehicle, which will be especially true if some cars are removed via the gondola. Meaning the same number of cars will use the canyon, and more people in total would be up the canyon with gondola usage - which highlights yet another ignored issue: what is the tipping point for usage in LCC? The failure to address this critical issue is point #4.</p> <p>#5: The fact that the public is footing the bill for a solution that will only run 6(ish) months out of the year, and one that will only benefit two entities, is concerning to say the least. Make it a shared expense between UDOT, Snowbird, and Alta and the public could stomach the costs more. Nothing has been stated to indicate this has been discussed.</p> <p>#6: The increased traffic wherever the gondola is built (currently slated for the land purchased by LCC Base Property LLC, which of course is owned by Cummings family - who also own Snowbird) will be severe even on good days. Between the entry areas for Snowbird and Alta there are currently five places where cars can gain access to those resorts. Even if there are two entry points for the gondola base station the strain felt on high snow days will be immense. Getting into, and then out of, the base station will simply be a traffic nightmare - at the base of the canyon! - and the rational option for most drivers will be to drive up the canyon.</p> <p>#7: In terms of avalanche mitigation/avoidance - one of the main arguments stated for building a gondola - there could be tunnels built in certain places/high slide areas to (a) ease the problems caused by slides and (b) allow for wildlife to move more freely across the canyon throughout the year. This further avoids the footprint of the gondola towers which would be massive.</p> <p>#8: If the public is footing the bill for a gondola system it seems to further bolster the argument that everyone should have access to the areas the gondola is feeding - namely snowboarders accessing Alta. I won't weigh in on my opinion here, just a logical ramification that needs to be considered and addressed.</p> <p>#9: Something that thus far has been overlooked is the fact that the projected snowpack in the canyon will decrease over time (if weather patterns/warming continues). Meaning the financial projections for Snowbird and Alta will further become strained as time goes on, which will then nullify the gondola and make it go the way of the failed Moab lift system - albeit with a much higher cost and environmental scar.</p> | 32.2.9E; 32.29R; 32.1.2F; 32.20B; 32.2.7A; 32.1.2D. | A32.29R; A32.1.2H; A32.2.6S; A32.1.2F |
| 38611 | Watson, Anna | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2F; 32.2.9E; 32.2.6.5E; 32.20B; 32.2.9C; 32.2.2K; 32.2.6.3F; 32.2.4A | A32.1.2F; A32.2.6.5E; A32.2.2K |
| 27430 | Watson, Clive | <p>After many years as a ski patrol, lift crew and instructor I have never failed to enjoy the unobstructed panorama of our beautiful canyons.....some say the gondola is "beautiful".....what could be beautiful when it impacts the god.....or Mother Nature, given view of this gorgeous view.....that serves a commercial few (Snowbird & Alta).</p> <p>Further, I have seen no plan to evacuate the gondola in the event of a crisis or shutdown, which I saw often as a patrolman at Park city.</p> <p>I encourage those in power to look at a groundhog [ground] based solution, be it expanded bus traffic or a more easily maintained track system.</p> <p>Clive Watson</p> | 32.2.6.5K; 32.2.9A | |
| 31114 | Watson, Clive | I am delighted that the council opposes the gondola. To distract from the scenic splendor would be would be a scar that would never go away. | 32.2.9E | |
| 33470 | Watson, Elizabeth | I do not support the installation of the proposed overhead gondola. The unfavorable short term disruption during construction and the long term impact on the environment, biota and natural resources is unacceptable and indefensible. Please vote against this proposal which is only business oriented and motivated and keep this pristine buffer between already existing developed and busy areas intact. | 32.1.2B; 32.2.9E; 32.2.9N; 32.13A | A32.1.2B; A32.2.9N; A32.13A |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31522 | Watson, Janet | I am totally against the gondola. It will ruin the canyon forever. You should simply regulate the number of cars that can enter the canyon daily. | 32.2.9E; 32.2.2K | A32.2.2K |
| 35439 | Watson, Margo | I prefer buses that have two combined rather than gondola that could damage environment more and be too expensive for average citizen | 32.2.9E | |
| 32915 | Watson, Mark | No gondola- bus only traffic in winter except employees and homeowners with permits. Open satellite bus parking and shuttle to dedicated canyon buses. Any cars in canyon without a permit to be towed out of canyon. No hikers. Dropoff bus stops for climbers. | 32.2.2L; 32.2.9E; 32.2.2I | A32.2.2I |
| 33078 | Watson, Marysia | No gondola No toll More buses and carpooling | 32.2.9E; 32.2.9A; 32.2.4A | |
| 27946 | Watson, Nathaniel | I am begging whomever reads this to please reconsider ruining how this canyon looks, so the rich can get richer. It WILL be an eyesore, it is NOT a community friendly option, and I am extremely disappointed this matter has not been considered more thoughtfully. I grew up minutes from this canyon and the idea that there's only these two solutions to the traffic problem is so wrong. PLEASE DO NOT BUILD THIS GONDOLA!!! | 32.2.9E | |
| 35830 | Watson, Sam | I think the gondola is misguided. Growing up in SLC and seeing the change and crowing occurring in LCC and the greater Wasatch, I think the gondola is a grab for more attention and tourism dollars. Fewer cars in the canyon is the solution, via tolls or negative incentives to drive up the canyon. | 32.2.9E; 32.2.2Y | |
| 34097 | Watson, William | Please do not spoil our canyon with crazy lane widening and a gondola! We don't need Little Cottonwood Canyon to become Provo Canyon. We need to conserve this place by creating a toll system that makes resort users pay their way for using the canyon. We need to do a capacity assessment for the volume of usage that the resorts can reasonably handle. How many more people can reasonably recreate up there anyway? I don't want to spoil the canyon. And I don't want taxpayers to foot the bill for the ski resorts. | 32.1.2B; 32.2.2Y; 32.2.7A; 32.2.9E; 32.2.0B | A32.1.2B |
| 31852 | Watt, Andrew | I'm writing to express my support for phased implementation of alternatives, with support for expanded bus service and tolls. The gondola will not be an equitable solution and will only serve to help business interests, not the actual concerns or needs of the people. There are better options, and a phased implementation of solutions should help us find the best way. DO NOT BUILD THE GONDOLA!! | 32.2.9R; 32.2.9E | A32.2.9R; A32.1.2H; A32.2.6S |
| 36035 | Watt, Andrew | Seems like we have bigger problems like water, education and feeding some many hungry children Let's spend time and energy working on those. Why damage one of our great outdoor treasures. Use of buses for skiers and hikers | 32.2.9D | |
| 37172 | Watt, Jeremiah | 100% AGAINST! - better options exist - the gondola doesn't fix the problem - the gondola does detract from the canyon experience and does impact climbing - spending 550 million dollars to serve the few, 50 days a year, at the cost of the majority is an outrage | 32.2.9E | |
| 37178 | Watt, Jeremiah | There's few things I've been more opposed to. 100% AGAINST! | 32.2.9E | |
| 37180 | Watt, Jeremiah | A land grab for the few at cost of many. Totally AGAINST! | 32.2.9E | |
| 37173 | Watt, Jeremiah | Totally against! | 32.2.9E | |
| 25800 | Watters, Deborah | I oppose infrastructure changes to LCC, including the gondola. To have the state spend millions of taxpayer dollars so more wealthy white people can ski is a travesty. This looks like an environmental and aesthetic disaster being implemented to ease congestion on a very small number of days during the year, as well as a financial windfall for two privately-owned resorts. | 32.2.9G; 32.1.2B; 32.2.9E; 32.2.7A | A32.1.2B |
| 29255 | Wattleworth, Howard | I am seriously dismayed that this project is going forward. Are you so elite that you've become blind to the needs of the people of our state? Forget about those who are looking for a better way to access the canyons and turn to those who are looking for a way to both eat this month and pay their rent. But I fear you are beyond feeling. You'll respond that it's just part of your budget. Forget what you think you're entitled to and let our tax payer funds go to the ones suffocating with high rent, high food prices, and no medical insurance. | 31.1.2B | |
| 27009 | Watts, Ethan | Please DO NOT make this gondola and ruin one of Utah's most loved and enjoyed pieces of nature. The gondola is NOT a solution! | 32.2.9E | |
| 28631 | Watts, Jennifer | Let the ski resorts pay for it. It benefits the resorts. Where at the mouth of the canyon will all the cars park? Public funds should not be used for this. | 32.2.7A; 32.2.6.5J | |
| 25342 | Waugaman, Katie | This is clearly not about traffic but about profit for the ski resorts. What about all of the other uses along Cottonwood Canyon? Hiking, climbing, backcountry skiing, and other activities contribute to traffic but will not be "helped" by this gondola. | 32.1.2D; 32.2.9E; 32.2.9N | A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 37107 | Wavle, Jim | <p>In my opinion, the Gondola B Alternative makes the most sense. However, I believe it is a mistake to limit the project to Little Cottonwood Canyon. Rather, the project ought to include transportation in Big Cottonwood Canyon and to Park City as well. A survey of visitors to Alta several years ago, showed that as many as 40% of the visitors there on a typical winter day actually drove from Park City. The results of this survey comported with my own experience in that I have found that virtually every visitor to my home in Park City also wants to ski in the Cottonwoods, thus leading us to drive there many days each winter. And the traffic congestion and automobile exhaust pollution in the Big canyon is every bit as bad as it is in Little Cottonwood Canyon.</p> <p>I further believe that the gondolas through the Canyons and to Park City should be built and run -primarily by private enterprise with some government assistance such as by tax advantaged municipal bonds to help fund construction. Clearly, the ski area operators will benefit from having a gondola system that improves the experience of their customers whether visitors or locals. And Utah citizens will benefit from having a system that reduces pollution, and allows us to accommodate visitors from around the world in a manner that supports an important element of our economy without detracting from our own enjoyment of the mountains.</p> | 32.2.9D; 32.1.5B; 32.2.7A | |
| 30778 | Way, Sara | <p>You have an entire sport you are ignoring. So many people come to climb in the little cottonwood and appreciate how beautiful it is. You are destroying something to beautiful to loose.</p> | 32.4B; 32.1.2B | A32.1.2B |
| 32385 | Wayne, Danielle | <p>To quote the environmental impact statement, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the value of the Wasatch Mountains." A gondola system does NOT deliver the transportation needs of our community. Those wanting to hike and climb in the canyon will not be able to utilize the gondola, it does not stop where they need to stop. A gondola would also decrease the value of the Wasatch mountains; it would ruin a perfectly nice view and cost the community MILLIONS and then MILLIONS ANNUALLY.</p> <p>Why don't we make the proposed temporary solution, the permanent solution and literally save \$550 MILLION (PLUS save \$7 Million EACH year)?</p> <p>The temporary plan to increase and improve bus service as described in the Enhanced Bus Service Alternative (with no canyon roadway widening), tolling or restrictions on single occupancy vehicles, and the construction of mobility hubs would make a huge difference (hence why it was listed as a solution by UDOT). The Enhanced Bus Service Alternative would satisfy all parties that care about our canyons. Park City has a line of electric buses that could be modeled after; this would be another pro to the bus system as it would ease environmental impact and still cost a fraction of the proposed gondola. If you drive around any neighborhood around and in the canyon, all community signs says NO gondola, listen to our community PLEASE!</p> | 32.2.9E; 32.2.9A | |
| 33484 | Wayne, Dylan | <p>The gondola is clearly not what the community of LCC wants or what the people of Utah want. This is a clear sign of corruption in the state. Whether that be Udot, Utah government, and or the skii resorts and rich who are the only ones benefitting from this. If you are for the gondola, YOU ARE THE PROBLEM. Utah people do not want the gondola. WE HAVE SPOKEN.</p> | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N; 32.6A | A32.1.2B; A32.2.9N |
| 28384 | Weaver, Dennis | <p>This is not an easy process to satisfy everyone. As far as it goes I am in favor of the gondola, but.....where are you going to park everyone? Even if you used buses you would need to park the cars. I can only imagine miles long lines coming from both directions in order to park and then walk with gear to gondola. I hope you are figuring it all out.</p> | 32.2.9D; 32.2.6.5J | |
| 25725 | Weaver, Nicole | <p>A gondola only kicks the can down the road and does nothing for BCC. I don't want my tax dollars to pay for it, I won't use it, and it doesn't provide access for back country skiers. If Alta and Snowbird want it, then Alta and Snowbird can pay for it. I think this plan is a catastrophe for LCC and I can't believe that this is even what was chosen when the extreme majority of public opinion is against it.</p> | 32.1.1A; 32.1.2D; 32.2.9E; 32.2.7A; 32.2.9N; 32.2.2PP | A32.1.1A; A32.2.9N |
| 34594 | Weaver, Nicole | <p>The public has overwhelmingly spoken - no to the gondola! For every reason you will read in every other comment.</p> | 32.2.9E | |
| 31916 | weaver, robert | <p>The preferred alternative summary is misleading in its portrayal of the facts: "Support for gondola and bus alternatives" More correctly it should show that over 80% of respondents are against the gondola in any form, with busses preferred Support for tolling - YES! low cost/high impact improvement Support for phased implementation - YES! Start with tolls and enforcing traction laws that are already in effect (almost never enforced) Consideration of all canyon users, not just resort visitors - YES! Keep existing recreation opportunities intact -YES (Gondola does nothing for summer users, trailhead access, etc. Maintain existing visual experience - Gondola ruins the canyon experience.</p> <p>Budget - Who is kidding who with this budget? like all large govt projects, it will end up costing double.... (Think Airport, Prison, Legacy...) If 1/2 or more likely a billion dollars can be found for any project, why cant a couple hundred grand be found to patrol/enforce existing traction laws?</p> <p>All the above is to say nothing of the Super Fund/EPA reclamation work that will need to be done at the proposed goldola base station site as it is an old tailings pile, the pre-2022 Winter Olympic EPA study that found LCC was too fragile to host any events, the fact that a gondola is just corporate welfare for 2 private businesses and nothing more than a tourist ride.</p> <p>It seems clear that any goldola option is too expensive/wastes tax dollars, does nothing to improve the canyon experiance, favors 2 private entities, etc.... If it ever does go in, forced use will then come into play with the additional cost to users of \$40, plus the parking, plus the transferring from a park and ride lot to the base station, which will just cause people to continue driving up anyway...</p> <p>Put in a toll booth for single passenger vehicles, let HOV's go up free, add busses, institute an even/odd lisc. plate program if needed, fund enforcement of current traction laws. Resorts to institute more paid/reservation parking. PROBLEM SOLVED!</p> | 32.2.9E; 32.2.2Y; 32.2.9R; 32.1.2D; 32.2.2M; 32.2.2K; 32.2.7F | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2K; A32.2.7F; A32.2.7C |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29785 | Weaver, Stephen | This type of project which will clearly impact the environment and the ecosystem contained within it is very clearly all about money and should be reconsidered for different and better options. The land which is utilized by countless species as well as recreational outdoor enthusiasts of MANY sports deserves to be preserved and not just exploited for white collar tourist magnets. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.4B; 32.13A | A32.1.2B; A32.13A |
| 31390 | Weaver, Sue | I oppose the gondola project. It limits where riders will load and unload, giving unfair advantage to particular corporations in the canyons, and creates bottle neck parking situations. | 32.2.9E; 32.2.6.5E | A32.2.6.5E |
| 26520 | Webb, Brandon | As a Sandy City Resident and lifelong recreationist in Little Cottonwood Canyon I am extremely disappointed in UDOT's decision to support construction of a gondola in LCC. It does not reflect the opinions of the majority. It would ugly our canyon that has been a beautiful refuge since our state was founded. Although this is publicly funded, it will only serve to line the pockets of few. It is an unequitable solution and one that disregards the opinion of those that it negatively affects. I urge you to choose a different alternative or if you're so confident this is the correct decision, have the courage to put it to a public vote. | 32.1.2B; 32.2.2PP; 32.2.9N | A32.1.2B; A32.2.9N |
| 35227 | Webb, Bryson | Hi! My name is Bryson Webb and I am a resident, home owner and outdoor enthusiast living in the salt lake valley. I am writting to state that I do NOT want a gondola to be built in the Cottonwood Canyons and for the current EIS proposal to be opposed. I recreate in the cottonwood canyons year round for resort skiing, backcountry skiing, trail running, climbing and for employment. I frequent these canyons more than 50 days a year in the winter alone. The current gondola EIS plan will not solve current problems such as the problem we will see this next winter with decreased bus service. The gondola still relies on buses and will not function without them. What will happen to the gondola when there is not enough bus service to get people to the gondola much like what is going to happen this winter? Please let me know your plans for this. Again, I urge you to NOT follow through with the current gondola EIS plan. Thank you for accepting comments on this issue and remembering that you represent us, the people. We have spoken and we do NOT want a gondola. Thank you, Bryson webb | 32.2.9E | |
| 38612 | Webb, Bryson | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E | |
| 35972 | Webb, Chris | We want the most cost effective option. | 32.2.7A | |
| 33456 | Webb, Jeff | No gondola! Combination of fee and bus would be a lower impact way of limiting car traffic. | 32.1.2B; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 29176 | Webb, Jeff | No Gondola!! | 32.2.9E | |
| 35913 | Webb, Judith | . No gondola! . Gondola will be a huge burden on tax payers including those that don't ski or hike or utilize the canyons. . It is a rushed decision and irreversible. . LCC is a natural treasure, one of God's crowned jewels. If we allow a little to be despoiled, all will be despoiled eventually. . Wasatch Boulevard should not be widened. . It needs to be pedestrian friendly. . Make walking paths on east and west side. . Have protected bicycle paths. Utah's infrastructure needs to be focused on. We need to focus on our traffic. People run red lights drive 90 mph on our highways without penalty. Building Unsightly gondola towers And parking structures, widening Wasatch Boulevard will definitely increase visitation and stress in Little Cottonwood Canyon. Please listen to us! | 32.2.9E; 32.2.7A; 32.2.9L; 32.1.2F | A32.1.2F |
| 27057 | Webber, Cecilia | I am a sandy, Utah resident and am against this project. Besides the negative environmental impact it is an all around waste. Nobody will pay lots of money to ride a gondola if they can ride a bus, or drive in their own car. It also only benefits the ski resorts. I vote no. | 32.1.2.B, 32.2.4A; 32.2.9E; 32.2.9N | A32.2.9N |
| 29153 | Webber, Cecilia | No gondola. Electric busses would be better | 32.2.9E; 32.2.9A; 32.2.6.3F | |
| 27744 | Webber, Don | UDOT, please, PLEASE don't allow this. Once it's altered, its altered forever. Less invasive options ARE available. The gondola services 2 privately operated ski resorts. This canyon is SO much more than these 2 resorts - it's peaceful, quiet and relatively unscarred. Vehicle tolls, increased bus lines, limiting private vehicles on popular ski weekends are all less dramatic and less EXPENSIVE solutions for the taxpayer. Please don't do this. Listen to the vast majority of your constituents. In the words of Thoreau: "a man is rich in proportion to the amount of things he can afford to let alone." Just let this alone, UDOT. It is what the majority of people want. | 32.2.9E | |
| 35969 | Webber, Jonathan | I estimate operating cost at \$20/person which will require an access charge for autos | 32.2.4A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 38042 | Webber, Sam | Start with increased bus services with a bus dedicated lane. The gondola will serve no other purpose but to benefit private ski corporations at the expense of tax payers. If a gondola is to be considered, then the ski resorts MUST pay for it. This would be a huge waste of money and a destruction of the natural landscape, for what? Create tolls, bus dedicated lanes, carpool initiatives, etc. The gondola will not work. It serves no purpose in our canyon. | 32.2.9B; 32.1.2D; 32.2.7A; 32.2.4A; 32.2.9E | |
| 33693 | Weber, David | No gondola is needed in the canyon. Find another and less impactful option. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 28787 | Weber, Jenna | Please do not destroy LCC with a gondola that will only benefit a few at the cost of many. | 32.2.9E | |
| 34670 | Weber, Quinn | <p>My family and I are vehemently opposed to the Little Cottonwood Canyon gondola project.</p> <p>Please protect the canyon and the Wasatch range from this abhorrent project idea.</p> <p>There are better solutions to the Little Cottonwood Canyon traffic congestion situation.</p> <p>The group of businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution.</p> <p>Unfortunately, their claims about sustainability, clean energy use and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird-ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean," the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal, unless you are elite enough to have one of the 2,500 "premium," parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | 32.2.9E; 32.29F; 32.2.6.5E; 32.20B; 32.2.2K; 32.2.9A; 32.2.6.3F; 32.2.6.3C; 32.2.4A | A32.2.6.5E; A32.2.2K; A32.2.6.3C |
| 32829 | Weber, Stephanie | The Little Cottonwood Canyon gondola proposal is expensive, benefits only a select group, and harms both the canyon and many of the people who recreate in it. The gondola serves two resorts only, has a massive environmental impact, and simply does not acknowledge that the canyon has a finite capacity which must be respected. Backcountry skiers and climbers alike will not benefit from this year-round and permanent operation, which doesn't account for the natural fluctuation of traffic in the canyon. It limits outdoor access, benefits large corporations, does not preserve the canyon, and does not serve the people and the environment in the way that an alternative solution would. The voice of Salt Lake City citizens has been loud and clear, and the choice to abide by shareholders' and corporations' wishes reflects a deep disrespect towards the canyon, the community, and the environment in favor of short-term profit which will soon come to an end. Refusing to accept the reality that the canyon has a finite capacity will do nothing but harm it's future and punish those who recreate responsibly within it. | 32.2.9E; 32.20B | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25972 | Webster, Edgar | Please no gondola. Please choose the bus alternative. I'm a backcountry skier and want to be able to get to the White Pine trailhead with family and friends. Please stop the gondola giveaway or make Alta and Snowbird pony up to foot the bill. Thank you! | 32.2.9A; 32.2.9E; 32.2.6.5G | |
| 38066 | Webster, James | I hold a masters degree from Harvard in environmental planning and architectural history. I was on the faculty of USU's department of landscape architecture and environmental planning. I have prepared numerous visual simulations of impact for geothermal, mining, tar sands and culinary water development projects. I've been a guest instructor at Harvard's MBA program and presented case studies of real estate site location preference based on visual attractiveness. I've been a guest lecturer on environmental planning at the architecture, history and engineering departments at the following universities: Guelph, Hawaii, Utah, California Poly, and USU. I prepared the "Master Development Master Plan for Saltair Beach at the Great Salt Lake State Park for Utah State Parks. I prepared the "Inter-Resort Transportation Plan" (UMTA grant), and the "Tri-county Railroad Study" for the Mountainlands Association of Governments. I worked my way through school as a brakeman and conductor for the Southern Pacific Railroad in the Cascade mountains of Oregon and Sierra mountains of California and Nevada. I've worked as an advisor to railway roadmasters and have conducted feasibility analysis of unit train feasibility for interstate ore transport. I served a LDS mission in Switzerland and became very familiar with the efficiency, historical significance, tourism attractiveness, and minimal visual and environmental impact of cog railway systems. The advantages of a cog railway over a gondola are indisputable, enabling less visual and environmental impact, higher flexibility of interim destination access, unique historic continuity as related to Utah's mining heritage, greater long-term durability and reduced maintenance commitment, and a significantly enhanced attractiveness for year-round tourism. My family has lived in the ski regions of Europe and have hosted friends from these areas who have visited Utah and am confident that they would be insulted and offended if UDOT would elect to impact the natural terrain and unique visual significance of Little Cottonwood Canyon with an arbitrary and limited functional gondola. James Webster, RLA | 32.2.9E; 32.2.9F | |
| 33258 | Webster, James | In my UMTA grant publication "Inter-resort Transportation Study" of 16 options the gondola only provided a short-term solution, like a band-aid. User preference was marginal and flexibility to provide access to only one destination was a serious deterrent for attracting users. The short-term viability is a serious cost-benefit concern that questions a need for abandonment and outlet reclamation of the impacted landscape. What level of inflation protected bonding has the proponent ensured? I've not seen any documentation. As covid infestation continues to require mitigation forcing users to rowdy [crowd] into a closed capsule is a public health violation. The immense parking structure imposes a serious heat island impact along with widening of Wasatch Blvd. The single benefactor is discriminatory corporate welfare with at least 95% of funding taxpayers excluded from any beneficial use or enjoyment. Disabled persons who require ADA access are also excluded in violation of ADA legislation. The gondola is an unjustified investment as regards public cost benefit and cannot be justified. | 32.1.2B; 32.23B; 32.2.7F; 32.10B; 32.2.6M; 32.2.7E | A32.1.2B; A32.2.7F; A32.2.7C; A32.2.7E |
| 29374 | Webster, James | I realize UTOT'S primary qualification is pandering to GOP bias, including fostering corporate welfare at the expense of Utah taxpayers. This bigoted attitude has no regard for the impacts on our socio-economic welfare, but UDOT's arrogant disregard of the public trust and is unjustified. I wrote the 1990 UMTA "Inter-Resort Transportation Study", that rated 16 alternative means of transit techniques and have lived in Switzerland. UDOT's unapologetic disregard for the full spectrum of Little Cottonwood Canyon users defies sound economic principle. The attraction of a gondola for tourism is minimal and likely represents a significant deterrent. Covid will be a perpetual public health risk that will only be amplified by subjecting local and tourist visitors to a closed, unregulated capsule having no air exchange. The gondola option excludes all others except downhill skiers and fails to serve the general taxpayer population who UDOT would compel to fund this option. The heat island impact of the proposed parking structure, especially when not in use has not been studied for mitigation. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.6C; 32.2.6.5C; 32.2.6.5U; 32.2.7A; 32.2.9E; 32.2.9N; 32.10B | A32.1.2B; A32.2.9N |
| 36343 | Webster, Justin | I don't want my taxpayer money used to make improvements that will benefit the business of the resorts. If tax payers are funding the gondola, it should be free to ride for residents of Utah. | 32.2.7A; 32.1.2D | |
| 29446 | Webster, Maryann | The visual impact of a gondola in the canyon would be devastating to everyone who loves the scenery in Little Cottonwood. An example of this negative impact can be seen in Albion basin which I feel has been visually ruined by the additional ski lifts there to the point that I no longer wish to hike there. We stand to destroy the visual impact of the canyon if we allow too many people there, which a gondola would do. This appears to be a naked ploy to benefit the ski industry with no benefit to the precious resource of Little Cottonwood Canyon | 32.2.9E | |
| 34159 | Webster, Peter | I am writing to express my opposition to all Gondola options and support for the Enhanced Bus option, either with or without roadway expansion. | 32.2.9A; 32.2.9B; 32.2.9E | |
| 36949 | Weddick, Allan | To start, I am against the planned gondola up LCC. I am a resident of Sandy city and a frequent traveler up LCC. As many in Utah, the mountains are my sanctuary and place for solitude, reflection and outdoor activity. Staring down the valley while hiking to Red Pine lake is a breath-taking view and if you can catch it at the right time of day, there are few better views to see the sunset bounce off the granite walls and settle over the Oquirrhhs. Selfishly, installing a gondola will impact that view for me and the others which treat these mountains as a spiritual haven. That is one of my reasons I am not in favor of the gondola. What is the true benefit to installing a gondola? Pro gondola crowd will state this is the answer to addressing traffic congestion. Yes, it may for some of the busy days during prime ski season between the hours of 7-10am for uphill traffic and 3-6pm for downhill traffic (excluding avy control, which will most likely shut down the gondola too). As mentioned, I frequently travel LCC all year and other than those peak times from Nov-Mar, I have rarely ran into unreasonable traffic that wasn't cleared up in a timely manner. I don't see why the gondola is the choice to address a seasonal traffic issue which can be resolved with a solution which is scalable and cost less. The gondola is not the answer to any situation in our canyons and should not be a solution which monetarily benefits 2 ski resorts. The gondola is not the answer for many concerned citizens speaking their thoughts with passion and concern. The gondola is not the financially responsible option for Salt Lake County | 32.2.9E; 32.1.2B; 32.1.2D | A32.1.2B |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>or the state of Utah for that matter. The gondola is not the solution for the outdoor enthusiasts which will most likely lose part of their playground due to the gondola footprint. Again, what is the true incentive to our community with a gondola. I can't think of any incentives, but maybe that's because my love and respect for these mountains does not include a permanent structure in place, as a gondola will.</p> <p>Please take my concerns and the many thousands of responses you are receiving to heart, we aren't just taking time to tell our story because it's fun, it's because we care about a solution, not a fancy new toy to show off the mountains. The mountains don't need to be shown off, they are magnificent as they are for all to enjoy with limited scars.</p> <p>Thanks for your time.</p> | | |
| 26902 | Weed, Lyti | The proposed gondola is not the best solution for a developing salt lake, destroying the natural beauty of the little cottonwood canyon is a bad call. | 32.2.9E | |
| 25965 | Weeks, Alec | As a salt lake resident and frequent user of LCC I vehemently oppose the gondola | 32.2.9E | |
| 32952 | Weeks, Claire | I'm honestly a little confused as to how the gondola option has made it this far. It doesn't make any sense financially and it won't be effective at transporting all the people in a timely manner. I agree that the problem needs to be fixed, but this drastic solution isn't helping. Another bus lane should be added. | 32.2.9B | |
| 36421 | Weeks, Missy | NO TO THE GONDOLA | 32.2.9E | |
| 31516 | Weeks, Russell | I oppose the proposed Gondola. It's one of the great examples of legislators' self-dealing that I have seen unfortunately in the last 40 years. Just reference the Deseret News article by Kyle Dunphey published on September 7 to see how far former Senate President Niederhauser stands to profit from the project and how ill-served the people of Utah will be by a transportation device that serves only ski resorts. Finally, it's amazing to me that the ski resorts would decry UTA cutting bus service to their resorts when the owner of Alta said publicly that only 3 percent of skiers use buses. The project is arrant and corrupt and should be scrapped. | 32.2.9E | |
| 36638 | Weems, Stephanie | Please do not pursue the gondola option. There are other options that would be more efficient, less expensive and much more effective. | 32.2.9E | |
| 25399 | Weenig, Brian | I am extremely disappointed and sad to see UDOT going forward with the gondola. This plan is extremely short sighted in my opinion. Installing this massive piece of infrastructure for one user group for a short (and shrinking) portion of the year seems ridiculous. Utah's winters are becoming much shorter and inconsistent. In 10 years the ski resorts will likely be struggling much more to open up and building a gondola for a dying industry does not make sense. It will visually disrupt the beauty of the canyon and destroy many beautiful climbing boulders. I hope you read and acknowledge everyone's comments. | 32.2.9E; 32.2.2E; 32.2.9N; 32.2.2PP; 32.4B; 32.6D | A32.2.9N |
| 35495 | Wehrli, Jared | I am opposed to installing a gondola in the canyon. While unique and exciting I believe it would be destructive to the peace and beauty of the canyon. Sometimes change is not a good thing. | 32.2.9E | |
| 26847 | Wehrung, Kyle | We would appreciate it if you recognized climbers and outdoor enthusiasts needs and values. This proposal goes directly against what a large population of people believe in. Destruction of the environment to get more people waiting in lines. Could I suggest a permit system to get into LCC? | 32.1.2B; 32.2.2K; 32.4B | A32.1.2B; A32.2.2K |
| 38789 | Wei, Kimi | <p>Subject : Little Cottonwood Canyon y nuestra comunidad merecen respect!</p> <p>Dear Utah Department of Transportation,</p> <p>I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons.</p> <p>The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low-income communities. They will have less access to the gondola station and less access to Little Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low-income residents live.</p> <p>Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The</p> | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2i; 32.10A | A32.1.2B; A32.2.6.3C; A32.2.2i |

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| | | Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening. Thank you for your consideration. Sincerely, Kimi Wei [REDACTED] | | |
| 37759 | Weight, Hazel | I prefer the enhanced bus service. Gondola is too costly and impacts the natural beauty of the canyon. | 32.2.9E; 32.2.9A | |
| 26239 | Weiler, Caroline | As you are aware, thousands of tax paying citizens have already, with STRONG voices, expressed their desire to not have a gondola placed in little cottonwood canyon. This is coming from the people who support UDOT with their tax dollars. We appreciate being a part of the process of our how money is spent, and this is not it. | 32.2.9E; 32.2.7A; 32.5B | |
| 38653 | Weinberg, Max | Hi, this is Max Weinberg calling. I've been trying to submit a comment on Little Cottonwood Canyon Gondola project on your website, and the link isn't working. I tried a couple of days now when I try to click on submit comment, nothing happens, so it's difficult to submit a comment online or it's impossible, I guess right now. I'd like to know how I can submit a comment if there's an alternate way to do that. You can reach me at [REDACTED]. Thank you. | 32.29D | |
| 26882 | Weinner, Katie | As a local who's rode at Snowbird for twelve years I must say I'm very disappointed in your support of the gondola. Public transportation is so limited between the schedules and parking. The base lot in LCC should be returned to a bus stop and parking lot, not a park & ride. There has to be potential parking over by the Cottonwood business center that sits empty all weekend? Can you not use finding to find more places to allow for parking since the swamp lots full up by 8am? The bus service should begin earlier and encourage more people to learn the system. What is happening with the old Reams parking lot on Fort Union and the potential to use some parking at the Smiths on Bengal? Or the schools down the road on the weekends when the worst traffic is occurring with new routes that service areas where the residents are traveling up to LCC? There has got to be a better push to increase more buses and allocate more parking lots? I'm amazed that a 550 million dollar gondola seems appropriate when a sliver of that money could rent more parking lots or build a parking garage somewhere? | 32.2.9E; 32.2.2I; 32.2.2FF; 32.2.7E | A32.2.2I; A32.2.7E |
| 33315 | Weinstein, David | I wanted to let you know that my family and I oppose a taxpayer-funded gondola for a number of reasons. One is that the gondola would be a an extremely costly and expensive taxpayer funded project that will benefit maybe 3% of the population and the two or three ski resorts. \$550 million dollars is too much money to spend on 15-20 bad traffic days a year and that will only benefit a select few. It will only run 120 days a year. There are better sustainable and cost effective options such as reservations, tolling...etc Another objection is that the gondola would only have two stops whereas buses would run all year round and have multiple popular stops. Why not invest in transportation hubs and infrastructure to move people in a more economical way that would benefit all Utahns, not just skiers. What is the cost per person per gondola ride? Estimates range from \$30 to \$100. This is unsustainable and too expensive for most people thus reducing the likelihood it will be a good alternative to things like buses. Widening Wasatch Blvd will not make Wasatch less car centric and more pedestrian friendly. Things like walking paths on the east and west side, protected bike lanes, adding pedestrian road crossings (not high pedestrian bridges), and slowing down the road through redesign and vegetation will make Wasatch Blvd more pedestrian friendly! So to sum up - we need to preserve the beauty of LCC and there are ways to do this! Is a gondola even necessary - no it does not seem so! What will it really cost - probably more money in the long run than \$550 million not to mention what it will cost to ride it! There will be Increased visitation stress on LCC. It is not a convenient solution - ignoring local, public and political opinion, being taxpayer-funded, serving only private resorts, and it is an irreversible, and rushed decision! | 32.1.2C; 32.2.9E; 32.2.6.3C; 32.2.4A; 32.2.6.2.2A; 32.20C | A32.2.6.3C; A32.2.6.2.2A; A32.20C |
| 32266 | Weinstein, David | Oppose a taxpayer-funded (or any funded) gondola. Widening Wasatch Blvd will not make Wasatch less car centric and more pedestrian friendly. Things like walking paths on the east and west side, protected bike lanes, adding pedestrian road crossings (not high pedestrian bridges), and slowing down the road through redesign and vegetation will make Wasatch Blvd more pedestrian friendly! | 32.2.7A; 32.2.9L | |
| 32133 | Weinstein, Matthew | I write as a Salt Lake County resident to oppose the gondola proposal. I agree with the Salt Lake County Mayor and Council that "the Gondola Alternative [should] be eliminated from consideration in the final ROD, and, instead, UDOT [should] adopt the Common-Sense Solutions Approach, which is a more fiscally conservative and environmentally sound option." I agree with the Save Our Canyons organization that we should first see if a 30% reduction in traffic in the canyon "can be achieved with carpooling, bussing, and a parking fee at ski areas." I would also support creating a mandatory electronic tolling system similar to that used for I-15 express lanes. Until these alternatives have been tried, we should not consider a half-billion dollar gondola. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 26235 | Weintraub, Abe | I think this is a terrible idea and I am disappointed in this choice. I think it amounts to a massive subsidy to the ski resorts at taxpayer expense. It is a single use project. It will probably just back-up traffic on Wasatch blvd, pushing the problem downstream. We need to think of better solutions like expanding bus access across the Wasatch front including dedicated bus access up the canyons. Please don't do this. | 32.29D | |
| 34994 | Weir, Burke | Please consider the mouth of LCC as the starting point for this project... An Information kiosk run by Udot, Forest service, Ski resorts, Water people and local governments would be housed here at the base station... Add a temporary dog kennel, a snack bar and gift shop, Bus shelter and a "Chain on zone" managed by | 32.2.2M; 32.2.2I | A32.2.2I |

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| | | volunteers when chains/4x4 are required to enter the canyon... Tourist and locals might need help installing "traction control devices " volunteers should be certified and work for tips to get this done correctly. Past here make room for a "Casual commute zone going up" riders stand by the "Snowbird 6 miles" sign and get picked up going to Snowbird... Skiers going to Alta stand by the "Alta 8 miles" sign and get picked up going to Alta... This is where a pedestrian overpass could connect to the "Safe tire chain removal area" and a Bus shelter... Combining the 2 parking lots at the mouth of LCC and having the speed limit be 20mph from here all the way to Alta and back down to the mouth of LCC would make this possible... With this prime location private parties will team up with local governments to build commuter Gondolas... "Southtown to LCC", "fashion place to LCC", "BCC to LCC" add safe bike/ pedtrian trails to the mouth of LCC... "Wasatch bike boulevard!" Get people to walk bike Uber casual commute Busalternative to one car, one rider, one canyon driver,... not sustainable... | | |
| 34457 | Weir, Craig | The current views in Little Cottonwood Canyon are of National Park quality and should be preserved. Because of the environment and water quality issues it would create, the gondola route should not be located in Little Cottonwood Canyon at all. If there is even a need for one, it should be routed from the other side of the mountain from Summit and/or Wasatch County(s). The construction impacts of the new roads required to access the tower bases for their construction and maintenance is huge. Construction of a gondola will do irreparable harm to Little Cottonwood Canyon and creek. I know, I've witnessed the impacts, I worked constructing and maintaining roads on Forest Service lands for about 40 years. High elevation roads impacts are completely different than any other roads. The amount of sediment discharged into the streams every spring when the mountain snowpack melts is confounding. The Forest Service used the best science available in design, construction and maintenance of roads to minimize their impacts. The amount of soil each spring melt off cycle removed from the road, carried off and deposited into the streams was eye popping and disturbing to witness. Every foot of road is permanently damaging to the surrounding riparian environment, the closer to the stream it is, the more impact it has. The first couple of years after construction is off the charts for the amount of sediment a road discharges. The resorts are already operating at capacity. The gondola will not create more area in which to recreate it will in fact destroy some recreation areas currently being enjoyed. It will not improve the experience for anyone. It is a costly ill-conceived idea that would be best forgotten. Use more buses in the winter and limit the number of private cars allowed in the canyon each day. If the canyon is shut down for a day or two each winter no big deal it deserves the rest. The existing road, SR 210, is causing enough environmental damage to the fragile canyon watershed already. Build the parking lot you have planned and use any remaining tax dollars for bigger, better and more busses. Construct a new information sign and a convenient turnaround at the current gate for those days when the canyon reaches its capacity. Implement an online reservation system to accommodate winter access needs. Craig Weir 3907 S Pluto Way [REDACTED] | 32.2.9E; 32.2.2B; 32.2.2K; 32.2.9A | A32.2.2K |
| 28628 | Weir, Robert | Snow sports are a vital part of the lifestyle and economy of the Salt Lake area. However, so is clean breathing air and the need for the GSL (especially for our famous lake effect snow). Rather than spending an insane amount of taxpayer money to offset a tourism problem that affects no more than a few weeks per year, we can and should put that money toward efforts to make our great home a place that will not become an unlivable wasteland with our property values declining into the dirt. As such, as a taxpayer and concerned citizen I would rather see this money go toward clear air and GSL preservation solutions. Thank you. Robert A. Weir, M.D. | 32.1.2B | A32.1.2B |
| 35814 | Weise, Jacob | As a frequent user of the canyons, I find the gondola to NOT be a good solution to the canyon. Vehicle capacity requirements, tolling, better buying, and other low impact solutions should be considered. As a skier and climber I regularly use trailheads all throughout the canyon, not just go to Snowbird and Alta. LCC is an incredible place and the Gondola makes no sense. The Gonda would alleviate problems on a few super busy days during the winter and not be useful during the majority of the year. Please for the sake of all future users consider less impact full and expensive solutions. | 32.2.9E; 32.2.2Y; 32.2.6.5G | |
| 32343 | Weisenberg, Susan | It isn't good government practice to force the taxpayers to pay for a project that will only benefit Snowbird, Alta, La Callie, The Tree Farm, and Chris McCandless and Wayne Niederhauser. The projected price for the riders will be over what the average local citizen could afford to pay. Hawk watch has released a report indicating high raptor loss when the gondola is moving. This is a government welfare program for the wealthy that actually harms the public good as it takes money away from transportation projects meant for the entire state. Please do not build the gondola. | 32.2.9E; 32.1.2B | A32.1.2B |
| 28630 | Weiss, Ana | NO GONDOLA! IT'S A WASTE OF MONEY AND WILL PERMANENTLY MAR THE NATURAL BEAUTY OF THE CANYON. | 32.2.9E | |
| 37712 | Weiss, David | I am for the gondola | 32.2.9D | |
| 35795 | Weiss, Neshamah | The gondola is a terrible idea driven by money and greed. It would not be creating more public or accessible access. It does not benefit utahs diverse ecosystems or the canyon. Do not build it. | 32.2.9E | |
| 30545 | Weiss, Paul | My main concern is that the gondola will serve only the ski resorts. The ski industry future is bleak at this point and this seems like too much money to spend just to benefit the ski resorts. Expanded bus service would be more flexible and would better accommodate back country skiers in the winter and hikers and bikers in the summer. Either option will require expanded parking at the mouth of the canyon. Also, it does not appear that any other options than these 2 solutions were really considered and evaluated. | 32.2.9A; 32.2.6.3C; 32.2.2PP | A32.2.6.3C |
| 31018 | Weixler, Diann | The Gondola is not the answer. Keep looking | 32.2.9E | |

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| 27260 | Welch, Dennis | I oppose the Gondola construction for a number of reasons. First, it is planned to stop at the ski resorts, clearly benefiting private corporations at large public expense. Second, it does not address the transportation needs of a wide range of canyon users. Everyone from hikers, picnickers, cyclists and sightseers may have other destinations in the canyon. Third, the ski season is only shortening and our State's resources should not be used for the primary benefit of one recreational activity. Our canyon deserves protection for overuse, especially our watershed. I favor electric busing, which can be applied incrementally as the need provides. Also, limiting access will be necessary at times so we don't love our Canyon to death. | 32.1.2B; 32.1.2D; 32.1.2F; 32.2.2K; 32.2.6.3F; 32.2.9E; 32.2.9A | A32.1.2B; A32.1.2F; A32.2.2K |
| 34448 | Welch, Heather | I am appalled that this project is going through. It absolutely does not serve the people of the community... but once again serves special interest groups. So sad ? | 32.2.9G | |
| 31818 | Welch, James | I am very concerned that U dot has identified the preferred alternative to be the gondola system. I believe the gondola system is a big mistake and we'll negatively impact the aesthetics, environment and transportation costs for all users in the Canyon. Yes the increasing use of the canyons poses significant problems to the air quality and congestion however as a frequent user of the canyons particularly in ski seasons I have not found these to be a major detriment to my experience. Parking has been able to be managed at the resorts by paid parking and carpooling. I also take the bus frequently which works very well and is not often overcrowded. By increasing bus ridership and bus frequency much of the congestion could be eliminated. By moving to a gondola plus tolling of cars going up the Canyon the cost to have an experience up the Canyon goes up substantially. It will force many of lower income and lesser means to have to choose other alternatives. Skiing will become more of an elite experience for those who can afford it. I want to be able to take my family and grandkids skiing but the cost continues to escalate and when you throw on the additional cost and hassle of transportation through a gondola system it will make it unreasonable to be able to pursue this type of recreation for my family. I believe the best solution is to increase bus lanes and peak time bus availability. These work well and are able to accommodate the large crowds during the peak demand times. As a resident of the state I also don't feel that if the gondola moves forward it should be paid for by taxing all residents. Th is is unfair and represents a significant taxation without representation for resident who do not use the canyon. I know that all of these issues have been brought up before but feel they are significant and the goindola system is a big mistake that will negaitvely impact the environemt and experience of the canyon. It wouldalso be a huge missuse of the public trust to use general state taxes or a newly imposed tax to pay for and subsidize it for the benefit of a couple of major dki resort operators. Please reverse this train before it is too late and implement a more economically and ratinoal solution. | 32.2.9E; 32.2.2K; 32.2.7A; 32.5A; 32.2.9A | A32.2.2K |
| 25423 | Welch, James | I am very disappointed with the decision of Utah to pursue the gondola option and hope that this course will be reversed. Looking at the number of people and how long it takes to move those people up the canyon during high traffic hours indicate that it will never be able to carry a sufficient amount of people to satisfy the transportation needs. In fact it may create greater problems than are currently experienced. I am a frequent skier and have driven the canyons or ridden the bus for years now. The problem is not as pronounced as the proponents of this project indicate. This seems to be a problem in search of a solution where developers dollars are at stake at the expense of the public interest. Increasing the efficiency of bus lines is a much better option without destroying the aesthetics of the Canyon. Congestion at the base and also at the top when loading large amounts of people at the beginning of the day or at the end of the day also seems very untenable. This will be a very big mistake and will impact all the residents of the state for a very long time. I strongly oppose the gondola system as it is or of a tourist attraction to any real solution. The taxpayers of the state should not be on the hook for a one-off transportation solution that does not benefit all of its residents proportionally. This solution seems that it will benefit the land developers at the base of the Canyon at the expense of the public interest. | 32.2.9E; 32.2.9A; 32.2.9N; 32.2.4H; 32.7C; 32.1.2B; 32.2.7A | A32.2.9N; A32.1.2B |
| 31770 | Welch, Konner | Please no gondola. Seems like a tourist sales point rather than a solution. Lets add a bus only lane and incentives public transport | 32.2.9E; 32.2.9B | |
| 28246 | Welch, Paulette | I am apposed to the gondola in Little Cottonwood Canyon. It is exclusionary expenditure and only serves the ski resorts and the wealthy. It is using tax dollars to make the rich richer and promotes making the canyon a single use recreation area. | 32.2.9E | |
| 26793 | Welch, Ryan | Seems like the Gondola is a large band aid for only part of the overall problem. I would rather see mandatory buses and with an improved station at the bottom of the canyon than a ultimately limited use gondola paid by taxes | 32.1.2B; 32.2.2B; 32.2.2L; 32.2.7A | A32.1.2B |
| 27602 | Welding, Jennifer | I live in CH and use LCC canyon frequently. I am against the Gondola. There are many areas of play and that does not open it up to all areas. Improved and more frequent busses. Some busses that stop at different trail heads. The ability to have busses have priority and not get stuck in traffic. Upgrading the road to have some areas bus travel only. Basially more busses. More bus stops. A fee to single drivers. No Gondola. Who voted for that? only the people who ski on powder days? | 32.2.9E; 32.1.2D | |
| 29060 | Welding, Jennifer | Wasatch should not become a highway. Slower speed is an easy fix More bus stops, more frequent busses. Major change for approx 12 to 15 days of heavy snow is not a reason to create a highway. | 32.2.9L; 32.2.6.2.2A; 32.1.4D | A32.2.6.2.2A |
| 33793 | Welker, Kate | No gondola. Just add a toll. | 32.2.4A; 32.2.9E | |
| 33353 | Welland, Betsey | Hello, I am a Utah voter and I do not support the gondola as a solution for LCC. I cannot afford to ski, but I do enjoy rock climbing and hiking. I would prefer options such as toll booth and improved bus service as options. Thank you for your time. | 32.1.2B; 32.1.2D; 32.2.4A; 32.2.9A; 32.2.9E; 32.4B | A32.1.2B |

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| | | Sincerely, Betsey Welland | | |
| 34291 | Wellik, Margaret | I do not believe the gondola is a wise or responsible solution to the increased public transportation needs in LCC. There are alternative intermediary solutions that are being ignored. Improvements to the existing bus options in conjunction with personal vehicle tolls would be less invasive to the canyon and could provide greater flexibility. If the busses were increased and improved with storage capacity for skis and snowboards, I believe they would be far more popular. Charter style tour busses with under the bus storage could be much more attractive and could be offered at a higher fee than city busses, but less than personal vehicle tolls + parking. Summer use of the busses and stops at trailheads could also serve the public year round in a manner that's far more flexible to the needs of the public than a gondola | 32.2.9A; 32.2.6.3C | A32.2.6.3C |
| 34293 | Wellik, Margaret | I do not believe the gondola is a wise or responsible solution to the increased public transportation needs in LCC. There are alternative intermediary solutions that are being ignored. Improvements to the existing bus options in conjunction with personal vehicle tolls would be less invasive to the canyon and could provide greater flexibility. If the busses were increased and improved with storage capacity for skis and snowboards, I believe they would be far more popular. Charter style tour busses with under the bus storage could be much more attractive and could be offered at a higher fee than city busses, but less than personal vehicle tolls + parking. Summer use of the busses and stops at trailheads could also serve the public year round in a manner that's far more flexible to the needs of the public than a gondola | 32.2.9A; 32.2.9R; 32.2.6.3C | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.6.3C |
| 33671 | Wells, Carina | It seems preposterous that UDOT can't find the money to pay bus workers a living wage in order to keep the buses going and yet can fund this project. Please consider keeping the buses going this year. Please also make the private companies who will profit from the gondola contribute rather than just footing taxpayers with the bill. Finally please consider whether this still makes economic sense if there is no skiing in ten years on account of the Great Salt Lake drying up. | 32.1.2B; 32.2.2E; 32.2.9A; 32.2.9E | A32.1.2B |
| 32382 | Wells, Patty | The gondola is a permanent solution to a temporary problem. With global warming who knows if we are going to have good ski winters as we have had. It also puts in jeopardy all of the other attractions the canyon has to offer, such as picnic areas, hiking trails, rock climbing etc. The gondola has no place in our beautiful canyon! | 32.2.9E | |
| 30520 | Wells, Rian | Please do not build the gondola. It's just not worth it. Anyone can see. Please make more sustainable and equitable transit like more bus routes. The canyon is so important to so many of us. This is a nightmare. Please hear our voices. Actually hear them. | 32.2.9E; 32.2.9A | |
| 26688 | Wells, Ryan | As residents who love LCC for its multi-recreational use and stunning beauty, we were taken aback when reading that the gondola was approved. Admittedly, I thought (and hope still) that it would not be the first method of choice when alternative options that are far less damaging to the environment and less costly, are on the table. Please reconsider the gondola. It's not wanted by anyone I've met who lives or uses the canyon. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 27328 | Wells, Sharlene | UDOT has made a mistake. The expense of the gondola is not commensurate with the number of days each year when the traffic is particularly heavy. They are happy to take that money from tax payers who are not skiers nor snow boarders and thus are not likely to ever use the expensive gondola. It will have a major environmental impact, destroying the natural beauty of the canyon, as well as the habitat for plants and wildlife. I can't imagine why anyone thinks these detrimental factors affecting people, animals, plants, and offending the scenic canyon is a good idea. Plus, with the current climate changes we are seeing, how much longer will there be snow for skiers and boarders. I implore UDOT officials to re-think their choice and to re-consider other options. | 32.2.9E; 32.2.7A; 32.1.2B; 32.2.2E | A32.1.2B |
| 31956 | Wells, Sharlene | No to the gondola in any way! Environmentally it would be a disaster to habitats, destroy the scenic quality of the canyon, cost way too much, and be used only by a limited group of people to provide traffic congestion relief that is only necessary for relatively short periods of time in an entire year. Surely there are people who are smart enough to address limited traffic congestion without causing so many negative consequences!!! | 32.2.9E | |
| 37959 | Wells, Vicki | I am against the gondola. Its implementation high price tag for the tax payers for only 2 ski resorts is outrageous and its high ride cost will put its use out of many lower income families price range. I would prefer to see a canyon use fee and increased bus service year round that would also serve train heads . | 32.2.9E; 32.2.4A; 32.2.9A | |
| 26215 | Wellskopf, Sam | I've been against the gondola and have commented all along, but let me know how this sounds. For a gondola holding 35 people arriving every 2 minutes it would take just under 6 hours to get a 2500 space parking lot of people (at 2.5 persons/car) up the canyon. How is this a solution to move people effectively? Is my math wrong? Do I not have all the information? Your about to scar a canyon for a solution that no one will opt for | 32.2.9E; 32.6.2.1C; 32.2.6.5C; 32.7C | |
| 37409 | Wendel, Kate | Please do not build this gondola, we don't need it! Americans need more fresh air and space, not more machinery and excuses to avoid the fun of a good sweat. Do not build the gondola! | 32.2.9E | |
| 28795 | Wendt, Luke | Why is it felt to be a superior option? Gondolas are shut down routinely on the slopes for wind, severe weather, lightening, etc. those are the times when the cottonwoods are busiest and most difficult to drive. A gondola won't fix that. They are an eye sore to the beauty of the canyon, there isn't good enough parking, roads, etc at the mouth of the canyon for this whole expansive project. I would love for the members that voted on this to account for any disclosures, donations, or relationships they may have with the proposed builders of this project and land owned that will be used for this project. Little cottonwood was destroyed by our ancestors overusing trees, water, and now here we are again, planning to destroy it. | 32.2.9E; 32.2.6.5K; 32.2.9N | A32.2.9N |
| 33568 | Wenger, Joel | I think this should be paid for by the resorts and not with taxes. It will not be greatly used by the general population. Bus lane makes more sense. I understand that it will help a legislators wallet who lives at the base. Please do not put in gondola, expensive, won't be used that much, put in another lane. | 32.1.2B; 32.2.9B; 32.2.9E; 32.6A | A32.1.2B |

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| 33792 | Wenneson, Jill | I oppose the Gondola and a toll booth The gondola is bad for residents of Sandy and Cottonwood Heights, and Utah taxpayers. All to benefit two former politicians and the ski resorts. We must continue to push back. It's not worth the \$1B price tag for 15 days per year. It's not fiscally conservative to use taxpayer money. It's going to induce demand and bring more traffic, congestion, and pollution. It's corrupt. | 32.20C; 32.2.9E | A32.20C |
| 33789 | Wenneson, Jill | I'm a Cottonwood Heights resident. I DO NOT support the building of the gondola. I DO NOT consent to using my tax dollars for this project. I don't need to list all the reasons this project is a horrible idea and plan as I know it's been reported over and over again. I want to add my objection to the Gondola project. There is NO benefit to the canyon, the surrounding areas, the citizens, or the state of Utah. | 32.2.7A; 32.2.9E; 32.6A | |
| 32240 | Werner, John | No gondola. Period. Full Stop. | 32.2.9E | |
| 33162 | Werner, Whitney | I'm strongly against the gondola plan. I encourage an alternative plan. Thank you! | 32.2.9E | |
| 33389 | Wersland, Sam | As a frequent user of the canyon and a Utah resident, I would hate to see this implemented as a solution to the traffic. | 32.29D | |
| 26789 | Werstak, Samuel | UDOT, Please consider these comments. The majority of citizens in Salt Lake and Utah are NOT for the gondola. 550 million dollars of taxpayer money to implement an exclusive, detrimental addition to our loved canyons that we call home is a terrible mistake. Wildlife will suffer from your decision. the problem of canyon congestion will not be solved, and implementing this irreversible decision instead of even making an attempt at other options. use that money to make public transit free to use and pay wages to new drivers and increasing bus systems. | 32.1.2B; 32.2.7A; 32.2.9A; 32.2.9E; 32.13A | A32.1.2B; A32.13A |
| 31880 | Wertz, Bob | Please just add a lane to existing road. 2 up in the morning. 2 down in evening. minimal cost, minimal impact. Parking issues can be cost adjusted, ie. pay to park. Resorts can manage the parking. Or have a toll like millcreek canyon. Building a gondola is unmanageable, who's going to lift evac. when a gondola goes down. These are HIGH MAINTENANCE. You also have to build road under the Gondola for maintenance, To complicated! | 32.2.2D; 32.2.2K; 32.2.2Y; 32.2.9E | A32.2.2K |
| 27134 | Wesemann, Gavin | Kinda cring not gonna lie | 32.29D | |
| 34533 | Wesley, Zane | How is it the majority of the people in the affected communities disagree with all the preferred "solutions," and somehow they are still being talked about as the plan going forward? Why is UDot in charge of local roads? Where are the solutions discussed such as a toll? Or even better a toll that locals get at a substantially discounted rate where the tourists would pay full toll or take public transportation. This would limit the bulk of the congestion during the busy months without destroying the natural surroundings or widening the road. The solutions being discussed serve only the contractees and do very little for the local community. | 32.2.2Y; 32.2.4A | |
| 34355 | Wessler, Michael | This canyon has been a cornerstone of my personal and professional life for the past 13 years, and I would hate to see such brash decisions permanently damage such a widely beloved refuge. A gondola is absolutely NOT the appropriate solution for LCC at this time, and likely never will be. In short, a few major issues with the plan are: (1) taxpayer funding of what essentially only benefits private industry, with plans as advertised being incomplete or lacking in transparency, (2) a lack of an honest attempt at roadway improvements or public transportation, including moves that would effectively limit access to public lands for lower-income families, (3) failure to address both summer congestion issues in LCC along with congestion issues in BCC, which are becoming more significant each year, and (4) innumerable other impacts to quality of the experience for those who live in, near, or recreate frequently in the canyons in all seasons. Moving forward with the gondola when existing and relatively affordable options have not been given an honest attempt is wholly irresponsible. For the record, proclaiming that public transportation is insufficient to reduce the traffic problems based on data from 2020-present is laughable. Carpool and bus usage statistics from a multi-year pandemic are invalid and do not represent a system functioning at full capacity. This needs to be given an honest shot in a true post-pandemic situation before considering expensive and permanent alternatives like road widening or a gondola. Even more laughable is UTA cutting bus service in the Cottonwoods in the middle of this 'assessment' period, essentially sabotaging (whether intentional or not) the efforts to increase ridership and reduce single-occupancy-vehicles in the canyons. How is a tolled roadway supposed to work when there is insufficient bus service to balance out the addition of the toll? This will limit access for lower-income families while simultaneously failing to solve the issue at hand. I would support an honest, multi-year assessment period where bus service is substantially increased, park-and-ride infrastructure is expanded to match the increased bus service (today's lots are often full by 7AM), and tolling is used (appropriately) to encourage ridership. Snow sheds in frequent avalanche paths will help mitigate some of the roadway issues the buses would face. Increased plow frequency would mitigate road condition issues even during higher snowfall rate | 32.1.4E; 32.1.2B; 32.5A; 32.2.6.5G; 32.2.6.3C; 32.4B; 32.2.4A; 32.2.6I; 32.29R; 32.2.9K; 32.2.7E; 32.2.7F; 32.1.1A | A32.1.2B; A32.2.6.3C; A32.29R; A32.1.2H; A32.2.6S; A32.2.7E; A32.2.7F; A32.2.7C; A32.1.1A |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>events. Furthermore, the cost of this expanded bus service and snow shedding would come at a fraction of that which the gondola would total out (even at it's unbelievable estimates of 550M when reality is likely well in excess of 1.1B). How does UDOT/the state intend to fund such an elaborate project when UTA can't even fund the most basic of bus routes? Bonus, increased bus service and tolling as proposed here would be an easy to implement solution for BCC as well, rather than this farce of a 'transportation solution' which solves just about nothing for LCC and completely ignores BCC.</p> <p>Furthermore, just one summer afternoon spent in either LCC or BCC is enough to make one realize this is not just a winter problem, and includes the trailheads as well as the resorts. An honest attempt at expanded and incentivized carpooling/bus service needs to come first, period.</p> <p>All of the above commentary doesn't even begin to scratch the surface of the impacts the gondola would have on the viewshed, quiet, and overall experience of canyon residents and recreational users.</p> | | |
| 34598 | Wesson, Patricia | The gondola benefits only two entities, Both revenue ski resorts. Since they are high revenue entities why should this project be paid for my taxpayers? Most of us can't even afford to ski! Not to mention the ever severe reality of climate change. How many more years are there of viable skiing? Thus is a short sighted, self-serving move by UDOT and definitely Snowbird Resort. | 32.2.9E; 32.2.2E | |
| 26009 | Wesson, Will | Please improve busses and roads and set up tolls before building a gondola. | 32.2.29R; 32.2.9A; 32.2.2Y; 32.2.4A | A32.2.29R; A32.1.2H; A32.2.6S |
| 26402 | West, Alicia | Please do not build a gondola system. Please, please increase public transportation options, via electric buses & require canyon reservations for every car, every day of the year. Add a toll booth & incentivize cars with multiple passengers with lower tolls. The buses could be staggered, for example: buses that leave on the quarter hour, stop at the ski resorts only & busses that leave every 20 minutes, stop at every trailhead and/or parking lot. Sell canyon passes similar to the National Parks passes. We do not need a gondola. | 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.2QQ; 32.2.4A; 32.2.9A; 32.2.9E | A32.2.2K |
| 37915 | West, Autumn | I vehemently oppose the gondola. The cost to taxpayers for the benefit of two private businesses (and other corporate and private stakeholders) is a gross misuse of funds and not a real solution. The canyons deserve better. Expanded bus service, road improvements, and periodic restrictions and tolling are all solutions that could be implemented with less cost and impact while providing improved access and capacity management. | 32.2.9E; 32.1.2D; 32.2.4A; 32.2.9A | |
| 32402 | West, Chris | I think that the most sensical approach would be to first implement congestion pricing as necessary to increase carpooling and decrease demand of road space. I would like to see the price increase as necessary and reasonable to keep traffic flowing and the canyon usable. Then if increasing the frequency of the existing bus system is not able to support the demand moving from cars to buses due to tolling, I would fully support the Gondola solution. I do not think we should widen the road. I appreciate the long term financial look at the issue and further feel that the lower environmental impact makes the gondola better than adding extra lanes for buses. | 32.2.9A; 32.2.9R | A32.2.29R; A32.1.2H; A32.2.6S |
| 34370 | West, Gary | I oppose both widening the road and I also oppose the gondola projects as proposed. I have lived near LCC and BCC for 55 years. I have been skiing at Snowbird since it opened. I ski at Snowbird 2x a week and the majority of skiers I meet, are ICON PASS users. The PROBLEM is not the traffic, it is the expansion of the ICON pass. Remove the ICON pass and the traffic WILL reduce. Secondly, BCC has the same traffic problem. Why single out LCC and not implement BCC? Because it is not about the traffic, it is about resort and land development. My two alternative options are 1. Eliminate the Icon pass and/or 2. Use the funds to build parking garages at Snowbird and Alta. | 32.2.2K; 32.1.1A | A32.2.2K; A32.1.1A |
| 32611 | West, Halie | We've told you enough times we don't want the dang gondola. Pick the cheaper option. Save the canyon from further destruction. Increasing the bus system is a better use of resources and will have greater benefits than a gondola that will take years to build. | 32.2.9A | |
| 35732 | West, Larry | I have been skiing at Snowbird as a regular season pass holder for the past 28 years. I have skied no less than 45 days each season, and some seasons as many as 90+ days. I also worked as a Snowbird employee for four years from 1994-1998. From my vast experience of driving up and down the canyon there is only a concerning traffic and parking issue in the canyon on 20-30 ski days per season. The gondola is an unnecessary and costly solution to a rather minimal and seasonal problem. If this gondola is built it will have drastically negative and permanent impacts on the beauty and ecology of the canyon. The whole idea is fueled by greed in my opinion, and from my economic analysis will be a failure. I have a degree in economics from the University of Utah, and I am and have been a licensed professional in finance for the past 24 years. This gondola plan should be halted immediately. | 32.1.2B; 32.2.9E; 32.1.2F | A32.1.2B; A32.1.2F |
| 29950 | West, Michael | The funds spent on a gondola to provide recreational access to the canyon is an opportunity cost to other projects that can be done. Consider a shuttle system like Zions National Park has, use the existing roadway, and limit private vehicles in the canyon (perhaps additional parking may be needed at the mouth of the canyon to make it work). I would much prefer these funds go to providing equitable transportation investments in our cities such as increased public transit service and creating a robust safe and convenient active transportation network. | 32.1.2B; 32.2.2B | A32.1.2B |
| 33542 | West, Sam | <p>Stop taking money from ski resort corporations and listen to the outstanding number of voices that said a gondola is UNWANTED. This is a silly response to the problem and will be unneeded most of the year. You could accomplish the same mitigation through strategic avalanche tunnels and INCREASED bus routes. The gondola would be a huge mar on the beauty of little cottonwood. While it may run all year, it certainly would be unnecessary for all but a handful of days. Please consider less drastic measures. At least try out more busses first. The only good part of the eis is that you put the toll stations in a logical place. I thought you wouldn't be able to even handle that...</p> <p>I've lived here long enough to not be surprised by your decision, but am still greatly disappointed.</p> <p>Sam</p> | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E; 32.2.9K; 32.2.9N; 32.2.9R | A32.1.2B; A32.2.9N; A32.2.9R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28290 | Western, Laura | This option is going to ruin the beautiful canyon. It doesn't meet the needs of many and most will still prefer to drive. I feel more busses and the parking systems that reserve parking have helped. Please don't ruin our canyon! | 32.2.9A; 32.2.2K | A32.2.2K |
| 25925 | Westfall, Morgan | The Gondola up LCC is a terrible idea. Increasing busses would actually help solve the problem, not just push it down the canyon. it will ruin the canyon FOR SURE | 32.2.9A; 32.2.9E; 32.7B; 32.7C | |
| 37286 | Westlen-Boyer, Karin | I am against having a Gondola built in Little Cottonwood canyon, also in Big Cottonwood canyon if that will come up for discussion. 1) This will just be for the skiers and snowboarders using the canyons ski-resorts as that is the only place they are going to stop. The majority who do not use the canyon for this will be forced to pay up with increased taxes. 2) It is really only over the weekend this will be used as that is when the canyons become so crowded. Building a Gondola at this high price for these reasons is too expensive! 3) What an eye-sore it will be and extra roads that need to be built and maintained! 4) Start by having several buses that go up and down the canyon so the people who use the buses do not need to stand and wait for 2-4 buses before they can get on. We do not need a Gondola up the Canyons, it is a poor idea that will only benefit the few, cost far too much, and create an eye-sore to a most beautiful and treasured area. | 32.2.9E; 32.1.2D; 32.2.6.5G; 32.2.7A; 32.1.2B; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 37302 | Westlen-Boyer, Karin | Do NOT build a Gondola up the Canyons. 1) It will be costly and only benefit the few that ski and snowboard there. It will also mainly work over the week-ends when the lines are so bad. Add more UTA buses and let several go up an down the Canyon . Buying some new buses will be a fraction of the cost of the Gondola. It will be an eye-sore in the Canyon and destroy sensitive habitats for wildlife. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 30563 | Westman, Peter | If Snowbird wants a new lift they should purchase land and pay for it. This is not a transportation solution. It's corporate welfare. Expanding the road and bus service to meet demand is a proven solution and the only sensible way forward. | 32.2.7A; 32.2.9A | |
| 30564 | Westman, Peter | If Snowbird wants a new lift they should buy land and pay for it. This is corporate welfare. Not a transportation solution. Improved road and bus service is the only sensible option. | 32.2.7A; 32.2.9A | |
| 28160 | Weston, Allen | To whom it may concern: I wanted to write a quick letter showing my support of the Gondola project in LCC. I've talked to many people that agree. I think it would be a fantastic addition to our recreational opportunities here in the valley. I look forward to seeing the project move forward. Thanks for your time! Allen Weston Resident of Murray, Utah | 32.2.9D | |
| 26398 | Weston, Allen | I am in FULL support of the Gondola being built. It is the cleanest way to move people in and out of the canyon. The roads are always backed up and cars put off way more pollution than a gondola will. Thanks!! | 32.2.9D | |
| 34581 | Weston, Drew | I am strongly opposed to the gondola. The impact of such action will damage the natural beauty of the canyon and the wasatch front. Impacts to climbing will be far greater than just removing boulders. It will damage the community and future generations ability to access what we have had the pleasure to. The damage far out ways any benefit. Please do not continue with this proposed "fix,". | 32.2.9E; 32.17; 32.4B | |
| 34503 | Weston, Kael | I've run twice for public office in Utah - as the Democratic candidate in Utah's 2nd Congressional District in 2020 & as the former presumptive Democratic nominee for US Senate this year. A majority of the voters I spoke with oppose the gondola & instead support alternatives. Like them, I do not believe this is wise use of public funds for private & narrow benefits to a small % of Utahns. Buses are better. The public trust doctrine is a high standard - if the gondola were on the ballot, I'm convinced Utah voters would vote to oppose it. Keep that democratic check in mind as you review where the public is on this critical issue of great public concern. Thank you. | 32.2.9E; 32.2.9A; 32.2.9N | A32.2.9N |
| 37032 | Weston, Siani | The gondola is not a solution to LCC traffic. It does not address traffic and packed trailhead parking in the summer and fall when other recreation is popular. As such, It only serves to bring more people to the ski resorts in the winter, leading to overcrowding. There is also an INCREASE in commute time for those who take the gondola compared to cars. This means that people will still be more likely to take their personal vehicles up the canyon to save an extra 10+ minutes. The bus has been an alternative for years but because it is a longer commute, it has never been really successful. Moreover, the gondola is an expensive solution to the winter traffic problem in LCC. For something that will only bring more customers and money to ski resorts, it is completely unfair for the costs to be fronted by taxpayer money. No other cost-effective solutions have been attempted and carpooling had only been weakly attempted by the ski resorts. This is a problem caused by the popularity of the ski resorts and should be up to them to resolve it using their own funds. Other resorts like Deer Valley have a limit on how many people can ski there each day. Solitude has a parking fee with lowering rates dependent on vehicle occupancy. These ideas help control traffic and overcrowded parking and should be implemented by Snowbird and Alta as a means to further reduce singly occupied vehicles, and thus traffic. I also suggest a toll booth with rates dependent on occupancy, the toll booth can also be used as a checkpoint for vehicle readiness to reduce accidents related to poor traction. The ski bus can also be improved to be nicer and more appealing to riders. Ski resorts can also provide free day lockers for bus users to store their excess items while at the resort to encourage bus use. The gondola will also run through premier bouldering and climbing sites which is and has been a popular for recreation for locals and visitors. For an expensive project that will leave a huge impact environmentally and visually, we really need to consider other options. | 32.2.9E; 32.2.9A; 32.2.3A; 32.2.0C; 32.2.7A; 32.2.4A; 32.2.2K | A32.2.0C; A32.2.2K |
| 29766 | Westover, Bob | Big NO on Gondola | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 32364 | Westover, Robert | NO Gondola. Bad deal for taxpayers who won't be using it. | 32.2.9E | |
| 34690 | Westover, Robert | NO Gondola! It's a rip-off of the taxpayers. | 32.2.9E | |
| 34311 | Westover, Steve | The gondola is needed for LCC and every effort should be put in place to ensure the gondola is built in a timely manner | 32.2.9D | |
| 31635 | Westphal, James | <p>Europe has found many solutions to AVY roads. Installing a gondola that only runs to 2 areas. Excessive parking & lines for the gondola doesn't seem to be the solution. If you want to reduce traffic; create AVY safe road coverings. 100% restrict anything besides busses in the canyon except for people that live up there. Make Snowbird & Alta run busses of their own that are fully equipped to handle the conditions. This will require a large parking structure.</p> <p>Don't allow the resorts to allow parking of any type and only allow paid parking or resort guests to park up there. Make them run busses of their own. Have UTA fill in the gaps between ski season.</p> <p>This is a 15 day problem a year. The gondola is a money grab for local tax payers, these tax payers will not just be able to drive up the canyon while the "tourists" take the gondola.</p> <p>What is the benefit of this? Pay taxes for a Gondola that will take hours to get up, pay extra taxes for it, pay for parking along with the season pass... then still have the "LOCALS, EMPLOYEES, GUESTS, SEASON PASS HOLDERS" still trying to get up the canyon with the same results???</p> | 32.2.9E; 32.2.2K | A32.2.2K |
| 27868 | Wetmore, Nelson | A gondola is NOT the correct choice. As someone who enjoys all the outdoor activities Salt Lake has to offer, we can not let the solution be one that will only benefit the ski industry while hurting the climbing community. We must preserve the climbing areas as they are a huge part of the culture we have in Salt Lake and Utah. | 32.2.9E; 32.4B | |
| 26219 | Wettlaufer, John | <p>It's unconscionable that UDOT has chosen the very limited and costly gondola option for Little Cottonwood Canyon. Anyone who thinks this will address the issues of LCC are biased by other factors. This supposed "solution" creates a permanent infrastructure that will be a perpetual burden to the people of Utah at the benefit of ONLY two businesses, ONLY two stops in the entire canyon, and limited seasonal use. It's cost both in the form of tax burden and customer usage fees will disenfranchise the local community for the benefit of tourism (or the wealthy. AND, the tourism WILL occur regardless of the occasional traffic "problem," as has been seen the last few winters (even low snowfall and covid didn't deter the tourists from coming en masse). Common sense including the results of the last couple of seasons show that at most all that is needed to address perceived traffic issues in the canyon (I've traveled the canyon frequently these last seasons -- I can count the "bad traffic" days I encountered in the single digits) is a combination of requiring the resorts to meter access through parking reservations, ticket sale limits, etc.; potentially imposing a toll; if a toll is implemented allowing RESIDENTS to purchase a discounted season access pass; and increasing the bus frequency in the canyon. AND, those tactics can easily be piloted before any commitment or expense to a massive gondola project. The issue isn't the traffic -- it's the number of people/users. If the gondola is you're backwards way of metering the access to the canyon via fee, there are far less costly ways to incorporate that tactic. On top of that, the majority are against the gondola. You aren't representing the voices of the community, and certainly not the local community you are affecting. I demand that you disclose EVERY individual and organization that is going to financially benefit from this project. That list I bet is simply two ski resorts, some land developers, and some specific land owners in the canyon at the expense of everyone else. And don't list the citizens of Utah on that list. The vast majority of them will be negatively affected by this project, not benefit from it. To claim the revenue from tourism is complete b.s. That revenue is coming in regardless of the traffic model for the canyon.</p> <p>It's just common sense that this shiny object is not the solution. And, it doesn't address what's going to result is an even worse influx of traffic to already overcrowded Big Cottonwood Canyon.</p> <p>Sandy resident</p> | 32.2.9E; 32.1.2B; 32.2.4A; 32.6A; 32.2.9N; 32.1.2D; 32.2.7A; 32.2.2K; 32.2.2Y; 32.7C | A32.1.2B; A32.2.9N; A32.2.2K |
| 36998 | Wettstein, Justin | <p>I truly don't believe this is the right choice. How can the state justify spending over half a billion dollars on a project that will have a 30% reduction in its cause at best? And that is if everything goes as planned. I would prefer a toll on the canyon, cheaper for carpooling, and have the funds go toward subsidizing more busses and parking lots for bud pickup.</p> <p>Please don't build this gondola, the money needs to go to schools and other projects in need.</p> <p>(Plus some busses should stop at trailheads)</p> | 32.2.9E; 32.2.4A | |
| 35706 | Wetzel, Debra | I am opposed to the gondola. Please try other traffic solutions before such a drastic change to the beauty of our canyon! | 32.1.2F; 32.2.9E; 32.2.9R | A32.1.2F; A32.2.9R; A32.1.2H; A32.2.6S |
| 26084 | Wetzel, Kara | My heart sunk when I read that UDOT's preference is a gondola in Little Cottonwood canyon. A gondola will forever change the feel of the canyon. Is the goal really to shove as many people as we can up into our precious wild spaces, or should some of our concern be limiting the area to sustainable numbers? The gondola option feels like an expensive and irreversible ploy to make more money for the ski resorts, and I question what developer has UDOT in his pocket. Please reconsider and protect our beautiful canyon! | 32.2.9E; 32.1.2B; 32.2.9N; 32.2.2PP | A32.1.2B; A32.2.9N |
| 35035 | Wetzel, Noah | I strongly believe that a Gondola won't solve much, besides move the congestion to Wasatch Blvd and the Gondola Terminal area, instead of having the congestion within the canyon. Sure that alleviates liability of road side incidents with avalanches, but from an canyon aesthetic viewpoint, and most importantly tax payers dollars... there are better ways to move forward. | 32.2.9E; 32.2.0C; 32.1.7A; 32.2.9K; 32.2.9A | A32.2.0C |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>Years ago, Alta season passes were once on a lottery system, and tickets (to my knowledge) were capped. With that said, I believe that some areas can handle only so much, and the LCC is certainly one of those areas. The reality is, LCC is a small canyon, and the increased use must either move towards limiting use, or heading in the completely opposite direction. The Gondola would be the completely opposite direction, which, if installed, would only put more and move people up in the canyon. Now, Alta and Snowbird are in a position where they must build new lifts to accommodate the increase in users. Sure, it sounds exciting, but y'all must think long and hard to ensure the right decision will be made. There's no going back on this one, you are in charge of the aesthetic within the canyon, of deciding the outcome which we all will see, within one of the most iconic canyons in the west. It's up to you to decide the fate of it's future, a move that cannot be retracted or modified. If you look at any highly trafficked area, it all leads to either more growth, or permitting...because areas that are extremely beautiful can only handle so much.</p> <p>I strongly believe snow sheds along the roadway, and an increase in public transportation would solve these issues. I've skied at Alta and Snowbird since 2007, and for a couple years I took the bus entirely. For those of you who point to the numbers of bus users, you must understand why those numbers aren't as high as they could be, why those numbers aren't even at capacity. The answer points to our current state of the red snake. Anyone that knows Little Cottonwood, isn't going to voluntarily take the bus on a big snow day, because they know they'll be standing the entire way up and down the canyon...for hours! No one in their right mind would subject themselves to that torture. However, if you focused some of that absurd amount of tax payers dollars (or even better yet, make the resorts pay for some of it since they are profiting from it and the work of their employees which they barely compensate)...to improve the infrastructure at the base areas (such as rental and season rental locker rooms, bathrooms, actual transit centers, perhaps parking garages, and finally improve parking areas in the canyon and add snow-sheds and most importantly an increased number of buses... I'm pretty confident the issues would be solved. I know personally, that even if their were lockers at the mountain where I could store my gear for the season it would change the current total of bus users (thus allowing skiers/snowboarders to hop on the bus with ease, without the need to corral their gear to ensure it doesn't fall on someone.</p> <p>Long story short, you can't rely on the numbers you currently know, because the current infrastructure works against the efficiencies of the current transportation system. If you focus on snowsheds, improved infrastructure at the base area, trailhead improvements, and increased buses... you would see all the difference you need.</p> <p>Don't take this decision lightly. Whatever your choice, just make sure you're not moving the issue to another part of the canyon or base area...actually ensure that your decision solves the issue at hand. Like Denzel Washington said in the movie Training Day, "████ Chess, it ain't Checkers!"</p> <p>Move wisely, and God Speed.</p> | | |
| 35030 | Wetzel, Noah | yes | 3229D | |
| 25432 | Weuling, Andy | <p>After reading the Final EIS it is apparent by the numbers (clearly shown in the infographic presented) that Enhanced Bus Service provides similar if not the same transit time as Gondola Option B with far less impact on views, community, and the environment of the canyon. This solution can be scaled with changes in demand and population of the city as well. For example a weekday with poor snow conditions can warrant a scale back in bus service that day at a savings to UDOT. A gondola would be a fixed, permanent, high cost, and extremely high impact way to accomplish the same results. No matter if demand is high or low the gondola would remain a static entity. A convincing argument has not been made to show the gondola has a better environment impact than the bus, in fact the numbers show a higher impact. Reliability of the gondola is not promised and if anything is less likely than a well maintained bus fleet. If anything goes wrong with the gondola the entire line must be shut down. If one bus breaks down a repair crew can easily get to it while the other busses keep running. The report states the gondola does not have an environment justice impact. However, the cost of taking the gondola verses the bus will be far more expensive, thus pricing out lower income canyon users. On a broader social note, the job creation from the bus service exceeds gondola operation by a large margin. Finally, busses have the ability to serve locations other than the resorts including popular trailheads for winter non-resort canyon users. Thus car traffic in these areas is further reduced and accessibility is increased. The Utah community hopes UDOT will see the light and pivot to the clearly smarter and more publicly supported decision. Thank you for your time.</p> | 32.2.9A; 32.2.9E; 32.2.9N; 32.2.6.5K; 32.2.4A; 32.2.6.3C; 32.2.6.5A; 32.2.6.3F | A32.2.9N; A32.2.6.3C |
| 29022 | Weuling, Andy | <p>After reading the Final EIS it is apparent by the numbers (clearly shown in the infographic presented) that Enhanced Bus Service provides similar if not the same transit time as Gondola Option B with far less impact on views, community, and the environment of the canyon. This solution can be scaled with changes in demand and population of the city as well. For example a weekday with poor snow conditions can warrant a scale back in bus service that day at a savings to UDOT. A gondola would be a fixed, permanent, high cost, and extremely high impact way to accomplish the same results. No matter if demand is high or low the gondola would remain a static entity. A convincing argument has not been made to show the gondola has a better environment impact than the bus, in fact the numbers show a higher impact. Reliability of the gondola is not promised and if anything is less likely than a well maintained bus fleet. If anything goes wrong with the gondola the entire line must be shut down. If one bus breaks down a repair crew can easily get to it while the other busses keep running. The report states the gondola does not have an environment justice impact. However, the cost of taking the gondola verses the bus will be far more expensive, thus pricing out lower income canyon users. On a broader social note, the job creation from the bus service exceeds gondola operation by a large margin. Finally, busses have the ability to serve locations other than the resorts including popular trailheads for winter non-resort canyon users. Thus car traffic in these areas is further reduced and accessibility is increased. The Utah community hopes UDOT will see the light and pivot to the clearly smarter and more publicly supported decision. Thank you for your time.</p> | 32.2.9A; 32.2.4A; 32.2.9E; 32.2.6.3C | A32.2.6.3C |
| 30912 | Weuling, Andy | Hello again, I am questioning the construction estimate of \$550 Million. If this number was based on 2019-2020 numbers then that estimate is far under what it would cost even 3 | 32.2.7F | A32.2.7F; A32.2.7C |

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| | | years later. Construction costs rose 17.5% from 2020-2021 and are projected to increase 14.1% year over year. The current argument of the bus costing more than the gondola over the next 30 years needs to be revisited since the construction cost of the gondola will be significantly more when it's theoretical construction occurs. Utah residents are already sticker shocked at the first estimate and by not calculating and disclosing the more likely higher cost they are not being fully informed. It starts to reason bus costs are not going to go up at the same rate. Off the bat electrification is on the horizon thus cutting gas costs. Please consider revisiting these calculations and informing the public openly and transparently about the results. | | |
| 34971 | Weyher, Robert | I am a Utah native an a avid skier since 1958 since I learned to ski in the two Cottowoid Canyons. Over the many decades since then, the quality of any expeience in either Big ir Little Cottonwood Canyons has completely eroded. I support UDOT's alternative to Build the Gondola and parking at the mouth of the canyon. Cars have no place in euther Canyon. Please Save our unique and majestic Wasatch Mountians by Building the Gondola. | 32.2.9D | |
| 30477 | Whalen, Pierce | The Gondola is not putting the needs of the community first. It benefits a few already wealthy individuals and doesnt improve the canyon experience for the average user. Going forward with this project is greedy and immoral. In response to the UTA Ski busses being cut, if UTA had say \$600M to \$1B (the cost of a gondola), what could it do for bus service regionally and in the canyon and for bus driver pay? Probably enough to make sure that they run at usable intervals, and even make a dedicated bus lane for parts of the canyon. Choose your constiuants over profits, its your job. | 32.2.9E; 32.2.6I | |
| 35022 | Wharton, Tom | The gondola only makes sense to reduce the constant traffic congestion and added pollution that that area creates as folks travel to the resort trying to park. I fully support the effort to bring the gondola service to this area. I lived in Europe for 15 years and gondolas are positioned all over Europe supporting ski resorts and highly populated tourist areas, they have been proven to reduce congestion and provide an enjoyable ride to the resort so make it happen and people will soon realize the benefits it provides. | 32.2.9D | |
| 25743 | Wharton, Tom | I am opposed to this gondola. It will be an ugly blight on the canyon scenery. It will put more people in the canyon which we don't need. It is government subsidizing private businesses. I prefer electric busses such as those used at Zion and a daily reservation program like the one at arches. We don't need more signs of humans in our canyons. This is terrible. | 32.2.9E; 32.1.2B; 32.2.6.3F; 32.2.2K | A32.1.2B; A32.2.2K |
| 33703 | Whatley, Rebecca | I think it's ridiculous to build a gondola for the 25 days a year that the canyon is impacted by increased traffic. | 32.1.2B; 32.2.9E | A32.1.2B |
| 27899 | Wheat, Barbara | Gondolas are small and slow. No one will wait in the probable long slow line. They will drive anyway. UDOT, ELECTRIC BUSES. The costs and impacts are much too great for the few days that are excessively busy. | 32.2.9E; 32.1.2B; 32.2.4A; 32.2.6.3F | A32.1.2B |
| 26756 | Wheat, Barbara | Please find a different solution to this problem. The money could be better spent for all citizens of Utah. Too much for a dwindling ski industry. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 27892 | Wheat, Melarie | A gondola only serves skiers and ruins the natural beauty of this narrow canyon. As a non skier I don't want to subsidize a sport that is only available to the rich. Try other options first like electric buses.. | 32.2.9E; 32.2.9R; 32.2.6.3F | A32.2.9R; A32.1.2H; A32.2.6S |
| 34672 | Wheat, Robert | I along with the majority of the Utah population do not support the Gondola option for Little Cottonwood Canyon. The State should not be responsible financially for adding infrastructure that only supports the resorts. If the resorts want a gondola, they should propose it and pay for it. A gondola in Little Cottonwood Canyon is against most canyon users' desire to improve transportation within the canyon. Additional bus lanes and avalanche tunnels can better meet the canyon needs and also allow for stops at various trailheads along the route to improve overall canyon use in both summer and winter. Please do not continue to pursue an ugly gondola within Little Cottonwood Canyon that the public has repeatedly spoken against at all public hearings and comment periods. | 32.2.7A; 32.2.9E; 32.2.6.3C; 32.2.9N | A32.2.6.3C; A32.2.9N |
| 29427 | Wheatley, Dan | As a state known for outdoor recreation and preservation, the proposed gondola would be hypocrisy at its finest. There are other cost effective and environmentally friendly measures currently in use at other ski resorts across the US. The resorts in and around Aspen, Colorado are a great example. The have a large parking lot at the base and skiers are bussed to the respective resorts. We have a responsibility to protect Utah. Let's do the right thing. | 32.2.2PP; 32.2.9E | |
| 36948 | Wheatley, Julia | Don't do it. I hate this idea. Leave our canyons alone. | 32.2.9E | |
| 29431 | Wheatley, Rachel | We do not need a gondola up Big Cottonwood Canyon. There have to be better options | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 32647 | Wheeler, Alex | In my opinion after living in both Little and Big cottonwood canyons for 30 years, the gondola is an extremely short sighted choice. All transportation improvements MUST consider all of the Tri-canyons and the Wasatch back. The present option that UDOT is endorsing does nothing to address the over all traffic issues of the entire area. In addition with all the people parking at the bottom of little cottonwood the traffic bottleneck is no solved. | 32.2.9E; 32.1.1A | A32.1.1A |
| 32498 | Wheeler, ASHLEY | I am a lifetime utah resident and would like to see Utah try some less expensive and easier implementations to help alleviate the ski traffic problem up cottonwood canyon. The gondola seems like a big expense for the little bit it could potentially help. | 32.2.9E | |

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| 30662 | Wheeler, Brooke | There are many canyons and national parks that deal with overcrowding. Zion implemented a shuttle system that is working well to help protect the canyon, make it more accessible, and keep the natural beauty of it. I am in favor of trying a bus or shuttle system to accommodate the crowds. It would also be helpful to have a timed entry, similar to Arches or Rocky Mountain National Park. The gondola only benefits one group of people and only on a select few days of the year (snow days). The gondola is obtrusive and impacts the canyon for other uses-hiking, rock climbing, biking, and others. Other solutions need to be tested before committing to building a gondola. | 32.2.2B; 32.29R; 32.2.9A; 32.2.2K | A32.29R; A32.1.2H; A32.2.6S; A32.2.2K |
| 27576 | Wheeler, Clyde | I live close to the mouth of Little Cottonwood Canyon. On busy ski days the traffic is backed up to Mt Jordan Road, about where I live. I understand the frustration of the skiers. However, they are a tiny, tiny percentage of the population of our state, and many of them are not even from Utah. How can you justify a billion dollars of our UDOT money to make it easier for people more wealthy than me to travel to two private ski resorts? Let's leave things the way they are. Skiers can leave home earlier, the resorts can open their lodges earlier, and the people can go up and have a nice breakfast while they wait for the lifts to open. Use the money to build better east west access across the salt lake valley. If the resorts want the gondola, let them pay for it. I doubt most people will use it. Also, I love to ski, however the price for a lift ticket is getting so ridiculous, that the common citizens have to save up. What will it cost to ride the gondola? Or a toll road? Again, making skiing a wealth person's sport. | 32.2.9E; 32.2.7A; 32.1.2B; 32.2.4A | A32.1.2B |
| 29759 | Wheeler, Jacqueline | I believe building the gondola is a huge mistake. Why is a train not even an option? What about the issue in Big Cottonwood? \$550 million and not even addressing the issue in BCC!!! The gondola will only shift and enhance the traffic issue at the bottom of LCC. Enhancing the buses and exploring the option for a more sustainable YEAR- ROUND option to sufficiently address the traffic flow issues for all users would be the more appropriate approach. The gondola is lacking foresight on many levels. I am not in support of the gondola. | 32.1.1A; 32.1.2B; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9F; 32.7B | A32.1.1A; A32.1.2B |
| 33197 | Wheeler, Lindsey | The little cottonwood gondola plan is horrible. First, it is a waste of tax payer money. It is horribly expensive and will not solve the traffic problems. Second, it won't solve the problem. It will only move the problem to the mouth of the canyon. The parking nightmare just moved to Sandy instead of the canyon. Third, it takes away the natural beauty of little cottonwood and robs Utah citizens of its natural recreation area. With this plan, climbers and hikers will be unable to access to rich beauty of this iconic canyon. Fourth, there are better, cheaper, and more sustainable solutions that other areas use and we know work. For example, in Zion National Park, visitors take a bus up the canyon. Why not only allow people with paid parking or residents or employees up the canyon and make everyone else take a bus? Bus riders can take the bus from their local stop instead of parking all over the mouth of the canyon. Or meter canyon access. In short, this multi year, expensive, grandiose idea is meant only to help a small subset of Utahans and impress visitors. It's not meant to improve the canyon road conditions or recreational access to the majority of Utahans. And that's against everything that Utah stands for. | 32.2.9E; 32.2.2K; 32.2.2B; 32.2.2L | A32.2.2K |
| 31076 | Wheeler, Marcia | As I see it this project only benefits the ski resorts. The ski resorts are the ones to pay for it. Why can't they just use the bus system and maybe create more parking spaces for the cars to be left at bottom of canyon. All the taxpayers should not have to flip the bill [foot the bill] on this since only a few will benefit. | 32.2.9A; 32.2.7A | |
| 29193 | Wheeler, Mary | Why can't there be a shuttle system like in National Parks instead of a gondola? The gondola seems excessive and too expensive. | 32.2.2B | |
| 25760 | Wheeler, Maya | Absolutely disgusted by this decision. The gondola is a horribly short sighted and destructive response to the issues we are having in LCC | 32.2.2PP; 32.2.9E; 32.2.9N | A32.2.9N |
| 30203 | Wheeler, Molly | If this project is going to go through and be this heavily subsidized by taxpayer dollars, it needs to be a FREE PUBLIC service, not turned over to a company to then profit. Right now, this is a handout to property owners, the operator, and the ski resorts. | 32.2.4A; 32.2.6I | |
| 30869 | Wheeler, Vicki | I plead with you to listen to the people. Do not destroy the beauty of our little cottonwood canyons. A gondola is not needed. Traffic is only affected a few days in the winter. This is all about making the rich richer. I do not want one penny of my tax dollars to go toward this project. Protect our canyons. There are other options available to get skiers up the mountain. I'm sure you have heard the many alternative suggestions. Stop patronizing all of us in Utah to pad the pockets of the few. Skiing has become a sport of the very wealthy. Building a gondola is contributing to this. | 32.2.9E; 32.1.2B | A32.1.2B |
| 29631 | Wheelwright, Alan | This is a horrible idea and a permanent blight on the canyon. Spending >\$500 million on a project to subsidize 2 ski resorts is not a good use of taxpayer money. A better solution would be to force people to carpool with tolling and increase bus service. NOT A GONDOLA! | 32.1.2B, 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | |
| 31089 | Whelan, Peter | While I support increased bus service and a base station parking lot, I am fundamentally opposed to the installation of gondolas. This will severely impact the ability of climbers to climb in the canyon, as well as destroy the visual beauty of the canyon. An environmental travesty for the sole benefit of wealthy skiers and ski resorts is unnecessary and unacceptable. Good luck, [REDACTED] :) | 32.2.9A; 32.2.9E | |
| 29533 | Whipple, Jon | I agree with UDOT's assessment that a gondola in Little Cottonwood Canyon is the right solution to unique problems of that canyon. I support the gondola. | 32.2.9D | |
| 33829 | Whipple, Nancy | No gondola. I have noticed the last few years that the canyon is very full. Perhaps the natural gas buses could be used to help solve the issue. I have lived here for 35 years and have enjoyed the canyon independently all those years. I love the scenery and the natural Landscape. | 32.2.9A; 32.2.9E | |
| 30422 | Whitaker, Chance | We have heard for years to preserve our nature. The proposed Gondola would do many things to disrupt nature in LCC. 1. The physical appearance will be awful. We love our canyons because we can get away from the man made things. 2. The land required will disrupt the wildlife that live in the area. 3. Taxpayer dollars can be used more effectively elsewhere. There is a infrastructure that already exists and we are proposing to build new infrastructure to accomplish the same thing. | 32.2.9A; 32.2.2K | A32.2.2K |

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| | | Bussing is a viable solution and we can encourage that by tolling the road or limiting vehicle entry daily. As an avid outdoorsman I am highly opposed to the building of a gondola. I think it is a money making opportunity for a few of the wealthiest people and will leave a worse off situation for nature, wildlife, and the people who use the canyon as a play ground to explore the beauty within. Thank you. | | |
| 33553 | Whitaker, Daniel | I do not support the gondola and the environmental impact it will have on the prestige beauty of little cottonwood canyon. | 32.2.9E | |
| 27274 | Whitaker, Shannon | Do not ruin our beautiful public land with a gondola that primarily benefits two for profit businesses that already profit off of our public land. The majority of Little Cottonwood Canyon is a National Forest and should remain an unmarred wilderness for our public enjoyment. A gondola will ruin the views in the canyon for those of us that hike in it. It will ruin the views of the canyon for those of us that live at the mouth in Sandy. Only a handful of days out of the year (about 12) have traffic issues caused by the for profit ski resorts. Instead of forcing the tax payers to pay for their greedy business, perhaps the businesses should be constrained to occupancy that the canyon can support. A gondola will only service these businesses. It will not provide value for those of us that choose to hike or snowshoe or ski in the back country. \$500 million dollars for 12 days out of the year is unreasonable. It will require ongoing tax payer money to maintain. Snowbird has already purchased the land for the gondola while lobbying for this solution because they know ultimately they are the ones to profit from tax payers paying to solve a problem Snowbird and Alta ski resorts have created. I have lived in this community my entire life and treasure Little Cottonwood Canyon that makes our city a wonderful place to live. Please do not destroy our beautiful canyon. Please do not build a gondola for the profit of a greedy business over the desires of the community. As a member of the community I am saying NO to the gondola. | 32.2.9E; 32.1.2B | A32.1.2B |
| 34301 | Whitby, Francis | Stop the gondola! The gondola is a ripoff of public money that benefits special interests, developers, landowners, and politicians who are scamming the public. The bus is fine, just make the road a little better and have more buses and more parking ride lots. GONDOLA=SCAM!!! | 32.2.9E; 32.2.2I | A32.2.2I |
| 31758 | Whitby, Frank | STOP the GONDOLA! The gondola plan is a waste if money and is a big money giveaway to influential developers and state business and political influencers. KEEP IT SIMPLE. The road is good enough and A-LOT cheaper. There will always be a road, NO NEED for a gondola. Vote NO on the gondola!!! | 32.2.9E | |
| 28347 | Whitby, Frank | Gondola is a BIG scam and a BIG mistake driven by nepotism and political favoritism to interest construction and political parties who stand to make money by pushing the deal through. STOP the Gondola!!! | 32.2.9E; 32.1.2B; 32.2.2PP; 32.2.9N | A32.1.2B; A32.2.9N |
| 29856 | White, Aaron | Please don't do the gondola option. I don't want my tax money funding profit for companies. Just charge a toll | 32.2.4A; 32.2.7A; 32.2.9E | |
| 28408 | White, Andy | <p>Key studies have shown that skiing has been suffering from declining participation over the past decade. <https://newtoski.com/is-skiing-becoming-more-or-less-popular/> (Alaina Johnson, June 24, 2022)</p> <p>According to the National Ski Areas Association the number of active ski and snowboard participants in the US has been falling since its peak of 10.1 million in 2010-11 to just 8.4 million in 2015-16. The skier visit statistics paint a similar picture - declining by over 7.7 million between 2010 and 2016.</p> <p><https://www.originoutside.com/insights/is-our-obsession-with-conversion-killing-the-ski-industry> The Covid years have changed the trend, or at least provided a bump.</p> <p>I'm a skier. Bought my first pass at Alta in the early 70s and my most recent one last year.</p> <p>I also pay taxes which I would like spent to enhance the health, friendliness and warmth of humanity, only a small part of which is subsidizing recreation for those making 160% of the local demographic (Oregon skiers in 2012, had a median income of \$82,000 while Oregon residents as a whole had a median income of \$49,000 <https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/12578/Ski%20Oregon %20Econ%20Impact%20Final.pdf;sequence=1></p> <p>According to the national weather service (https://www.extremeweatherwatch.com/cities/alta/most-yearly-snow), the most snow Alta has received since they began keeping records was 875" in 1983. Number 10 on the list of big years was 554" in 2019. Numbers 13,14, 15, and 17 are the only others in the top 20 since then and their totals hover around 500 - 525" contrary to old promotional material that claimed Alta averages 550" per year (https://www.nationalgeographic.com/adventure/article/10-ski-resorts-deepest-snow).</p> <p>Data from a university of British Columbia research project <https://blogs.ubc.ca/michaelpidwirny/season-length-mammoth/> shows temperatures between 1951-1980 were about 1.5 degrees C (2.7 degrees F) cooler than they were between 1981 and 2010. If those thirty years trends continue . . . ?</p> <p><https://www.climate.gov/news-features/climate-and/climate-skiing> predicts there will be a greater than 75% change in ski season length by 2050 if we follow a moderate versus a high pathway of carbon dioxide emissions. They don't predict it will get longer.</p> <p>In 2016 the Denver Post reported that skier demographics was changing. It's the older people who skied more (9.5 days per year for those over 68.) Boomers of that year also skied more than the national average of five times per year, according to a National Ski Area Association survey released that August. Those ages 45-54 made up 20 percent of skiers, up from 14 percent in the 1997-98 season; the 55-64 age group made up 12 percent, up from nearly 5 percent, and those 65 and older rose to 5.5 percent from 2.5 percent, according to the NSAA study. That's almost 38% of the skiers being 45 or older. They are the ones who can afford it now, but they probably started skiing when they were much younger and have worked their way up into \$125+ per day tickets . Where is the sustaining young blood?</p> <p>Will the resorts' winter business be obsolete before a gondola is even paid for?? Will it's primarily winter revenue source be of significance as the winter recreational seasons shorten?</p> <p>Busses have a flexibility a gondola doesn't. Consider the possibility of sharing the capital costs of busses with the big five (Utah's National Parks) and our state parks. Shuttle services there use busses in the summer while the ski industry utilizes them in the winter.</p> <p>Ski bus ridership is up 48% since UTA increased canyon runs by ending direct service from downtown. <https://www.sltrib.com/news/politics/2019/05/23/ski-bus-ridership-is-up/> That change allowed them to run the canyon every 15/30 minutes (peak/off). Routes now start at designated Trax stations and visit high volume park-and-ride lots along the way.</p> | 32.1.4D; 32.1.4I; 32.2.2E; 32.2.6.3E; 32.2.7A | |

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| | | <p>For whatever reason, there were about 85 fewer ski resorts (462 total) operating in 2021 than there were in 1991. <https://nsaa.org/webdocs/Media_Public/IndustryStats/ski_areas_per_season_thru_2021.pdf> Could have been bad business practices, consolidation, or "bad luck" with the weather. Time may tell.</p> <p>I resubmit an opinion piece here that I did for the Salt Lake Tribune in the fall of 2020 in response to an earlier gondola article. I believe I also submitted a copy to you, but it is still relevant and think it deserves your continued consideration.</p> <p>Thank you Mr. Rafferty for your perspective on the Little Cottonwood Canyon (LCC) transportation quandary. As I drove up there to hike last weekend I was struck yet again by the number of cars parked along the highway by those seeking forest access (half a mile's worth at White Pine). I was reminded that your gondola alternative, with stations only at Snowbird and Alta, would do nothing to address the needs of people wishing to visit White Pine, Red Pine, or Maybird Lakes or Lisa Falls or anything else farther down canyon. A 2016 USU study (1) estimates only about a third, 782,190, of LCC's annual visitors are resort patrons meaning many of the other 1,417,253 visitors would reap little benefit from a gondola. Flexible bus run with their own problems, would solve that one.</p> <p>Considering only resort visitors, you suggest a 30 passenger gondola cabin would arrive every 30 seconds and move 3500-4000 people per hour up the canyon, but the UDOT alternatives summary (2) says it would leave every two minutes. 30 people every two minutes only puts 900 people an hour up the canyon. It is estimated to cost \$393 million plus operating and maintenance. A bus chassis is estimated to last a dozen years (3), let's call it ten due on salted roads, and would need three engine rebuilds in that time (4) making it cost somewhere near half a million dollars over its lifetime. \$393 million would buy and maintain almost 800 buses.</p> <p>With ski racks on the outside of the bus (where would they go on the gondola?) the bus could transport 30 passengers. If it loads and leaves every two minutes it puts 900 skiers on the mountain per hour.</p> <p>The UDOT summary estimates 46 minute up canyon travel time for either the gondola or a bus. Theoretically that means 92 buses or gondola cabins running a continuous loops. Without personal auto traffic on the road a homogenous system would tend to have smoother flow.</p> <p>If buses were only used one year, 393 M would buy and rebuild enough buses to last 8 years, but since the life expectance I've decided to reduce to 10 years, that money would provide buses for 80 years. You stated the gondola's lifespan is three times that of a bus. Three times 10 or 12 is only in the thirty year realm.</p> <p>Touting the gondola as "the only electric option" that would reduce a number of our air pollutants might be true right now, but electric cars are on the upswing in the US and 80,000 electric buses were delivered globally in 2018. (5)</p> <p>"North of Los Angeles, Antelope Valley Transit Authority is close to becoming the first all-electric metro fleet in the US. And places like New York City and California have set goals to gradually transition to 100 percent zero-emission bus fleets by 2040." (5)</p> <p>And what do you do with your transit system when you don't need to get 1,000 people per hour up the canyon? If it's fixed in place maybe you continue to make your monthly payments and paint it.</p> <p>If it's a bunch of buses, you can run an appropriate summer schedule with stops at popular places along the way and maybe strike a deal with the National Park Service or other large organizations and share the cost letting them serve visitors in Zion or other heavily used venues.</p> <p>One oft voiced drawback to buses is the canyon closing avalanche threat. Though I've only anecdotal information here, looking at a canyon avalanche path map (7) suggests that most of Snowbird and much of Alta is in avalanche terrain and must be cleared/stabilized before the resorts can open. Do the patrols deem the runs safe for the public significantly earlier than UDOT can clear the road? How often?</p> <p>The viability of skiing as an economic venture is slightly raised from time to time but, Ski Utah data (8) says three of the last four years have had more skier days than any in the last ten. (through the 2019 season).</p> <p>Countering that optimism, a table compiled by onthesnow.com (9) shows a rather regular yearly snowfall drop for Alta from 574" in 2009 to 486, 360, 404, 303, 436, 278, and 249 in 2016. The last 4 years have been up but since a 1994-95 high of 745" the trend has been generally down (10).</p> <p>"New analysis by the Climate Impact Lab (8) brings more bad news for American skiers already experiencing disappointing conditions at their favorite resorts. Within the next 20 years, the number of days at or below freezing in some of the most popular ski towns in the US will decline by weeks or even a month. If global greenhouse gas emissions continue to rise at the same pace that they did in the first decade of this century, ski resorts could see half as many sub- freezing days compared to historical averages by late century. While reducing global emissions will slow the pace of decline, American ski areas will still face significantly shorter seasons in the years ahead."</p> <p>Warmer climate means less snow and decreases the ability to artificially make snow.</p> <p>So what's the answer? First we need to figure out the question. What do we want to do? Alleviate winter driving and parking problems in the canyon? Provide a Disneyland ride? Adjust canyon usage to its reasonable carrying capacity? Subsidize one of my favorite sports?</p> <p>I've got lots of questions</p> <p>(1) https://saveourcanyons.files.wordpress.com/2018/01/tri_canyon_visitor_use_estimate.pdf</p> <p>(2) https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/05/9234_42_LCC_EIS_Alternatives_Project_Factsheet_FIN_WEB_6_29_2020.pdf</p> <p>(3) https://www.codot.gov/programs/commuterchoices/documents/trandir_transit.pdf</p> <p>(4) https://www.washingtonpost.com/local/on-the-road-to-rehab-its-a-hard-life-for-a-metro-bus/2011/08/18/gIQAqNMWXJ_story.html</p> <p>(5) https://www.cnbc.com/2019/09/28/electric-buses-are-taking-over-china-and-the-us-is-trying-to-catch-up.html</p> <p>(6) https://www.impactlab.org/news-insights/americas-shrinking-ski-season/</p> <p>(7) http://www.avalanchemapping.org/IMAGES/litcotweb.pdf</p> | | |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | (8) https://www.impactlab.org/news-insights/americas-shrinking-ski-season/ (9) https://universe.byu.edu/2017/01/12/scientists-predict-climate-change-to-impact-utah-ski-industry/ (10) https://www.freethepowder.com/blogs/report-blog/16177205-alta-utah-snowfall-history-from-1945-2014 | | |
| 26167 | White, Ben | Why should I have to pay to solve a problem that was created by private corporations? It's also a problem that exists like 8 days out of the year, and the current solution doesn't address BCC. This is silly. | 32.1.2B; 32.1.1A; 32.2.7A | A32.1.2B; A32.1.1A |
| 34211 | White, Caleb | This gondola is an absurd, intrusive, ugly, expensive, and unwelcome "solution" to a problem that's started to occur due to the Ikon pass. I'm a resident of Cottonwood Heights, and the LAST thing I want is MORE people up the mountain. Snowbird has gotten completely out of hand with their lift lines and they're planning on increasing access already from Mineral Basin. Alta is still one of the only classist resorts left in the country that won't allow snowboarders, so the gondola (partially funded by my taxpayer dollars) doesn't even aid me in travel to that location. Many people in the valley don't recreate in the mountain anyways, and their taxpayer dollars are funding this boondoggle project. It will be an eyesore, expensive, underutilized, and only aid to the OTHER problem that this gondola opens up - the amount of people already clogging up the lift lines at the resorts. I vote NO to this HORRIBLE idea, and hope that this ridiculous project never sees the light of day and ruins trail running, hiking, and rock climbing in the area. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E; 32.2.9N; 32.4B | A32.1.2B; A32.2.9N |
| 25421 | White, Cameron | No one wants this. | 32.29D | |
| 27005 | White, Charlotte | Little Cotton Wood Canyon has been and will become even more popular. It is a great recreational environment and has drawn in many people that participate in snow sports. With the increased number of attendants there is going to need to be a change on the route to get to your destination. Some of the suggested ideas are widening the road, increased bus transportation, or a gondola. So far the plan that is going to be implemented, unless another solution provides bigger advantages, is the gondola. This is a great idea because it decrease the traffic going to your destination from the La Caille restaurant. Not only will it help the traffic flow, but it will hopefully eliminate pollution and it will shorten the time it takes to reach the ski resort or your desired destination. Instead of the hour, hour and a half, commute, it will be cut back 20-30 minutes, taking you only 45-50 minutes to reach your end location. Along with these gondolas, bus transportation will be increased. Participants will park their cars in a 2,500 lot parking lot and either hop on a bus or take the gondola that will arrive every 2 minutes. By providing the people with the gondola, UDOT is also helping prevent accidents. By decreasing the number of vehicles that go up the canyon they are decreasing the amount of collisions or disasters that could happen if the road was packed with cars. I think that the gondola is a great idea and will help the community access recreation better, sooner, and safer. | 32.2.9D | |
| 29760 | White, Eileen | It would be a travesty and a tragedy to go forward with a gondola system. The real problem would be there'd be "no going back". Once one was in place, we could never capture the canyon as it was. Save yourself a lot of regret (not to mention criticism) for moving forward with such a plan. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 30979 | White, Eileen | I've been surveying my family and friends, and they agree that the gondola would be a regrettable move that would not be reversable. Keep the wildness, don't even think of degrading it. Thank you! | 32.2.9E | |
| 27330 | White, Elise | The utter audacity to think this is a solution that won't do irreparable harm to LCC is asinine. You are only providing parking for 2500 people and a gondola that can only move 1000 people per hour. The math doesn't add up . Please don't ruin this place for profit of politicians and ski resorts that are already making a killing and over using the resources. This is not the answer. Tolling would be a much better and less impactful solution that would limit canyon users. This is a corrupt tax payer money grab for private gain. | 32.2.9E; 32.2.2Y | |
| 27356 | White, Isabelle | This gondola will do little to help the congestion in the canyon. Considering the shorter ski seasons we are experiencing each year due to climate change the project simply doesn't make sense. Do not destroy the beautiful natural scenery of the canyons for a project that utilizes tax money to do nothing except build useless transportation for tourists visiting a dying industry. Do not move forward with this plan if you want to adequately represent your constituents. | 32.1.2B; 32.2.2E; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 31567 | White, James | I am in favor of the proposed gondola. The initial costs are definitely a concern but the long term benefits out weight the cost. The proposed tolling isn't a bad idea especially if applied towards the cost of the gondola however, tolls of \$20-\$30 is absolutely outrageous. It's already costly for just a single day pass at the resorts. Adding additional fees just to enter the canyon will absolutely deter me from enjoying one of the best features of living in this beautiful state. | 32.2.4A; 32.2.9D | |
| 38117 | White, Jonathan | I do not agree with this end product. I believe the best and most equitable option at hand (increasing overall public transportation ability and force with proper parking) was overlooked in contracts, micro scaled lobbying efforts and overall misuse of public interest. The mountains are a connection to freedom for some, and the upmost connection to God for others; in any case, any and all humans deserve an opportunity to these public lands. This option doesn't solve the issue at hand, simply takes care of a single symptom to have it grow another head a few years down the line. | 32.2.9E; 32.2.9A; 32.2.2K | A32.2.2K |
| 32935 | White, Katherine | No to the gondola. Especially at the expense of residents, tax payers and the canyon! | 32.2.9E | |
| 27244 | White, Kyla | The gondola is the worst option for Little Cottonwood Canyon. NO GONDOLA. | 32.2.9E | |
| 33584 | White, Larry | Oppose the gondola. There are other options to explore. Thank you. | 32.2.2PP; 32.2.9E | |
| 35351 | White, Nathan | NO on the Gondola. It would be so ugly, ruin the aesthetic of the canyon and cost a lot more than projected. It is a crony project being pushed by developers who want to have private benefit at public cost. I stronly oppose. | 32.2.9E; 32.1.2F; 32.2.7A | A32.1.2F |
| 35173 | White, Paul | NO GONDOLA!!!! | 32.2.9E | |

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| 28729 | White, Rob | <p>Comments on UDOT EIS for Little Cottonwood Canyon Sept. 12, 2022</p> <p>The UDOT EIS for Little Cottonwood Canyon makes a critical error. When it was begun, four years ago, traffic was increasing rapidly in the canyon due to (probably) the change in the ski industry from a ticket revenue model to a subscription model (IKON etc.).</p> <p>UDOT's assumption, their critical assumption, the assumption that their entire study is based on, is that canyon traffic will increase at some rate until 2050, by which time traffic will be truly awful on winter mornings.</p> <p>But that is impossible.</p> <p>The number of cars that the two canyons can accommodate on a winter morning is exactly the number of parking spaces in those canyons. This bears repeating. The number of cars that the two canyons can accommodate on a winter morning is exactly the number of parking spaces in those canyons. Canyon traffic moving forward in time will be stable at the capacity created by the number of parking spaces. If it is well-managed, and it is now, it can't get worse year by year.</p> <p>The resorts and UDOT started to figure this out after a couple of horrible traffic winters three or four years ago, and they have all been experimenting with mitigation strategies ever since. All four resorts now have parking strategies, each of them different from each other. What they have in common is that the resorts tweet real time parking capacity. Now we know that by 10 am on a busy morning, resort parking is full, or close to it. UDOT retweets this information and adds their own helpful real time reporting on traffic conditions in the canyons. If the resorts and trailheads in Big Cottonwood are full, they close the canyon to uphill traffic for a few hours. Folks know how to get to the resorts early if they really want to, and they know they can wait until noon or so if they don't want the rush. In other words, the traffic is being managed.</p> <p>Massive projects to increase parking capacity at the resorts seem to be off the table. If there is no more parking, there can be no annual increase in traffic and there is no need for big new infrastructure. UDOT's preferred alternative almost seems to recognize this by punting the gondola into the future and focusing on incremental improvements.</p> <p>Rob White robwhite@xmission.com</p> | 32.1.4I; 32.2.2K; 32.1.2B | A32.2.2K; A32.1.2B |
| 36214 | White, Saralynn | It's a ridiculous waste of taxpayer money! Why should we pay to deliver customers to resorts owned by the wealthy? There are no other stops, and it will ruin the canyon. | 32.2.7A; 32.1.2F; 32.2.9E; 32.2.6.5G | A32.1.2F |
| 32755 | White, Tim | I am writing in opposition to the proposed Gondola. It is a massive liability to the taxpayer while only benefiting 2 ski resorts. Little Cottonwood canyon will be forever degraded. If the gondola goes through, I would like to see a ballot proposal to name the gondola after the UDOT official responsible for making the decision. | 32.2.9E; 32.2.9N | A32.2.9N |
| 38172 | Whitehead, Grace | Please reconsider. The gondola will only benefit the ski resorts, excluding the small businesses in the canyon. Additionally, this is a huge cost on taxpayers, many of whom never go skiing. | 32.2.9E; 32.1.2D; 32.2.7A | |
| 25646 | Whitehead, Jennifer | Please don't implement the gondola. Enhanced bussing is the only way to go with out obstructing the natural beauty of the canyon forever. | 32.2.9E; 32.2.9A | |
| 30182 | Whiteley, Herb | I like both proposals of expanded bus service and gondola. I like taking the bus. I ski 4-5 weeks at Alta split between January and March. I would take the bus more often if there were facilities for short term rental of lockers to store equipment and clothes particularly at Albion. | 32.2.3A; 32.2.9A; 32.2.9D | |
| 30221 | Whiteley, Jeff | <p>To whom it may concern</p> <p>My name is Jeff Whiteley. I have lived at the [REDACTED] since 1999.</p> <p>Editorials in the SLC Tribune appeared a few months ago about the pros and cons of the two surviving proposals for Little Cottonwood Canyon. 1) the bus and wider road approach, and 2) the gondola approach.</p> <p>Robert Gehrke of the Tribune summarized my thoughts well. Neither proposal is good for the canyon or for those who live near the canyon, for the fundamental reason, that traffic in Little Cottonwood Canyon can be better managed by more intelligent parking and customer management systems that Alta and Snowbird could be implementing to control the numbers of skiers cars on the road, in their parking lots, and the number of people on their slopes.</p> <p>The widening road / bus proposal and the Gondola proposal both bring environmental / aesthetic degradation to the canyon.</p> <p>In my view, the Ski resorts are at the heart of the problem and they should be asked to solve the problem. Not the tax payer. And there is a lot that they can do. And I think they are starting to implement some plans.</p> <p>And of course, Utah is already paying a heavy price for unlimited growth, in terms of traffic on roads, increasing demands for diminishing water supplies, and</p> | 32.2.2K; 32.2.9E; 32.2.7A; 32.1.2B | A32.2.2K; A32.1.2B |

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| | | <p>increased traffic on hiking trails. In other words, the quality of life in Utah is eroding before our eyes. Tall gondola towers in the canyon add to this erosion. Widening roads and big parking lots add to this erosion.</p> <p>So by asking the ski resorts to deal with this issue, several problems are addressed.</p> <p>1) put the financial burden where it belongs. On the shoulders of those who will benefit. The ski resorts.</p> <p>2) It is OK to draw the line at a sustainable number of cars and skiers at the resorts. With organization this can be managed in an orderly manner and the canyon will suffer less degradation. Whether it is ever expanding freeways or expanded roadways up the canyon, or water supplies, or a drying up Great Salt Lake, one day county and city leaders will have to face the fact: unbridled growth in Utah cannot be sustained indefinitely. Certainly not in an era of climate change.</p> <p>My recommendation is to re-open the discussion to more than the two proposals involved. The editorials on this subject in the SL Tribune make more sense to me than either proposal.</p> <p>Please read the editorials and reconsider</p> <p>Jeff Whiteley </p> | | |
| 27526 | Whitelock, Shauna | I am strongly opposed to a gondola. I can support busing expansion. I can also agree single occupant vehicles could be charged a fee please don't impose a fee on cars with multiple occupants getting into nature is good for mental health and not all can afford to pay to go | 32.2.9E; 32.2.4A | |
| 32840 | Whitelock, Shauna | I strongly oppose the gondola. It will serve only a select group yet burden all with the cost. And the cost just like the prison will be more than anticipated. | 32.2.9E; 32.2.7F | A32.2.7F; A32.2.7C |
| 34978 | Whiting, Ashley | Please do not do this. This is a gorgeous, quiet place to enjoy nature with my family. We love to see other hiking, biking, birding, etc there. A gondola would ruin this place. People WILL ruin this place if you take them to the sky above it. Please conserve this space. My children should be able to enjoy it the same way I did. Please please please don't do the is. | 32.2.9E; 32.4B | |
| 36344 | Whiting, Clark | I'm a Utah local and have lived here for 44 years and I grew up right near the base of big cottonwood canyon. I love these mountains and I cannot handle what is being proposed to ruin our wasatch mountains. If you understand the problem, it's the tourists and the disastrous IKON pass that is creating these problems. Cut the head off the IKON pass and our canyons go back to normal. Why would we do something to further ruin our canyons so more tourists can ruin what makes this place special? Help me understand why one Utahn would ever want to pay for this astronomical tax nightmare and so more tourists can come here and ruin this place? The gondola is not the answer, buses are not the answer. Boycott the IKON pass and the reason why our canyons have turned into such a nightmare. Support Utahns, not every tourist that wants to come and take a gondola ride. This is an absolute joke on every level. This is about putting money into dirty pockets, do something that's right and eliminate those things that create this disaster. No gondola, no bus system, no train system. | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 37255 | Whiting, Richard | I choose the gondola. People need to give up their cars more. Please make it world class with ample parking and excellent views. I want to ride it please | 32.2.9D | |
| 26493 | Whitlock, Amelia | Stop trying to ruin our canyon by building the gondola | 32.2.9E | |
| 27485 | Whitman, Kathi | I am opposed to the Gondola based on not only the visual destruction of the canyon, but the price tag given other more-pressing needs for taxpayer/government grant money in our area. The "alternatives" never addressed a lottery system for skiing, which would likely solve the problem and could be structured to fit a bus-only access during the winter. Because the resorts have already purchased the land for the base facility and parking does not justify their influence on a decision that has neither non-taxpayer based funding nor majority support among citizens impacted. If we want federal funding for our area, let's get more light rail and train travel throughout the region and incentivize people to use it. If local citizens can't get to work, a doctor, or a grocery store by public transit, why should we use precious transportation subsidies and taxpayer money to help those with the money go skiing. | 32.2.9E; 32.1.2B | A32.1.2B |
| 28889 | Whitmer, Emilia | I support the phased implementation plan of Alternative B. I am hoping that UDOT will consider the impacts of these small changes this winter before committing to this drastic measure (both in size and in cost) that is the gondola. | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 35167 | Whitmer, Sarah | Say no to the gondola! | 32.2.9E | |
| 35785 | Whitmore, James | Leave it the way it is! 8 days of snow powder days doesn't warrant changing everyone's world | 32.2.9G | |
| 34444 | Whitmore, Kathleen | <p>For the following reasons I strongly disapprove of constructing a gondola in Little Cottonwood Canyon:</p> <p>Little Cottonwood Canyon is an iconic treasure that must be preserved in its natural state for the benefit of our generation and those that follow.</p> <p>It is far more reasonable that we work together to modify our methods and modes of access to the protected wonders that lie within LCC than to irrevocably alter and deface the canyon in an effort to unclog skier congestion during peak ski demand.</p> <p>Once this costly gondola has been built and sadly forever scarred our magnificent canyon, how can we be assured that those most impacted by the ski traffic and</p> | 32.2.9E; 32.2.2K; 32.2.2I | A32.2.2K; A32.2.2I |

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| | | <p>congestion will be willing, or can afford to use it. The gondola will actually benefit such a small segment of our population. At what capacity must these gondola cabins be filled to ensure the operation of the gondola will not continue to create a pocket of additional debt that the public must fill - year round.</p> <p>Significant improvements have already been seen by local skiers who have taken advantage of reserved parking options for season pass holders. Electric buses utilized on a year-round basis with transit hubs located away from the mouth of the canyon would greatly decrease concern over automobile emissions and congestion. The resorts can do more to contribute by offering enticements to their users.</p> <p>Enhancing the 2000 East/Highland corridor would help ease Wasatch congestion and take some vehicle pressure from Wasatch. 2000 East and 9400 would be a far better hub placement for the electric buses than utilizing the site currently proposed for the gondola parking lot. Years back, there had been talk of completing the 2000 East corridor between the years 2010 and 2020.</p> <p>Please no widening of the LCC highway other than what may prove to be needed for snow sheds.</p> <p>As the Great Salt Lake is withering, so may our snow base benefit of "Lake-Effect snow.,"</p> <p>We must preserve and protect for now and the future. Let us work together to modify our access times and modes of transport rather than act as short-sided, self-serving and false-stewards of this treasure.</p> <p>Kathleen Whitmore Sandy, UT</p> | | |
| 35770 | Whitmore, Linda | <p>I have lived near the mouth of the canyon for over 60 years. Why ruin it year round for the locals? Traffic is only a problem a few days of the year. Those powder days. The rest of the time the traffic is fine. Perhaps the ski resorts can limit the number of guests they have like other resorts do around the world. To limit traffic. Which is the most economical solution to us tax payers. Second Chris Macandless will directly gain financially if it goes through so of course he is for it. I am strongly against the gondola!!</p> | 32.1.2B; 32.2.2K | A32.1.2B; A32.2.2K |
| 34550 | Whitmore, William | <p>I am submitting this to voice my objection to the Little Cottonwood Canyon gondola. I am against the gondola for several reasons.</p> <p>We have lived a couple miles from the base of the canyon for 29 years. We have hiked, skied and snowshoed all of those years. Our routine for heading up the canyon is to leave early and avoid the traffic and crowds on the canyon road as well as the canyon's trails and slopes. Early arrival at Albion Basin ensures parking and less crowded trails. This holds true for the many trailheads along the canyons. Other cars traveling at the same time show that others feel the same way. Many cars carry a number of passengers indicating carpooling. This is what locals do. We know our canyon, traffic patterns and trail activity and we adjust.</p> <p>Most of our recreation occurs in the non-winter months on hiking trails and Albion Basin. When hiking in Albion Basin, the lift poles are everywhere, but we know we're hiking at a ski resort. Hiking on other trails offers an activity in a pristine and natural environment. No poles or signs of civilization - just natural beauty, quiet and one-with-nature. The entire landscape on the trails and looking out over the beautiful canyon from those trails is natural.</p> <p>This brings me to my objection to the gondola. The gondola is graffiti. It is defacing our canyon. It is not necessary because there are other solutions that will not put an amusement park ride up our canyon. Tourists will accept it because it's what tourists expect when visiting a vacation spot - gondolas and high-speed lifts. This is not a solution for those of us who enjoy our canyon year-round. It's just not the right solution at all.</p> <p>As a long-time resident, I understand that improvement for traffic flow would be welcome, but defacing our beautiful canyon by erecting an entire gondola system is not the answer. It's killing a fly with a shotgun. Please do the hard work and find the right solution. A gondola is not it. Please find a solution that does not deface our beautiful canyon.</p> | 32.2.9E; 32.4B; 32.17A | |
| 37207 | Whitney, Andrew | <p>Just leave the canyon alone. Don't ruin one of the most grand and accessible canyons just because mr ikon wants his money. This is such a plain waste of time money and nature when you realize the issue is 30/365 days. Just let it be. Get some electric buses from park city or something but just leave the canyon alone. How is this not the most obvious thing to do?</p> | 32.2.9E; 32.1.2B; 32.2.6.3F | A32.1.2B |
| 28119 | Whitney, Sue | <p>Sorry, but this is a special interest issue, only benefiting the ski resorts, the skiers and those who will built this gondola. I am against this at all costs. There are better uses of our money in trying to make cleaner air. I vote NO.</p> | 32.2.9E | |
| 35052 | Whitney, Tyson | <p>Your plan for a massive gondola is a really destructive and pocket padding plan. More busses and a designated buss lane added to an already existing road would be the more common sense solution, but I get it. You only want money, Money is made up, nature is real. You fool</p> | 32.2.9B | |
| 34592 | Whittaker, Chad | <p>I'm against the proposed gondola in little cottonwood canyon. UDOT has not provided compelling evidence that it will solve any transportation problems in the canyon. The gondola is obviously a government handout to private businesses such as Snowbird, Alta, and those who stand to profit at the base. The gondola is useless as driving up canyon will always be an easier option for users. A gondola will destroy the scenic value of the canyon and rob users of the very beauty they</p> | 32.2.9E; 32.2.4A | |

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| | | go to the canyon to experience. The gondola is a terrible idea and should be forgotten. It is not a valid transportation option and a waste of valuable public funds. The public is overwhelmingly opposed and it is deplorable that UDOT is ignoring the people who pay your salary. Stop the gondola. | | |
| 26609 | Whittaker, Diane | <p>I am so disappointed that the gondola is the route UDOT decided to take.</p> <p>Making taxpayers pay for this is unfair, with such a small percentage of Utah's that actually ski. If UDOT insists on this crazy solution, then find a different funding source.</p> <p>The resorts do not have the infrastructure to support the gondola.</p> <p>No one wants to spend an hour getting up the canyon.</p> <p>The gondola will not serve many winter sports fans, such as backcountry skiers, hikers, snowshoers because it won't stop at those non-resort places.</p> <p>UDOT states a dollar amount. What is this figure based on? Do we have the final structural engineered plans approved by the state and county? I believe this estimate is way too low.</p> <p>Frequent bus service with natural gas powered busses is the solution. Cheaper and faster than the gondola and much more sensible. Buses could also be used in Big Cottonwood, giving access to both canyons.</p> <p>With global warming, skiing may not be much of a draw in Utah ten years from now.</p> <p>Please, please do not approve the Gondola for Little Cottonwood.</p> | 32.2.9E; 32.20C; 32.2.9A; 32.2.6.3F; 32.2.2E | A32.20C |
| 30082 | Whittaker, Diane | This is the most expensive option that caters to an elite special interest group. It will take too long to reach the resorts and doesn't serve the many canyon users that do not go to the resorts. Natural gas busses that run frequently are a much less expensive and versatile option. I have been skiing this canyon since 1965 and will never use the gondola. I was shocked at UDOT's decision. Who is paying who off here? | 32.2.9A | |
| 32718 | Whittaker, Diane | I have added comments before against the gondola. Today I lend my full support for Mayor Wilson's plan for LCC. Please take her position as your first choice option. So much more common sense and way less money | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 30624 | Whittaker, J | <p>This proposal is so unfair to a large majority of Utahans and Salt Lake County residents.</p> <ol style="list-style-type: none"> 1. Snowbird, Alta and tourists should pay for this not the taxpayers. 2. Some Engineers agree that this project with it's tall towers and long spans will cost far more and may not be able to withstand earthquakes and never has been attempted before. 3. The mayor of Alta is against it because they will need to build their terminus 4. The legislators are again associated with developers who want to develop large unnecessary projects such as the inland port, all at the taxpayers expense, many of who don't live in the valley. 5. The other alternatives make much more sense and will be accessible to all those who wan to use the canyon not just the tourist and the rich. | 32.2.7A; 32.2.6F; 32.2.2PP | |
| 29477 | Whittaker, Jed | I am appalled by UDOT's decision to fund developer investments to the tune of HALF A BILLION DOLLARS in taxpayer money. The gondola will not benefit LCC users or Utah residents in general. It will only benefit the developers who own the land around La Caille. They have pushed for this because it will make them astronomically rich. They will build hotels and claim success as they float around the Pacific on yachts. If they want it built so bad, THEY SHOULD FUND IT. They won't, because it's an economic loser for the funder. You all are trying to solve a non-issue with LCC traffic. DO NOT BUILD THIS GONDOLA, PLEASE! | 32.1.2B; 32.2.2PP; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 26693 | Whittaker, John | <p>A gondola is a waste of tax payers money.</p> <ol style="list-style-type: none"> 1. Alta is not supportive of the gondola because they will have to build a terminus 2. Structural engineers say that the current design is not sustainable during an earthquake the design has never been built before and they are not sure if it can be built - fixed price? 3. This project is will line the pockets of developers, Niederhauser and his friends in the legislature. I understand they own the property where the West terminus will be built. 4. The ski resorts, visitors and the developers are the the only ones to benefit from this plan. Not the local skiers 5. Improving the road and using electric buses is the best answer 6. I have not seen any plans for parking at the mouth of both canyons. 7. Local resort skiers will end up going up Parleys to ski because of the time and inconvenience of the gondola. 8. Another project for developers at tax payers expense 9. This money needs to go to developing SL City and County affordable housing first! | 32.2.9E; 32.2.9B; 32.2.6.3F | |
| 27223 | Whittaker, Justin | Please. NO gondola. What a dumb idea and an eyesore too. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |

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| 29000 | Whittaker, Lynn | Please reconsider the decision to go with a gondola. This is not the best option for citizens or the environment. Go with electric or hydrogen fuel busses. | 32.2.9E; 32.2.9A; 32.2.6.3F; 32.2.2PP | |
| 27420 | Whittaker, Mary | I do not support the proposed gondola due to the limited number of local residents who would benefit from it or who could afford to use it. I would like the bus/ toll option to be given the chance to solve the problems, as this option is less expensive and would benefit the greatest number of local users in all seasons. | 32.2.9E; 32.1.2D | |
| 34922 | Whittaker, Thomas | No to the gondola! This option would absolutely ruin the canyon. | 32.2.9E | |
| 26132 | Whittier, Jaden | Our community is extremely disappointed in your decision to move forward with the construction of the gondola. You can bet that whichever representative gave the okay will be voted out as soon as possible. | 32.2.9E; 32.2.9N | A32.2.9N |
| 31213 | Whittington, Mary | No gondola. Too much money. Unrealistic and unfair for Utahans to pay for access to two ski resorts. | 32.2.9E | |
| 29578 | Wiaderny, Eric | First off this project won't do anything for traffic problems, second it going to destroy many trees / the nature aspect of the areas land scape, and lastly this is just waste of tax payers money for something that will take forever to complete and be completely outdated by the time is finish. Set up more busses to resorts. | 32.1.2B; 32.2.9A; 32.2.9E; 32.7C; 32.13A | A32.1.2B; A32.13A |
| 25716 | Wiarda, Peter | If Utah taxpayers are paying for a portion of the gondola, they ought to be allowed to ride it for free when it's completed. | 32.2.4A; 32.2.7A | |
| 27263 | Wickens, Emi | Please do NOT build the gondola. Early on in American history President Teddy Roosevelt created a system of national parks to protect wildlife and public lands. While the Wasatch range is not a national park, it is a state park, and the park and it's wildlife deserve our protection. Building a man made gondola would disrupt the natural wildlife and cause irreparable damage. This gondola is being built out of greed to attract tourists to utah. This attraction would only cause MORE traffic in salt lake and around the wasatch. PLEASE hear the public of salt lake. We all cherish Little Cottonwood and are screaming to you: DO NOT BUILD A GONDOLA. | 32.2.9E | |
| 32695 | Wicks, Brandon | I'm a Salt Lake resident and I'm against the Gondola. I've been recreating in Little Cotton wood nearly 40 yrs. I'm a climber, skier, fly fisher, hunter and hiker. The idea of a gondola running up the middle of the canyon is a bad idea and bad for the environment. The destruction of even more forests and the impact this would be on many animals would be enormous. I don't see how this would benefit our community and environment. There are other solutions then taking on this enormous project and costing taxpayers a lot of money even though they don't want it. I don't know a single person in my community that is for this gondola. Only the big money people that benefit from it are wanting it like Snowbird. Please hear me and say no to this gondola in LCC. Respectfully, Brandon Wicks Millcreek UT | 32.2.9E | |
| 26304 | Widener, Christian | No to gondola up little cottonwood canyon | 32.2.9E | |
| 25554 | Widmer, Nicole | I cannot believe this absolute waste of taxpayer money was approved. The ecological damage alone should have been enough to cut this project. It's shameful that a city given so much tourism for it's natural beauty is, once again removing more of that natural beauty in favor of easing the "difficulty" in going to the ski resorts. Why is there money going to this instead of things to help maintain the Great Salt Lake? Without which, we will not have the famous lake effect snow our tourists love so much? What happens to this gondola when nobody comes for the greatest snow on earth anymore because it's disappeared? | 32.2.9E; 32.2.2E; 32.2.9N; 32.13A; 32.1.2B | A32.2.9N; A32.13A; A32.1.2B |
| 30849 | Widner, Catherine | NO GONDOLA. What about more buses, tolling for cars with a fast pass option so we have more money to pay for plowing. Please stop putting the 1% over everyone else that lives in SLC. Local over vacationers, please. | 32.2.9E; 32.2.9A | |
| 33479 | Widner, Judson | You will forever alter the beauty and allure of Little Cottonwood by choosing to build gondola. The gondola is a rich man's fix to a rich man's problem. It doesn't focus on the consensus of the Utah population, as a whole, as a viable solution. The canyon suffers from traffic problems only at peak times throughout the year. Believe me, I've spent my adult life in Little Cottonwood. You want a viable solution? Gain revenue to support ride sharing by charging people to use the road year round. That is the ONLY viable solution, because the only people who use the road during peak seasons are the top 0.1% wealthiest people who can actually afford to vacation at Alta/Snowbird. So, why doesn't the focus start there? Thrive off the top 0.1% percenters, and don't ruin the natural beauty and resources that the canyon has to offer. Because, once you decide to 'benefit the rich' only, and pull the trigger on the gondola, you will forever ruin the canyon for ALL users, and the local population. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.9E | A32.1.2B |
| 29720 | Wiebke, Sara | After reviewing the plan, it feels like skiers are the main audience for this, which is ignoring a lot of other canyon users. In addition, this canyon is beautiful so adding a manmade feature in the sky takes away the beauty of it. Please consider all canyon users or have it only for resorts and make it a helicopter which isn't a permanent feature in the sky. Please do not make the experience worse for hikers and backpackers and please do not permanently block the beauty of the canyon with wires and hanging busses. Thank you. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.2B |
| 33224 | Wiecks, Laura | I am not supportive of the gondola. I do not believe many people will use this as a main form of transportation. It will detract from the natural beauty of the canyon and will likely just be another step towards developing and ruining our natural landscapes. Stop over developing the land, especially in the canyons. We cannot undo the damage and destruction once it's done. | 32.2.9E | |
| 35054 | Wier, Larry | This will only benefit Alta and snowbird. Add more busses. | 32.2.9A | |
| 29764 | Wieringa, Onno | Good Morning As an employee of Leitner Poma of America -- One of two builders in Utah that builds Gondolas -- I congratulate UDOT for two primary things relative to the recent | 32.2.9D | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>step in the Little Cottonwood EIS.</p> <p>First is that I feel you continue to run an excellent EIS process that stuck to your stated objective of choosing the best alternative to improve safety, reliability and mobility. Second is that you made the choice of picking the Gondola B option. Leitner Poma continues to stand ready to be a source of expertise for UDOT as you continue to refine the gondola engineering.</p> | | |
| 36886 | Wiese, Claudia | <p>There are multiple other solutions that are not as expensive, invasive and more immediate than the gondola. These phased approaches extend way beyond what is proposed in the FEIS but should include a suite of solutions that can adapt to the ever changing needs of LCC as well as BCC. As is common in many ski towns/resorts, the amount of people at the resort changes dramatically depending on the time of year, with high concentrations of people in the winter, and much fewer people in the summer. The gondola can only run at one speed and will not be able to adapt to the dynamic nature of the industry. Bussing on the other hand can not only change schedules based on seasons, but also based on expected changes from year to year or even day to day. This type of solution will save energy and money overall as it will not be as wasteful.</p> <p>Here is how buses could be a real solution, more immediately, with less construction and cheaper overhead costs:</p> <ol style="list-style-type: none"> 1. Bus improvements: UTA buses are seeing continual usage increases in the last five years. <ul style="list-style-type: none"> -Increasing not only the number of buses but the surrounding infrastructure would continue to support this increased demand for the bus. Examples of what this would look like are: <ul style="list-style-type: none"> having buses run directly from popular hotels downtown so out of town tourists don't have to drive at all (especially in rental cars) (Banff has this structure and it works incredibly well). It would also mean having "pop up" parking on weekends at various locations around the mouth of the canyon and in the city. These "pop up" parking would be lots that are only used M-F and are wide open on weekends. This would remove the congestion at the mouth of the canyon due to limited parking, whether or not you are taking the bus. There could also be priority busing in the sense that buses can use the shoulder to pass traffic, etc. (Another incentive to take the bus). Buses should run from the Westside and other communities that often lack access to outdoor spaces and that are not considered in the gondola proposal. Ideally a lot of these buses are of the express type, so they only make one or two stops before entering the canyon. Furthermore, electric buses are easier to attach to renewable energy systems than the gondola, which while it will be electric, UT large scale electric grid is mostly coal, so it's not as green. There should also be bussing options that stop at various trailheads for users other than skiers. These bussing options can also work year round, which the gondola is currently not proposed to do. There could also be "mobility hubs" that are covered shelters for canyon users to use to put on/take off equipment at the resorts while they wait for the bus, perhaps they could even be warmed to make the bus better. 2. Tolling based on residency and ideally income. <ul style="list-style-type: none"> WA has a great system with their state parks, where you can buy an annual pass to all state parks. This same system could be established for the canyons and if you present some tax information, you could potentially forgo the cost. If you are an out-of-state visitor, you will either have to pay more or still buy one but for less uses (since you are coming for limited amount of time) 3. Incentivize carpooling: Legalizing hitchhiking in the canyon is an idea I've heard of recently. You could even create designated stopping points for this to occur. Other incentives for carpooling could be implemented such as preferred parking at BOTH resorts for carpooling. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 36860 | Wiese, Claudia | <p>I am adamantly against the gondola proposal for many reasons, but my greatest concern is the impact that years of contribution will have on our watershed.</p> <p>As the FEIS states, "the Salt Lake City Department of Public Utilities (SLCDPU) has authority for watershed and water rights protection...Salt Lake County is integral to managing the watersheds in the Wasatch Mountains". However the Director of SLCDPU, Laura Briefer, has stated "the gondola is industrial infrastructure that presents a significant risk to the LCC watershed and water resources". The FEIS states that UDOT has met with SLCDPU various times, but it has clearly not taken these meetings into consideration in their final choice.</p> <p>How can the FEIS concede that SLCDPU is vital to protection of the watershed, but ignore their own recommendations for protecting the watershed? Especially in the light of various meetings with the department.</p> <p>The impact of polluting our watershed would extend to hundreds of thousands of individuals and potentially constitute a public health crisis, which would have resounding economic and justice consequences for many years. The FEIS needs to address their reasoning for not considering the public statements of SLCDPU. There are numerous less impactful options that would not further risk our watershed.</p> <p>Furthermore, the Forest Plan's management objectives do not include management of the construction process of building the gondola. According to the peer reviewed article "Best Management Practices for Diffuse Nutrient Pollution: Wicked Problems Across Urban and Agricultural Watersheds" by Anna Lintern et al., found that Best Management Practices for protecting watersheds failed 40% of the time, which they reason "was a result of either poor design and/or construction or lack of ongoing or inadequate maintenance." In other words, construction in our watershed is extremely hazardous. The gondola is such an excessive project with large construction requirements, that other solutions would not require it. These other solutions include improving the entire bus system to not only have more buses running more frequently but to extend bus lines throughout the valley.</p> <p>Why doesn't the Forest Plan's management objectives explicitly include reference to how construction will not damage the watershed? Furthermore, how can the</p> | 32.12A; 32.19H; 32.25B | A32.12A; A32.25B |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | assessment of Gondola Alternative B's individual assessment on water quality not include the impact of construction and ongoing maintenance, when it is shown these are major contributors to the degradation of watersheds? | | |
| 32140 | Wiese, Claudia | I am concerned about the risk of avalanche mitigation efforts to the gondola cables and potentially the towers or angle stations. Even with the inclusion of snow sheds and berms, there is not sufficient information specifically on how the gondola will interact with current avalanche hazards. This includes the potential sharpenal from avalanche mitigation efforts interacting with the gondola cable. How long will the gondola be paused during this process, which the EIS states will include inspecting the entire length of the cable and all the cable cars? Including this information is necessary to properly understand the reliability of the transportation system, one of UDOT's stated EIS objectives. | 32.2.6.5K | |
| 27958 | Wiese, Claudia | I find it problematic that the FEIS does not outline how the phased approach might affect the final construction of the gondola. There should be a plan to measure if approaches are effective enough to discount the need for a gondola and the use of a billion taxpayer dollars. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 25545 | Wiesman, Callie | There are better ways to handle or navigate the influx of traffic, and destroying an extremely important piece of natural land is not the way to do it. | 32.2.2PP | |
| 28213 | Wiesner, Kurt | I believe that a gondola is not in the best interest of the general preservation and use of the canyons. I think Robert Gehrke's September 1st op-ed in the Salt Lake Tribune is correct: we should have increased bus service; tolls both to enter the canyon and at the trailheads; a more comprehensive reserved parking system; and set realistic data-driven capacity targets" before moving to such an expensive and disruptive project in our canyon. | 32.2.9E; 32.2.4A; 32.2.2K | A32.2.2K |
| 29492 | Wiest, Nathan | As someone who has to drive a large truck up little cottonwood every week, I ask that the gondola have the ability to move heavy pallets of goods up the canyon, maybe have one gondola be designed like a freight elevator, also a several stall unloading dock at the base of the canyon.. preferably on the opposite side of the building away from riders and their vehicles. | 32.2.6.5D | |
| 31997 | Wiggins, Erika | After reviewing the Gondola options, I'm not in favor of this project. It doesn't take into consideration all of the non-resort users of the canyon (climbers, back-country skiers, hikers) which amount to a significant portion of the traffic. A year-round shuttle service, such as used in many national parks, would address all of the uses, versus only the resorts. If an access fee is explored further, please consider that many of the canyon serves all income levels. Let's not turn it into a place only for the well-off. | 32.2.9E; 32.1.2D; 32.2.2B | |
| 27786 | Wiggins, Joseph | I do NOT support the construction of a Gondola Line. some of the reasons include: - Cost - irreversible damage to the canyon when a rollback happens - climate change is impacting the snow we receive (https://www.weather.gov/media/slc/ClimateBook/Seasonal%20Snowfall%20by%20Year.pdf) further, with the drying up of the Great Salt Lake, snow totals will be further reduced due to elimination of lake effect - while not popular amongst many, a simple alternative would be to mandate that all travel on snow days has to be done through public transit. | 32.2.9E; 32.2.2E; 32.2.4A | |
| 28077 | Wight, Aaron | As a Cottonwood Heights resident I support the gondola plan | 32.2.9D | |
| 27974 | Wight, Alex | As a skier and rock climber who grew up in Salt Lake City I can only say that the gondola is a horrible idea that will forever tarnish the beauty of Little Cottonwood Canyon. It only serves a couple of private corporations and only for a tiny minority of the year - something not worth destroying our beloved canyon over. Implement strict automobile limits during the ski season, and run buses every 5 minutes, and voila, problem solved. DO NOT PROCEED WITH THE GONDOLA! PLEASE!!!! | 32.2.9E; 32.1.2B; 32.2.2K; 32.2.9A | A32.1.2B; A32.2.2K |
| 35051 | Wight, Jessi | In general, I think we as a society need to take bigger risks when investing in infrastructure that will serve generations. However, after reviewing the considerations for this project I can't support it. An investment like this should address the whole problem and serve the majority of the population who uses the canyon. The gondola would only benefit certain businesses and their patrons. It would be a grossly irresponsible use of funds. | 32.2.9E | |
| 32832 | Wightman, Courtney | I am not in support of the gondola. I feel that it will take away from the natural beauty of the canyon. There are other options that are less obtrusive and less costly. | 32.2.9E | |
| 27966 | Wike, Andrew | Building a fantastically expensive transportation solution that only serves privately owned ski resorts does not represent progress by any definition that I recognize. Having a real conversation about maximum canyon capacity, tolling, and improvements to the bus systems is the way forward. Nonresidents and ski tourists should be directed toward public transportation solutions, and discouraged from taking their vehicles up the canyon with tolling prices. Please do not ruin the canyon with this boondoggle. | 32.2.9E; 32.2.0B; 32.2.4A | |
| 26856 | Wikstrom, Francis | The gondola is a bad idea, fiscally and esthetically. Taxpayers should not be subsidizing the ski resorts. | 32.2.7A; 32.2.9E | |
| 35105 | Wilbur, Spencer | DONT PUT IN A GONDOLA. Keep the canyon open for it's already capable and money bearing uses. Uses that are available via the current road, such as skiing, climbing, biking, and hiking. Y'all are making money off these activities, don't jeopardize the joy people get out of this canyon for more selfish greed. | 32.2.9E | |
| 27405 | Wilcox, Chloe | My family has lived in little cottonwood canyon for almost my entire life. We do not support the gondola. Please do not ruin our neighborhood and home. | 32.2.9E | |
| 29272 | Wilcox, Dan | Gondola YES! | 32.2.9E | |
| 32008 | Wilcox, David | More than a year ago, I wrote a comment in favor of the gondola. It just seemed so cool and modern. However, after much reflection, my opinion has changed. I don't want to alter the landscape of our beautiful Little Cottonwood Canyon more than we have too. The gondola seems large, flashy, and excessive. I now support widening the road. | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 25792 | Wilcox, Justin | It seems apparent you don't actually care what the public thinks since the overwhelming majority of the public is opposed to the gondola, for good reason. Why not try something with less of a footprint than the gondola first? The gondola won't run all year, only benefits resort skiers, and will be a massive eyesore. Such a tragedy. This reeks of lining the pockets of certain stakeholders. | 32.1.2B; 32.2.7A; 32.2.9E; 32.2.9N; 32.2.2PP | A32.1.2B; A32.2.9N |
| 26272 | Wilcox, Karen | The gondola is an expensive, disruptive boondoggle that will benefit the corporations that run the ski resorts, not the people of salt lake county. INSTITUTE a TOLL on the road and see how fast that fixes the traffic. I live in the mouth of the canyon and during covid, when parking reservations were implemented, only a couple of days were congested. If you institute a high toll for the wealthy who ski (not the majority of us) you will see car pooling and increased interest in the buses. Also, hello climate change. By the time you build this monstrosity (which will absolutely mar the view, and disrupt the wildlife/watershed) we won't have much snow anyway. Please please please ignore the wealthy and try a cheap common sense approach first. Institute a high toll for skiers. I am 100% opposed to this short sighted, misguided approach. You cannot convince me that such an expensive approach that will be so devastating is even a remotely good idea. | 32.2.9E; 32.2.4A; 32.2.2K; 32.2.2Y; 32.2.2E; 32.2.9N; 32.2.2PP | A32.2.2K; A32.2.9N |
| 36712 | Wilcox, Rich | <p>UDOT LCC Planners: Please reconsider your support for construction of a gondola in LCC as the "preferred alternative" for mitigating traffic impacts in this canyon. The gondola option comes with an enormous price-tag that all Utahans will be on the hook for for a very long time, while not doing anything to reduce or control traffic on the highway. By your own analysis, the only benefit will be a potential increase in numbers of ski area visitors. The enormous number of us Salt Lake County residents who love to visit the canyons for purposes other than resort skiing will get nothing in the way of improved transportation options, but will get stuck footing the bill for an incredibly intrusive construction project, one that destroy many of the sites and aesthetic experiences that we come to the canyon to enjoy. Please re-visit the dozens of much more affordable options available, such as improved bus service, various forms of toll-based access, and flexible lane structures. Wisdom is not always in crowds, but the people and public leaders of Salt Lake County have articulated strong opposition to the gondola option, and have made a strong case for why other options must be pursued. UDOT needs to listen to this council.</p> <p>Thank you for your consideration of these comments, Rich Wilcox</p> | 32.2.9E; 32.1.2D; 32.2.9A; 32.2.4A | |
| 37192 | Wilcox, Scot | <p>After reviewing the EIS documents in its current form, the obvious lack of credible research and the lack of a legal audit trail, along with the lack of proper vetting of ALL issues pertaining to this project is appalling. The only issue made clearly transparent, is the sad attempt to compile "data" that is so blagantly weighted to the benefit of a small group of a has-been politician (owns massive real estate earmarked for the project, his greedy cronies who who stand to make a windfall profits on the backs of taxpayers in Utah. The aforementioned individuals and entities have worked diligently to keep this entire project 'below the radar and withholding critical and substantive disclosures and information from state taxpayers. A small group of 'power-brokers' as they like to perceive themselves, have built a secretive coalition to quietly develop and implement the idea of a gondola in Little Cottonwood Canyon, without providing the legally required notice to the public and the taxpayers who will be affected by this project.</p> <p>The assertion made in the document, that ALL possible options, alternatives and solutions have been investigated, researched and numerically quantified is an outright lie. Evidence of weighted analysis of these options and their short and long-term cost/benefit data, is woefully lacking and would be discredited in a court of law in 15 minutes. If the findings contained in this EIS are indeed the final statement that UDOT is prepared to make and to stand by, then it fails the taxpayers of Utah in every way. The document on its face is an embarrassment to UDOT and the lackey's involved in its creation. It also speaks volumes about the current lack of leadership at UDOT. Critical questions not properly addressed or transparency provided:</p> <p>1- Where is the financial commitment that a citizen and taxpayer can understand, outlining the financial commitment(s) of Alta and Snowbird ski resorts respectively? What contract, agreement, written or verbal, intent or maybe even a smoke signal have the resorts been obligated to or offered for the potential project?</p> <p>2- Where is the supporting date outlining the feasibility of having controlled numbers of skiers at each resort rather than allowing an open-door unlimited access policy which has been used for years? Where's the output representing the controlled numbers approach used by Deer Valley for years and quite successfully?</p> <p>3- Who ran the 'analysis' for the numbers and financial representations made in the EIS document? UDOT? The ski resort accounting offices? I've been in financial services for 28 years. I'm fully aware, as are UDOT and Neiderhauser et al, that you can spin and roll numbers that benefit the entity or individuals paying for and benefiting from said 'analysis' and subsequent output.</p> <p>4- How does UDOT benefit? To represent themselves as independent from the 'group' of greedy enthusiasts, may have worked 25 years ago, but not now. A full forensic audit from an legally authorized, independent certified tax and accounting entity or entities, i.e. KPMG, Ernst and Young, Deloitte, for the taxpayers of Utah must be brought before the Utah Courts by way of petition and mandated by the court to protect the taxpayers, most of whom, don't have the background to understand the 'findings' in the EIS.</p> <p>5- What other state entities are involved in this 'club' of politically active enthusiasts/landholders/greedy secretive minions? The same forensic requirements need to be placed, by court mandate, to all state entities, individuals employed by state, cities, etc and a complete forensic audit of all individuals and entities owned and involved with the proposed project. Taxpayers of Utah have the right to know how much each individual, entity and state agency is making or benefiting from the proposed enormous sum of money.</p> <p>6- Why hasn't this been brought before the taxpayers in a clear, concise, articulate manner? I've lived in the Big Cottonwood are for 5 years and I have not received ONE mailer, email, note on my door, flier hanger on the door knob, note from a carrier pigeon etc, providing me information regarding 'meetings' where citizens were able to attend and receive information and provide input? Why is that?? Even individuals running for public office manage to get signs posted on people's lawns with their names on them and at least one door hanger with their face on it! It's really suspicious to me that an issue of this magnitude, with the potential impact to a</p> | 32.2.7A; 32.2.9W; 32.6A; 32.29G | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>priceless natural resource and the staggering dollars involved, wasn't on every billboard, given air time on commercials, on newscasts or grocery store flyers that could be picked up???</p> <p>I formally request an immediate cease and desist order be placed on this project until such time that the aforementioned questions and numerous others, along with the appropriate forensic audits be conducted and full and complete disclosures are provided to the taxpayers of Utah.</p> <p>I am fully prepared to petition the Utah State Court for a cease and desist order, causing the legal and protracted process of vetting, verifying and disclosing for and behalf of the state of Utah. In short, it's my personal and professional opinion that UDOT and other state agencies involved with and endorsing this document are on the edge of committing fraud. The private investors, real estate owners and entities have clearly dealt in bad faith with the citizens of Utah and have violated numerous financial laws and state statutes.</p> <p>Scot B. Wilcox</p> <p>After reviewing the EIS documents in its current form, the obvious lack of credible research and the lack of a legal audit trail, along with the lack of proper vetting of ALL issues pertaining to this project is appalling. The only issue made clearly transparent, is the sad attempt to compile "data" that is so blagtently weighted to the benefit of a small group of a has-been politician (owns massive real estate earmarked for the project, his greedy cronies who who stand to make a windfall profits on the backs of taxpayers in Utah. The aforementioned individuals and entities have worked diligently to keep this entire project 'below the radar and withholding critical and substantive disclosures and information from state taxpayers. A small group of 'power-brokers' as they like to perceive themselves, have built a secretive coalition to quietly develop and implement the idea of a gondola in Little Cottonwood Canyon, without providing the legally required notice to the public and the taxpayers who will be affected by this project.</p> <p>The assertion made in the document, that ALL possible options, alternatives and solutions have been investigated, researched and numerically quantified is an outright lie. Evidence of weighted analysis of these options and their short and long-term cost/benefit data, is woefully lacking and would be discredited in a court of law in 15 minutes. If the findings contained in this EIS are indeed the final statement that UDOT is prepared to make and to stand by, then it fails the taxpayers of Utah in every way. The document on its face is an embarrassment to UDOT and the lackey's involved in its creation. It also speaks volumes about the current lack of leadership at UDOT. Critical questions not properly addressed or transparency provided:</p> <p>1- Where is the financial commitment that a citizen and taxpayer can understand, outlining the financial commitment(s) of Alta and Snowbird ski resorts respectively? What contract, agreement, written or verbal, intent or maybe even a smoke signal have the resorts been obligated to or offered for the potential project?</p> <p>2- Where is the supporting date outlining the feasibility of having controlled numbers of skiers at each resort rather than allowing an open-door unlimited access policy which has been used for years? Where's the output representing the controlled numbers approach used by Deer Valley for years and quite successfully?</p> <p>3- Who ran the 'analysis' for the numbers and financial representations made in the EIS document? UDOT? The ski resort accounting offices?</p> <p>I've been in financial services for 28 years. I'm fully aware, as are UDOT and Neiderhauser et al, that you can spin and roll numbers that benefit the entity or individuals paying for and benefiting from said 'analysis' and subsequent output.</p> <p>4- How does UDOT benefit? To represent themselves as independent from the 'group' of greedy enthusiasts, may have worked 25 years ago, but not now. A full forensic audit from an legally authorized, independent certified tax and accounting entity or entities, i.e. KPMG, Ernst and Young, Deloitte, for the taxpayers of Utah must be brought before the Utah Courts by way of petition and mandated by the court to protect the taxpayers, most of whom, don't have the background to understand the 'findings' in the EIS.</p> <p>5- What other state entities are involved in this 'club' of politically active enthusiasts/landholders/greedy secretive minions? The same forensic requirements need to be placed, by court mandate, to all state entities, individuals employed by state, cities, etc and a complete forensic audit of all individuals and entities owned and involved with the proposed project. Taxpayers of Utah have the right to know how much each individual, entity and state agency is making or benefiting from the proposed enormous sum of money.</p> <p>6- Why hasn't this been brought before the taxpayers in a clear, concise, articulate manner? I've lived in the Big Cottonwood are for 5 years and I have not received ONE mailer, email, note on my door, flier hanger on the door knob, note from a carrier pigeon etc, providing me information regarding 'meetings' where citizens were able to attend and receive information and provide input? Why is that?? Even individuals running for public office manage to get signs posted on people's lawns with their names on them and at least one door hanger with their face on it! It's really suspicious to me that an issue of this magnitude, with the potential impact to a priceless natural resource and the staggering dollars involved, wasn't on every billboard, given air time on commercials, on newscasts or grocery store flyers that could be picked up???</p> <p>I formally request an immediate cease and desist order be placed on this project until such time that the aforementioned questions and numerous others, along with the appropriate forensic audits be conducted and full and complete disclosures are provided to the taxpayers of Utah.</p> <p>I am fully prepared to petition the Utah State Court for a cease and desist order, causing the legal and protracted process of vetting, verifying and disclosing for and behalf of the state of Utah. In short, it's my personal and professional opinion that UDOT and other state agencies involved with and endorsing this document are on the edge of committing fraud. The private investors, real estate owners and entities have clearly dealt in bad faith with the citizens of Utah and have violated numerous financial laws and state statutes.</p> | | |

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| | | Scot B. Wilcox | | |
| 35463 | Wilcox, Steve | As a resident of Sandy I would prefer an expanded bus schedule for the canyon. I am strongly opposed to the gondola option. | 32.2.9E; 32.2.9A | |
| 30343 | Wild, Therese | The gondola is an unnecessarily expensive and destructive proposal to solve the traffic issue in the canyon. Other less destructive and more equitable options should be considered and implemented for the good of the environment and all recreators in the canyon. The gondola only helps billionaire in the ski industry not the people. | 32.2.9E | |
| 25733 | Wilde, Brandon | Please consider alternatives to building the gondola. There are other less impactful and less costly alternatives. That is precious land that many recreate on. Let's not turn our sacred canyon into Disneyland. | 32.2.2PP | |
| 26991 | Wilde, David | As a resident of Sandy that lives by the mouth of the canyon, I am opposed to the gondola. It services to benefit the private business and not the canyon as a whole. The gondola is of no service to anyone wanting to use any other part of canyon other than the ski resort areas. Tax money should be for the benefit of everyone using the canyon and not just the private interest groups. Expanding bus service and improving the road gives equal benefit to all users of the canyon. | 32.2.9E; 32.2.9B | |
| 34284 | Wilde, Jessica | I'm strongly opposed to the gondola, particularly when there's no incentive to use it. I think it's so obvious that the reason it's going in is so a few can benefit financially. We all get it. Our comments don't really matter. I am in favor of a toll on heavy traffic days and I'm in favor of anything to encourage more bus use. Absolutely no on the gondola. | 32.2.9E; 32.4.2A; 32.2.2Y; 32.2.9A | |
| 33750 | Wilde, Justin | I am not comfortable with my tax dollars being used on an expensive gondola project. Moreover, a gondola does nothing for canyon visitors who visit lower areas of the canyon. Why not increase bus traffic, decrease costs to improve utilization, and see if it solves our problem? | 32.1.1A; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.1A |
| 25825 | Wilde, Lorraine | Some of the reasons why I am against the Gondola, is I don't think that those that don't go up to the resorts or even travel to the Cottonwood Canyons should have to pay for this extravagant mode of transportation. My husband and I are retired. We don't even clear \$4,000.00 a month to live on. How can you expect people like us and those that live on less than that? Is bad enough that the leadership of this nation is throwing us into a recession because they have holes in their pockets and spending money that we don't have. The administration is moving forward with their stupid GREEN ENERGY, eventually forcing people into buying these stupid Electric cars. What power source is the Gondola going to use to operate? What about the effects of the earthquake that we keep being reminded of? How will that affect the gondola? The Mountains are always moving and shifting. I don't think that UDOT has researched the transportation concerns enough to come up with other ways. I don't think that they have been open minded enough. It sounds to me like their being pressured by skiers, the resorts Blue Collars and owners. What are UDOTs plans to handle a medical emergency, an break down of some sort, again the earthquake concern. Just because Colorado's Gondola has been running for 50 yrs, we're not Colorado. I'm so sick and tired of our leaders comparing Utah to other states, cities like we heard from Salt Lake City Councils did back a few yrs ago when they wanted to approve the Sugarhouse Trolley running along 1100 East go up to the University, and all of the ridiculous apartment, Condo and business bldg that is being done all over the city cramming housing all over the place without a plan on how they are going to address the population challenges that they are causing by all of the building that is being done. With inflation being caused by the Administration of this Nation, the drought. If you have any intelligence at all you know that it's only going to get worse before it gets any better. If the Gondola is going to be powered by electricity, then YOUR Gondola is just going to make water consumption worse. Your going to be taking water away from the Farmers, the cattlemen, recreation and other things. I don't like the idea of having to pay for something that I will probably never, or hardly ever use. My husband and I have to pay for too much of that enough, let alone this dumb Gondola. | 32.2.9E; 32.2.6.5P; 32.2.6.5K; 32.2.7A; 32.2.2PP; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 33664 | Wilde, Shawna | NO. Just NO to a gondola. | 32.2.9E | |
| 29377 | Wilde, Travis | This is a horrible idea. Tax payer dollars could be used for so many other projects. This would benefit a select group that use this Canyon. Certainly fees will eventually be charged for use limiting who can use the gondola. Please keep our canyons free. Look at alternatives like rapid bus options and rewarding those who car pool. | 32.1.2B; 32.2.2Y; 32.2.4A; 32.2.9A; 32.2.9E | A32.1.2B |
| 28448 | Wilhelm, Robert | So I am not a skier. Will my hard earned dollars get taxed to pay for something that I will never use in my lifetime. Make the ski industry foot the cost. They are the ones that will ben | 32.2.7A | |
| 33426 | Wilhelmsen, Don | following sent to Governor Cox: Governor, I am sending a copy of this comment to the UDOT eis page regarding the proposed gondola in Little Cottonwood Canyon. As governor with the authority to appoint the UDOT director, you have the most powerful influence on the misguided decision by UDOT to fund this gondola boondoggle benefiting only the ski resorts and the now wealthy who can afford to ski there. I and my family enjoy visiting the canyons surrounding this valley, but none of us ski, and most of our visits are during the three non-winter seasons. I find it unconscionable that the state of Utah will tax us to the tune of a billion dollars (half a billion estimate is a joke) for the sole benefit of winter skiers and the winter resorts. I urge you to apply what influence you have to move the UDOT director to reverse the decision to build this gondola. As climate change promises to shorten and radically change the winter sports environment, such an expenditure is complete folly. Thanks for your attention to this. | 32.1.2B; 32.1.2D; 32.2.2E; 32.2.7A; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35488 | Wilhite, Nancy | I vote against the gondola solution. I love and value our canyons and feel that another solution should be considered! | 32.2.9E | |
| 32679 | Wilk, Peter | I am a year round user of Little Cottonwood as a climber, trail runner, backcountry skier and sightseer from my motorcycle. These activities also extend into the other canyons outside Salt Lake City. The health and beauty of these canyons are very important to me. In the ten years I have lived in Salt Lake I've experienced- and been part of- the increased use within the canyons. As a mechanical engineer I spend more time thinking than most users about solutions and the various tradeoffs that might be needed in those solutions to the traffic within the canyons. The UDOT proposed solution for improving traffic within Little Cottonwood Canyon | 32.2.2Y; 32.2.9K; 32.2.2M; 32.1.1A; 32.2.0D; 32.4B | A32.1.1A |

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| | | <p>has some positive, but many negative attributes I would like to highlight.</p> <p>The incentives and punishments for low occupancy vehicle traffic, particularly in the winter, that UDOT is proposing make sense to me. I like the possibility of a toll and parking limitations at the ski resorts. These types of changes are extremely useful since it can change human behavior, need little physical infrastructure, and can be frequently tweaked to update to changing needs and efficacy information.</p> <p>Another attribute of the proposed plan I like is the inclusion of snow sheds. I have frequently come across these structures in other areas of the US and Europe that I've traveled. I think they are a relatively low visual and environmental impact to improve downtime due to reduced impact to avalanches over the road. One item of great importance in developing the designs of these structures is that a heavy priority is also placed on their aesthetic design not just their function. Please consider architects and designers with a history of making structures that blend with the environment to not overly impact the beautiful canyon that we have. These structures aren't a generic overpass over I-80 and should be designed by individuals with talents that will allow these safety features to look like natural parts of the landscape.</p> <p>Another easy way to improve traffic into the canyon that requires no infrastructure is more enforcement of snow tires/chains in the canyon. It is frequent that I see a vehicle spun out in the ditch or unable to start moving uphill after coming to a stop and it is purely due to inadequate tires. This includes numerous trucks I've seen with overly worn tires despite technically being of the proper rating.</p> <p>On the other side of the coin is the numerous missteps UDOT has made in this entire process. The biggest of which is the myopic scope of the problem that UDOT is considering. The Big and Little Cottonwood Canyon are not independent entities, they are barely 4 miles apart. Planning a +\$500 million dollar solution to one canyon's traffic problem is not prudent. On the worst traffic days there are simultaneous and related problems in both canyons. Anyone who's traveled up the canyons during these times can see that they are not independent entities and must be treated as a whole.</p> <p>Similarly to the inadequate topographic scope is the time period and users that UDOT is focusing on. The focus is on fixing a problem that is less than 50 days a year and only for users attending two private businesses. A transportation plan for the canyons should be more inclusive to all seasons and users. A gondola is too rigid and slow of a tool to use for improving traffic problems within LCC. Again, a +\$500 million dollar fix to a 50 day a year problem sounds fiscally irresponsible.</p> <p>On a more granular and personal level as a climber, I'm very concerned about the impacts of especially the gondola or other roadway changes. These changes will impact historic and world renowned climbing areas for the worse. Tower construction, maintenance will disturb the atmosphere of the canyon and its climbing. Towers obstructing views will ruin the reasons people choose to come to the canyon in the first place.</p> <p>It is unfortunate that while UDOT has identified some good improvements to LCC traffic that it falls short of being very effective or forward looking at the problem. Given the changes in transportation we are experiencing in our daily lives with electrification and autonomous vehicles, it is a shame UDOT isn't looking to spend +\$500 million on a solution that is innovative and a model for others around the world. I very much hope that UDOT reconsiders its current plan.</p> <p>-Peter Wilk Millcreek, UT</p> | | |
| 35989 | Wilkes, Clay | Gondola is a bad use of public funds and public lands destruction just to make snowbird rich. Put a tollbooth at the bottom to charge 10\$ after 8am (unless carpooling) and traffic will decrease by a lot/make money | 32.2.2Y; 32.2.9E; 32.2.7A | |
| 25506 | Wilkes, Clay | Gondola is stupid. Flashy project for rich snowbird funded by public money - insane. But good for snowbird to bribe this one thru. Just put a tollbooth at the bottom to charge at peak hours unless you're on a bus | 32.2.4A; 32.2.9E; 32.2.9N | A32.2.9N |
| 31036 | Wilkey, Corey | Do. Not. ██████. Build. A. Gondola. Stop giving tax dollars to special interest groups and multi million dollar corporations and build ACTUAL public facilities that will ACTUALLY fix the problems. Trains. Toll roads. Bus lanes. All of these make far more sense and are scalable as future needs and demand grows. ██████ the gondola | 32.2.9E; 32.2.9B; 32.2.9F | |
| 25931 | Wilkins, Carl | The gondola idea is a waste of my taxpayer money. Do not build it. | 32.2.9E; 32.2.7A | |
| 36216 | Wilkins, Matt | I do not think this would be a good idea as it would ruin the landscape and distract from the beauty. | 32.2.9E | |
| 26229 | Wilkinson, Anna | Did you not listen to the public at all? This is exactly what is wrong with America. Stop choosing money over the planet and the peace and happiness of it's citizens! Little cottonwood is precious to most if not all Salt Lake residents and the thousands of people it brings out every year to hike, enjoy nature, climb and spend time with family and friends. Just listen to all these comments. No one wants this except for greedy money grabbing people! | 32.1.2B; 32.2.9N; 32.2.9G | A32.1.2B; A32.2.9N |
| 28989 | Wilkinson, Carol | I have real concerns about the Gondola B option UDOT has chosen. As a skier and hiker, I do not like the visual impairment this option would create. Also, in my opinion, obtaining state funding for this project is problematic as the project only benefits a small percentage of the Salt Lake City population. Many of its benefits are for out of state visitors. Incidentally, how much do you project the cost of riding the gondola to be? I cannot imagine that Cottonwood residents are thrilled about having such a large parking structure at the base of the canyon. I like the Phase 1 option as being the way to move forward without Phase 2. | 32.2.9R; 32.2.4A | A32.2.9R; A32.1.2H; A32.2.6S |
| 32239 | Wilkinson, Whitney | I am against the gondola recommendation and believe there were multiple mistakes, misrepresentations and mis information in the EIS. The gondola is an irresponsible waste of taxpayer money that will not solve the congestion problem that only happens a few days a year. The gondola will destroy the canyon forever and put money in the pockets of corrupt developers. | 32.2.9E | |

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| 25713 | Wilks, Kacie | Please don't destroy a beautiful canyon. We need to be protecting nature at all costs these days. Hop on board already, please. | 32.29D | |
| 38107 | Willard, Ian | I am a Cottonwood Heights resident and I use the stretch of Wasatch (SR210) on a daily basis for both recreation (cycling) and travel by motor vehicle. I oppose the decision to put a gondola in Little Cottonwood Canyon. It does not solve the transportation issues of the present or the future. Ridership on the gondola has not been established and the gondola would be an expensive blight on what is now a beautiful canyon. There are better alternatives, not the least of which would be enhanced bus routes, with a dedicated bus lane in the canyon. The environmental impact of this would be less than the gondola. Additionally I am adamantly opposed to the widening of Wasatch (SR 210). Doing so does not ease traffic concerns related to Little Cottonwood Canyon. Yet widening the road creates a host of problems for the neighborhoods that surround that road and impacts both residents and non-residents alike, by ruining a road that is a very popular bike route. Measures should be taken to improve the road and make it safer for both residents and recreational it's alike-not widen the road, making it less safe for both residents and recreationalists. I am available for further comment or discussion. If needed, I have provided my contact information if further comment or clarification are needed. | 32.2.9E; 32.2.9A; 32.2.9B; 32.2.9L | |
| 34622 | Willes, Melissa | I'm not against a gondola, but I am against taxes funding this. It should be funded by the ski resorts, they are the ones who will ultimately benefit. | 32.2.9E; 32.2.7A | |
| 25449 | Willett, Parker | We don't need a gondola to destroy the canyon and waste money. Spend it on things that will benefit everyday Utahns, like double tracking the front runner, expanding trax lines and public transit, and/or helping the unhomed population! | 32.2.9E; 32.1.2B | A32.1.2B |
| 25857 | Willhard, Brian | The phased portion with improved bus service, tolling/restrictions for cars, snow sheds, and parking and trailhead improvements are great and should be the only part of the plan that is pursued. The gondola is particularly bad and is clearly for the benefit of two ski resorts and whoever will make money off of the land while harming every other use of our beautiful canyon. The choice between an expensive gondola or an expensive widening of the road seems like a false dichotomy pushed by developers looking to enrich themselves rather than an actual solution in the best interests of the population and the canyon. It seems obvious that measures such as parking reservations, improved busing (particularly electric buses), carpooling, and tolls on the current road should be implemented to limit traffic in the canyon rather than jumping to large-scale construction that will only benefit a small number of people while being either negative or neutral to the vast majority. | 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.9A; 32.2.9E; 32.2.9N; 32.2.6.3F; 32.6A; 32.29R | A32.2.2K; A32.2.9N; A32.29R; A32.1.2H; A32.2.6S |
| 29667 | William Merten, C | The proposed solution to overcrowding on Route 210 is ludicrous. The primary beneficiaries of the proposed gondola to Alta and Snowbird are Alta, Snowbird, and Alterra. This gondola does not serve the general population, just a small sliver of it at a horrendous cost. The solution does not take into account the root causes of the over crowding. These are in no particular order, the pandemic, the work from home movement, and the Ikon pass. There is nothing anyone can do about the first two. The third can be addressed by limiting the access to Ikon pass holders to a specific number of pass holders per day. The aforementioned overcrowding does not just occur on Highway 210. It also occurs in the ski areas and in my experience has resulted in increased dangerous behavior on the slopes, some times resulting in collisions that cause injury and worse. I am well aware that my comments will have no bearing on the final decision, but they need to be expressed. I have been skiing almost exclusively at Alta for 33 years, traveling cross country to spend four weeks a year there. My family and I are actively pursuing other options for skiing both in the states and abroad that circumvent the kind of crowding that has been allowed to occur in the Little Cottonwood Canyon. In large part, it's the experience we come for and that has been in the process of being destroyed over the past five years. | 32.1.2B; 32.2.2K; 32.20C; 32.2.9E | A32.1.2B; A32.2.2K; A32.20C |
| 29430 | William, Clara | As an active user of little cottonwood canyon, I am struggling to see how a gondola will provide any solution. It will be environmentally destructive, take time and resources to build, and will only serve to increase the tourism in the canyon by presenting a big shiny unique attraction. I have several questions regarding the gondola. Will it cost money to ride? If it costs money, where will the ticket revenue go to? What is being done to ensure native Utahans can continue to access the canyon without being priced out? Unfortunately, it is portrayed that only the private companies of snowbird and alta will benefit from millions of tax payer dollars, which is irresponsible on the part of UDOT. I am staunchly opposed to the gondola. | 32.1.2B; 32.2.4A; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 25687 | Williams, Austin | The gondola is not the correct course of action! Pretty much any other avenue would be better than tearing through our canyon and ruining what is left of it. | 32.2.9E; 32.2.2PP; 32.1.2B | A32.1.2B |
| 28243 | Williams, Aysha | It's strange to me that UDOT will go along with completing the gondola with so much opposition. Many locals do not want the gondola. To me, increasing bus service and having a dedicated shuttle to and from the nearby park and rides, along with a parking garage at the park and rides, would change a lot of the traffic that occurs on big traffic days. | 32.2.9E; 32.2.9A | |
| 34176 | Williams, Ben | I strongly support the development of a gondola in Little Cottonwood Canyon! | 32.2.9D | |
| 36834 | Williams, Benjamin | I'm very much in favor of a gondola solution. I would, however, like to see year round service and multiple lines. | 32.2.9D; 32.2.6.5F | |
| 32842 | Williams, Brandi | I don't think tax payer money should to to building a gondola that will essentially only serve 2 private ski resorts. If they want a gondola, they should pay for it themselves. I also don't think it will solve the traffic problem in LCC. Instead, expanded electric bus service with park-n-ride hubs would be a better solution while maintaining the pristine beauty of the canyon. Buses can make stops at the major trailheads, which would also relieve the parking congestion at these trailheads. This would serve not only the ski resort community but would be a service for hikers, cross-country skiers, and rock climbers and other users of the canyon. | 32.2.7A; 32.2.9A; 32.2.6.3F; 32.2.6.3C | A32.2.6.3C |
| 35643 | Williams, Brook | DONT GO THROUGH WITH THIS!!!! Our canyons do NOT NEED THIS. | 32.2.9G | |
| 34332 | Williams, Brooklynn | I am an outdoor enthusiast, a climber, and your constituent. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective. | 32.2.9E; 32.29R; 32.2.9A; 32.2.6.3F | A32.29R; A32.1.2H; A32.2.6S |

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| | | <p>Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction.</p> <p>The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered.</p> <p>Not only does this effect climbers and hikers who visit the canyon without interest of the ski resort, but the construction will destroy habitats and undoubtedly present damages to the watershed.</p> <p>I encourage anyone involved in this decision to please consider opposing the Little Cottonwood Canyon gondola in favor of better solutions. There are better solutions.</p> | | |
| 36264 | Williams, Bruce | <p>I am against a gondola in the canyons for several reasons.</p> <p>First, the cost of such a transportation method for the purpose of alleviating traffic that is mainly produced by ski traffic should be shouldered by those private entities, not the taxpayer.</p> <p>Second, a gondola will mar some of the natural views in the canyons. It will also have many other unforeseen environmental impacts involved in the construction and maintenance of the gondola.</p> <p>Third, it will be subject to many dangers know in our canyons, to include very high winds.</p> <p>Fourth, there are many other dangers to female riders that are largely ignored in the planning of this type of transportation. I would not allow my daughters to ride when they could end up on a gondola alone with a person of questionable character.</p> <p>I don't expect my comments to amount to anything as UDOT has already made up their minds as they do on every project.</p> | 32.2.9E; 32.2.7A; 32.1.2F; 32.2.6.5K | A32.1.2F |
| 34804 | Williams, Candace | I feel the gondola will be an eyesore to the beauty of the canyon and disrupt the local wildlife. I also don't want to pay for snowbirds parking problem and their desire to pack more people in their resort. If they would like to bring more people to their resort let them pay for the gondola. This is not a Sandy City problem. Sandy City residents should not be paying for the gondola. If this project is approved this will be the most irresponsible use of taxpayer money by our local Utah government. | 32.2.9E; 32.2.7A | |
| 29009 | Williams, Cc | <p>I truly think that is way too much money to service mostly skiers and resorts. That money could be put to much better use throughout the area.</p> <p>Our taxes are higher, our cost of living is higher with food and gas. And that will surely result in an increase in taxes to do it. So the timing is wrong as well.</p> <p>If you're going to fund that, it needs to come from the resorts, prices of ski tickets, Etc. Not from the average person.</p> <p>So I don't like either solution. I think the gondola ruins the view. And frankly there are many of us who don't want to pay for it.</p> | 32.1.2B; 32.2.7A; 32.2.9E | A32.1.2B |
| 33310 | Williams, Charlene | I do not agree that a Gondola is the right solution for Little Cotton Canyon. | 32.2.9E | |
| 31594 | Williams, Clint | My family has owned a townhouse off ██████████ near the ██████████ for 18 years. I have watched each year as the crowds have grown in the canyon and on Wasatch Blvd/Canyon Roads to an unbearable condition on some days. I have attempted to carpool and use the UTA bus whenever possible, and I've learned through personal experience and community discussions that the bus is completely unreliable and overcrowded. To date, UTA has failed to provide an adequate bus system and there is much room for improvement. The UTA bus system has simply failed the skiing/riding community. At other ski areas with much larger crowds, like Mammoth, a sufficient bus system has alleviated overcrowding and solved the problems that UDOT is attempting to solve - without a ridiculous gondola that serves only the shareholders of the resorts. I believe that ride sharing and an adequate bus system as described in the EIR is sufficient to flood the mountain with as many skiers as the mountains can handle. The controlling factor should consider lift capacities and safety of the skiers/riders on the mountain. In otehr words, there is no need to increase travel capacity if it only serves to crowd the mountain resorts with paying customers that line the pockets of the resort shareholders. Please reconsider the Gondola B option and focus on the road improvements and bussing options. Gondola B will be an eyesore and circus act that is not favored by the local community such as myself. Lets make UTA do the job properly or replace them with a localized bus service that serves the community and is scalable to accommodate skier/rider needs when accessing the canyons. | 32.2.9E; 32.1.2B; 32.2.9A; 32.2.6.3D | A32.1.2B |
| 37190 | Williams, Connon | As a lifelong sandy resident who lives neat little cottonwood road, any solution that includes a gondola is not a solution at all. Any and all other solutions would be preferable. | 32.2.9E | |
| 38013 | Williams, Fara | I DO NOT FEEL THE GONDOLA IS A GOOD IDEA!! 1. My sons and I do not ski. WE CAN'T AFFORD IT!! 2. I know very well you will make the residence of Salt Lake County pay for the damn thing whether we wanted it or not. You'll raise taxes on my house AGAIN or extricate the money from us somehow. Let the tourists and those who pour into Utah to recreate, pay for widening the road by charging a toll fee to get to the ski resorts. They are the ones that use the canyons, let them pay for it!! I VOTE NO ON A GONDOLA. | 32.2.9E; 32.2.7A; 32.2.4A | |
| 36587 | Williams, Gloria | <p>I read a comment earlier that mentioned About how it will be paid for. Our taxes of course! And only having the wealthy to the wealthiest being able to afford to use it! Unless you have at least 20-30 super high end galas, auctions, donations, etc to raise all the money. Then I vote a big NO! After all have you seen all the homeless families , and people who need mental help that I am seeing living under bridges that could use those tax dollars for much needed housing or better mental institutions?</p> <p>The idea is a good one but not a great one so plz "No"!</p> <p>Thank you , Gloria</p> | 32.2.7A | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31982 | Williams, Jared | The People in and around LCC DO NOT WANT A GONDOLA. It is a waste of money, for an elite few on a few powder days so Alta and Snowbird can make more money. Widen the road and or impliment busses that are more versatile, more flexible, serve everyone, (not just skiers on powder days) and can be easily upgraded and sold and replaced with electric busses someday. NO GONDOLA! | 32.2.9E; 32.2.9A; 32.2.2.6.3F; 32.1.2D | |
| 35794 | Williams, Jesse | As a property owner and resident of Salt Lake City, and a regular visitor to Little Cottonwood Canyon for work and recreation. I do not support the Gondola option as a long-term solution. I feel that this solution is not pragmatic, nor practical or able to be implemented in the near-term, nor to the benefit of the overall public, as it will only service users wanting access to two ski resorts. There must be more reasonable, scalable and practical solutions. I think the phasing plan calls attention to more realistic and near-term solutions- providing more public transportation, including bus service to and and from much larger parking facilities (that would also have to be built to service a gondola), providing adaptable access to public lands at several points of entry, and implementing tolling systems to manage the increasing levels of use the canyon receives. I visit the canyon much less than I used to because it's simply not worth the hassle. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 33024 | Williams, Jim | Im wondering if we are overthinking it? What if we go back in time and reduce the number of vehicles in the canyon by disallowing cars to park on the sides of the road near the resorts? Seems they park on the berm in the am, noon it snows, and then we wonder why we have issues. Less cars less issues. Please stop allowing cars to park on the sides of the road near the resorts, am/pm/summer/winter/spring/fall. Also why not charge a fee or carpool requirements? Odd / even day access based on odd/even liscense plate #s? Good job on getting rid of the down canyon 2 lane to merge at Tanners. That was a bad bottleneck in the canyon. So much safer now... everbody seems to get to the bottom at the same time anyway, the fast guys just hit traffic again | 32.2.2K; 32.2.9P | A32.2.2K |
| 36956 | Williams, Kathryn | I noticed the carbon emissions are not any better than carpool, bussing and pay to enter. Why are you opposed to trying those options first? | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 25991 | Williams, Kevin | Stop blatantly wasting tax payer dollars on pet projects nobody wants. Inflation is through the roof, costs are at record highs, property taxes continue to explode across the state, and UDOT continues to bleed taxpayer dollars like they can just print more. More and more people inside the state are struggling under the weight of inflation, rising food costs, and unaffordable housing and you want to spend over half a billion on a gondola no one wants? Project needs nuked entirely, but if UDOT insists on wasting money it should be the high priced resorts that it benefits fooding the bill, not the citizens that are being milked to death that can't even afford a day pass. | 32.2.9E; 32.2.9G; 32.2.7A; 32.1.2B | A32.1.2B |
| 32894 | Williams, Koedy | I am not in favor of the Gondola in LCC. I do not believe that it will save the canyon from traffic but only push it down into the neighborhoods. We do not want to pay taxes for a gondola but I am instead in support of an enhanced bus system and tolling option. The gondola is a corporate issue, the people do not want it, listen to our voices. | 32.2.9E; 32.2.9A | |
| 30607 | williams, kyle | No gondola! Emphasize buses. Charge large parking fees at the resorts, with all funds going to support the busses. Valley parking can be contracted with office parks and schools that are empty on weekends. | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.2F | A32.2.2K; A32.2.2F; A32.2.2K |
| 25576 | Williams, Lukas | The wrong choice by far. Expanded bus service through the canyons is the way to go, not creating a taxpayer-funded gondola to only benefit private companies. | 32.2.9A; 32.2.9E; 32.2.9N | A32.2.9N |
| 25942 | Williams, Mark | I am strongly apposed to the gondola and don't believe it is in the best interest of UT citizens. The gondola will be a stain, blight, and ultimately just push the traffic and congestion to the mouth of the canyon. The gondola option should be dropped as an option! | 32.2.9E; 32.2.9N; 32.2.6.5E; 32.7B; 32.2.2PP | A32.2.9N; A32.2.6.5E |
| 26265 | Williams, Mckay | Please, don't put the gondola up. The people have spoken and we don't want this. | 32.2.9E; 32.2.9N | A32.2.9N |
| 29527 | Williams, Morgan | This decision is hugely disappointing. It was clearly made with wealthy stakeholders in mind and only the ski resorts and their profits in mind. It is widely unpopular with the vast majority of people in Salt Lake and Utah as a whole. I am saddened and disappointed that UDOT caved to monetary pressures rather than listening to the public and reason. This is obviously the wrong choice and it is clearly being done for financial gain. I have loved this canyon my whole life and I cannot imagine or fathom it being destroyed by such a disgusting and gross abuse of power. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 25369 | Williams, Peter | This plan seems to go against the will of the large majority of public commentors, be wildly expensive, and subject a fragile and wonderful resource to significant further environmental degradation. It's hard to see what the long run benefit of this would be given the substantial financial and opportunity costs that come with this plan. Ski resorts are not the only actors UDOT should serve and a myriad of other proposals seems likely to more effectively serve the broad public interest; in addition a substantial portion of the winter backups stem from a failure to enforce existing chain and winter laws resulting in foreseeable and unnecessary backups that could be wails prevented. Using buses is really not a bad solution, one done in many other busy ski areas across the world to little effect and surely substantially less marginal cost than a miles long gondola. | 32.1.2D; 32.2.2M; 32.2.9A; 32.2.9N | A32.2.9N |
| 36489 | Williams, Porter | Please don't build a gondola. Invest in bus-services. The gondola has no true benefit, and will require significant development. Buses could be implemented very quickly, and have immediate impact, with huge scalability and flexibility options that could be experimented with. | 32.2.9E; 32.2.9A | |
| 32966 | Williams, Rana | Please do NOT put a gondola in Little Cottonwood Canyon. It is wrong to put the burden of paying for this on taxpayers when it will ONLY benefit two private businesses. Why aren't the ski resorts coming up with solutions that are not tax based? | 32.2.9E; 32.2.7A | |

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| 30228 | Williams, Sabina | I am very disappointed that you care more about putting money into vip's hands than the voice of the public or the good of the land. Disappointed but not suprised. | 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 30981 | Williams, Sabina | PLEASE DON'T BUILD THE GONDOLA | 32.2.9E | |
| 31939 | Williams, Sabina | Please don't build the gondola | 32.2.9E | |
| 33599 | Williams, Scott | <p>I'm writing to oppose the selection of the Gondola B option to relieve traffic congestion in Little Cottonwood Canyon for the following reasons:</p> <p>1) The impacts on the visual, habitat and recreational aspects of the canyon are wholly inconsistent with the values of conservation, solitude, wilderness, and wildlife that the canyon has provided for Wasatch Front residents for generations.</p> <p>2) It does little to improve air quality, merely moving traffic congestion and emissions from the canyon road to the proposed gondola parking at the mouth of the canyon.</p> <p>3) Asking all Utah taxpayers to heavily subsidize access to two private destination ski resorts in one county violates principles of fairness and the free market.</p> <p>4) The cost to ride the gondola will be prohibitive for most residents and visitors.</p> <p>5) The scope of this proposed solution far exceeds the scope of the problem.</p> <p>I propose that the phased approach not include the eventual construction of a gondola but rather include a reevaluation of the needs and options at defined intervals of every 5 years.</p> | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9E; 32.4B; 32.5A; 32.10A; 32.13A; 32.29R | A32.1.2B; A32.13A; A32.29R; A32.1.2H; A32.2.6S |
| 30147 | Williams, Steve | <p>1) \$500 million is a lot of money to spend on wealthy skiers and two resorts. It is not cheap to ski. I feel that the \$500 million should be spent improving and attracting the highest quality of first responders, teachers and other public servants. Improving those lives improves all Utah residents. 2) I also think that Snowbird and Alta should pay for the majority of the cost. Give them the right of ways, and other approvals, but let them build it, maintain it, and charge whatever the market will bear. They both had their most profitable year ever last year. 3) To reduce congestion, have all parking be reserved, use a toll system. By increasing the cost and the hassle factor, you will eliminate congestion. 4) The proposed Gondola will not decrease the congestion on Wasatch Blvd, or 94th south. You will still have 5,000 cars trying to get the 2500 parking spaces. And those cars will start lining up a 4 AM on powder days.</p> <p>5) I also think to reduce congestion on Wasatch Blvd, Highland Drive needs to be extended south at least to Hidden Valley Country Club. Then non skier traffic will have another option to move north and south. That construction project should be a higher priority than improvements to Wasatch Blvd. 6) This Gondola plan does nothing to reduce congestion in Big Cottonwood Canyon. Why the focus on Little Cottonwood? This plan may just cause more folks to head up Big Cottonwood instead. 7) I also do think that when we have major storms, wind, snow, and lighting the proposed gondola will be shut down. Already when there are high winds, lighting etc., both chair lifts and the Snowbird gondola shut down. All it will take is one car with 35 people in it to have accident and every personal injury attorney will make a ton of money, and the gondola will be forced to close when there is "bad" weather. Then what happens to people trapped on the mountain? When people drive themselves, they take the risk of driving in bad weather. Most auto accidents do not end up with major court settlements. Why shift the risk of transportation in bad weather from the private sector to the public sector? Thank you, Steve</p> | 32.1.1A; 32.1.2B; 32.2.2K; 32.2.4A; 32.2.6.5K; 32.2.7A; 32.7B | A32.1.1A; A32.1.2B; A32.2.2K |
| 27685 | Williams, The | The gondola project is a ridiculous expensive taxpayer gift to snowbird and alta, without providing any significant reduction in traffic or increased access. It must not be allowed to proceed . Have the ski resorts charge large fees for private vehicle parking to discourage private transportation. And put all of those parking fees into enhancing bus service in the canyons so that people will be motivated to ride the bus. That is the only viable solution | 32.2.9E; 32.2.2K | A32.2.2K |
| 34931 | Williams, Tim | NO GONDOLA!!! Please listen to Utah resident: we overwhelmingly do not want a gondola!!! Literally any other solution would be preferable. | 32.2.9E | |
| 34548 | Williams, Victoria | <p>I am an outdoor enthusiast, a climber, and your constituent. I'm writing today to oppose the plan to build a gondola in Little Cottonwood Canyon. Transportation infrastructure that physically and permanently alter the canyon should only be considered after less impactful options have been implemented and shown not to be effective.</p> <p>Little Cottonwood Canyon is a special place. Building a gondola through it would compromise its iconic natural character and aesthetics. It undermines climbing and other forms of dispersed outdoor recreation that draw people to live in and visit Utah. And it would block climbers from accessing world-class climbing areas there through years of construction.</p> <p>The gondola is a fiscally irresponsible project. Regional expanded electric bus and shuttle service coupled with tolling and other traffic mitigation strategies must be tried in earnest that include dispersed recreation transit needs before any permanent landscape changes are considered.</p> <p>I hope you will consider opposing the Little Cottonwood Canyon gondola in favor of better solutions.</p> | 32.2.9E; 32.2.9R; 32.2.2I; 32.2.6.3C | A32.2.9R; A32.1.2H; A32.2.6S; A32.2.2I; A32.2.6.3C |
| 29285 | Williams, Wendy | I'm supportive of the gondola option for little cottonwood canyon. It protects the environment the best while allowing our mountains to be enjoyed and preserved. Utah's ski industry is critical to our state economy and solutions for this beautiful canyon are needed. Thx. | 32.2.9D | |
| 27890 | Williamson, Charles | How do we allow countless cars with just one driver on a Snowbird's infamous Saturday Shows to enter LCC. The days of driving solo up the canyon for 2 hours of skiing must end. Bus schedules must be enhanced. And when the next pandemic strikes are we going to allow 12.5 people on the mega gondola??? I do not envy your decision but please fight before you run to your escape pods. | 32.2.4A; 32.2.9A; 32.2.6C | |
| 29192 | Williamson, Diantha | I am not in favor of the gondola. It will have significant expense and drastically change the visual and recreation experience of LCC. I access the Wasatch canyons for snowshoeing only. I do not ski at the resorts. All of this impact and change only serves resort guests, which is important to consider given downhill skiing is a | 32.2.2K; 32.2.9E; 32.2.6.3C | A32.2.2K; A32.2.6.3C |

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| | | <p>huge part of living along the Wasatch front, however, it does not help the rest of us.</p> <p>Why are resorts not required to follow a reservation or permitting system similar to other public lands to limit the number of visitors to their actual capacity? If everyone is soon to be required to have a permit or pass to recreate on the Wasatch</p> <p>I am greatly in favor of enhanced bus service and improved trailhead parking, especially during the winter when parking is further limited due to weather conditions. The only downside of a bus is everyone pours out to the trailhead at the same time, meaning we are clumped together when seeking a winter, solitude experience in the national forest.</p> <p>I am against measures that disproportionately affected the single user. I am single. I have no option other than to drive my single-occupancy vehicle into the canyons. Often I arrive before 7 AM because the resort traffic is so baad, even though I am not accessing the resorts. I would be happy to use a bus or ride-share service if the travel time was not significantly different. My observation is that currently buses do not stop frequently enough at THs unrelated to the resorts.</p> <p>Thank you for allowing public comment. Best, Diantha Williamson</p> | | |
| 27108 | Williamson, Julie | <p>As a local citizen and recreation user, I strongly oppose the gondola in LCC. The gondola construction and towers will highly disrupt the beauty of the canyon and the natural surroundings, climbing areas, animal habitats around it. The gondola is only made for skiers in the winter, which is only a small proportion of users of LCC year round. Many who recreate outside of the resorts and outside of peak ski season will be hurt by this decision. If the parking in the canyons will be closed, everyone who recreates outside of the resorts will not be able to enjoy the unique surroundings and peaceful solitude in nature LCC offers. Additionally, the gondola will not serve the exact purpose it is designed to serve: skiers at the 2 resorts. In peak hours, it will only get a small minority of skiers up the mountain while still creating bottleneaking at the canyon, and the large majority will still be left to drive up the canyon. Instead, I think the solution is expanding the bus system. I personally use the bus system to get up the canyons in the winter and carpool other times of year. Expanding the bus system will be far less costly to taxpayers, reduce the congestion at the mouth of the canyon by getting people TO the canyon as well as through it (which the gondola will only worsen), be more environmentally friendly if investments are made in E-buses, and increase inclusivity in the mountains. People of lower socioeconomic status and marginalized communities will be further limited from recreating in the mountains when bus services which many of them rely on are neglected and when a gondola only serves wealthy skiers at expensive resorts. I urge you to reconsider this solution and consider the whole Wasatch community when making this decision, not just the tourists and few pockets who will benefit.</p> | 32.2.9E; 32.2.6.5E; 32.2.9A; 32.2.6.3F; 32.2.4A; 32.5A | A32.2.6.5E |
| 30045 | Williamson, Mike | I fully support the gondola idea and feel it is easily the best solution for the canyon and makes the most sense economically. | 32.2.9D | |
| 26786 | Willick, Rachel | Construction of the gondola serves only the ski resorts, and offers no benefit to Backcountry skiers and climbers. It is blatant catering to the money pull of the resorts. Additionally, the gondola will destroy many climbing spots in the canyon and create a permanent eyesore for everyone. | 32.2.9E; 32.4B | |
| 37060 | Willis, Caroline | Please do not go through with the gondola and disrupt the hiking trails and natural environment further. | 32.2.9E | |
| 32932 | Willis, Hannah | <p>I strongly disagree with the intention of building a gondola in Little Cottonwood Canyon. While I understand the difficulty of traffic and pressure for profit by private ski resorts, I believe that development of the gondola will negatively impact the important ecosystem in Little Cottonwood Canyon. As water scarcity becomes a reality in Utah, it is undoubtedly important to protect our local watershed. Building a gondola risks the safety of water supply for Utahns. Additionally, a publicly funded gondola that benefits private organizations is deeply unfair to the large population of Utahns that can not afford to ski/snowboard/etc.</p> <p>I'm grateful that UDOT has considered a phased approach with tolling. However, I implore UDOT to strongly reconsider the implementation of the gondola on behalf of local Utahns. UDOT is meant to serve the public not private organizations or influence.</p> | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 32812 | Willis, Jain | <p>Don't do the gondola! The gondola will destroy the beauty of the canyon and does not meet the needs of the community.</p> <p>Most of the canyon's use is not for skiing, so a solution that only serves skiers is very short sighted. Especially with climate change and the increasingly drier winters, why focus your energy on a season that may not exist soon?</p> <p>Instead, focus on the problem that plagues the canyon the rest of the year: cars up and down the road due to hikers. Add in a toll booth and some buses and the problem is will probably be 30% fixed, the same rate as the gondola, without the giant price tag and environmental impact. A gondola that doesn't even stop at hiking locations fixes absolutely nothing.</p> | 32.2.9A | |
| 27417 | Willis, Mikayla | <p>No gondola* there are better alternatives that don't cost 50 million dollars. All the options that are being compared to the gondola are unrealistic to make the gondola proposal look better. Why not a few more buses and a parking garage?! The resorts can go back to limited parking. Little Cottonwood wildlife can be a priority over tourists. I am a local athlete that rides for both Alta and Bird and I can't understand how the gondola is the preferred alternative when every local I know is against the gondola proposal. I ski in little cottonwood 6+ days a week. I promise you I don't live under a rock and I'm speaking for the vast majority of locals and pro skiers when I say the gondola would be a huge mistake. I believe that as a born and raised athlete geared toward pushing women's skiing, my opinion should be valued more than corporate opinion. Can't we commit to limiting parking with the same system Alta used this previous season across both resorts? The problem primarily exists on weekends and holidays. Season pass holders get a code for free parking all year and then you just need to reserve it. Limiting parking would undoubtedly improve the experience in Little Cottonwood for everyone. No matter what, people are going to be against change. Watching your home turn into a tourist attraction before your eyes are heartbreaking. We have an issue with capacity at the resorts. Sitting in a lift line all day when we average 6-minute laps makes training way</p> | 32.2.9E; 32.2.9A; 32.2.2K; 32.20C; 32.2.4A | A32.2.2K; A32.20C |

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| | | <p>less productive:/ A gondola is a bad idea. I've sent the statistics before along with a handful of other people I could imagine. The gondola would improve accessibility for tourists and drive out all the locals. It would obstruct views - even if it's camouflaged you can't change the fact that there would be a big gondola in the middle of the canyon. It would ruin the secluded/ sheltered vibe of Little Cottonwood. A gondola would be worse than what Vail did to Park City!!! Park City is sad because so many athletes have had to quit because of commercialism taking away culture, prices increasing, parking struggles, and crowds. LCC doesn't deserve to ever be overtaken by the dark side of corrupt capitalism influence. The mountains are too beautiful to be overcrowded by gapers. It should be a crime to commercialize LCC anymore the way the ski industry tends to! LCC is not Jackson Hole (not yet at least). The wildlife in Little Cottonwood should be a priority over the convenience of an obstructive gondola. Just because the idea seems cool at first, doesn't mean it's a good idea! It's simply a tourist attraction and even if you can limit the people on the gondola you can't limit the people diving in the canyon in addition to that. In all honesty, you gotta consider that Alta and Snowbirds' target market is ski bums who prioritize their beer in the parking lot after skiing. This is just one example but taking that away would simply ruin the community culture. In conclusion, a gondola would strip LCC of much more than what the convenience would be worth. Thank you, please value my perspective - speaking for locals and committed skiers. -Mikayla Willis</p> | | |
| 38932 | Willis, Mikayla | <p>Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):</p> <ol style="list-style-type: none"> 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. <p>Sincerely, Mikayla Willis [Redacted Signature]</p> | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 28596 | Wills, Josh | <p>The gondola is shortsighted and will only enrich the resorts and the person who owns the land where the parking lots will be built. Please consider more egalitarian solutions like a season road pass and especially expanded busing. Climate change is only going to shorten the period of time where we'll need gondolas anyway. You're going to create an environmentally wasteful piece of infrastructure that will be costly and quickly obsolete.</p> | 32.2.9A; 32.2.9E; 32.2.2E | |
| 36382 | Wills, Norma | <p>I am writing to express my concerns about the Final LCC EIS. While I commend UDOT for proposing a phased approach to solving transportation issues in the canyon, I am dismayed that a gondola is the preferred option. By implementing low impact measures such as tolls, incentives to use mass transit, more frequent and efficient bus services (preferably electric), restrictions on single-occupancy vehicles and expanded parking reservation systems at the ski resorts, the Department would have time to assess the impact of such measures before moving ahead with building a gondola. The canyon is a vital watershed for the Salt Lake Valley and encouraging further overuse of the canyon risks endangering that precious water source. In addition, the gondola will serve only those accessing Snowbird and Alta doing little to accommodate hikers, rock climbers, cross-country skiers and other users of the canyon. A publicly funded project should responsibly serve all canyon users, not only skiers and ski resort owners. Thank you for your consideration.</p> | 32.2.9E; 32.29R; 32.1.2F; 32.1.2D | A32.29R; A32.1.2H; A32.2.6S; A32.1.2F |
| 25521 | Wilson, Amelia | <p>I DO NOT support the proposed gondola. This alternative serves the ski resorts and the ski resorts only and only on the snowiest weekend days of the year. It will likely not serve the community in and around slc as only tourists will have interest in riding it up to the resorts. It does not serve anyone want to recreate in other parts of the canyon or during year round canyon use. It will destroy the rock climbing in the canyon and the construction will have huge impact in the little cottonwood stream which is our source of drinking water and other wildlife and plants in the area. If snowbird wants a gondola so bad they should be funding it not local, state or federal government sources. Why aren't increased bus services being tried before deciding on the gondola as the best alternative? Low impact alternatives are far superior to meet slc outdoor community needs. Climate change is causing the salt lake to dry up which will take away our lake effect snow so by the time funds are raised we won't be skiing many days in lcc anyway. It's a far too expensive alternative.</p> | 32.2.9E; 32.29R; 32.1.2B; 32.1.2D; 32.4B; 32.13A; 32.2.7A; 32.2.9A; 32.2.2E | A32.29R; A32.1.2H; A32.2.6S; A32.1.2B; A32.13A |
| 28978 | Wilson, Andrew | <p>Bad deal for taxpayers: I'm going to assume a few approximate numbers: 3500 cars per day enter LCC over the course of a year. Of course, they also exit the canyon, so the same 3500 leave as well. They each carry about 2 people per car. The goal of the gondola or enhanced bus service is to reduce the number of cars by 30%. So, 30% of 3500 = 1050 cars per day reduction entering canyon.</p> | 32.1.4DI; 32.1.2B | A32.1.2B |

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| | | <p>The proposed cost of each alternative is around \$550,000,000. The gondola would require an additional \$7,000,000 each year to operate, the bus service around \$12,000,000 per year. Over the next 25 years, the capital and operation expenditure for the gondola becomes \$725,000,000 and the bus service becomes \$850,000,000, or averaged out as expensed over time it comes to \$29,000,000 per year for gondola and \$34,000,000 for bus service.</p> <p>If you divide the yearly capital expense average and maintenance costs, then divide by the number of cars entering the canyon the project intends to reduce, it looks like this:</p> <p>Gondola - \$29,000,000 per year/ 1050 fewer cars per day entering (363,350 cars) = \$79.80 per car that enters the canyon.</p> <p>Bus - Same scenario as above, \$95.57 each car.</p> <p>That's what Utah tax dollars will be subsidizing over the next 25 years. And I can pretty much wager that the 1050 fewer cars per day will be replaced with more people driving up the canyon because the road won't be as busy and there will be available parking. Result is an increase in the number of cars and people in LCC.</p> <p>I would be livid to see my tax dollars being utilized for between and \$80 to \$95 per reduced vehicle that I must pay for. Imagine, the 1050 reduced cars in the below canyon parking lot at \$80 per vehicle to get hem to park there. That's \$84,000 per day in taxpayer dollars to park and ride - and it's your tax dollars that fill that parking lot, and it's your tax dollars that stuff the corporate greed of the ski resorts that will benefit immensely from all the added skier and other recreational traffic.</p> <p>And who do you think is going to come knocking on the Alta and Snowbird business office door when these resorts become this much more popular and profitable?? How about the conglomerates, Alterra or Vail Resorts, they will offer big money for our beloved Alta and Snowbird.</p> <p>Working on solutions to save a much more critical geographic component would be to keep The Great Salt Lake from drying up. And are there numerous other philanthropical projects that would deserve a chunk of such taxpayer funding, even it was available money? Absolutely yes.</p> <p>Please don't continue to try to spend this phantom money for such an unworthy project the is really just a veiled attempt by the corporate resorts to pad their wallets and sell out when the numbers look really, really good.</p> | | |
| 29618 | Wilson, Brad | <p>NO on the Gondola!! I'm much opposed to the concept. I think there's many better ways to address traffic flow up/down canyons. Including: improving/widening roads while preserving landmark concerns, nature and as much of the beauty of the canyon as possible. I think the gondola is massively expensive project, an eye sore, and will NOT solve the problems here. A gondola may alleviate the traffic stress of the canyon for potentially for only the 1 or 2 busy months of the year... That's it!!! No one would ride the gondola when you can drive in 15 minutes... vs. the 40 min ride and \$30+ fee. The bigger issue is the OVERCROWDING at the resorts.</p> <p>For EX., I live in Draper, UT. I didn't even ski last year because the resorts were too busy and crowded. Parking is a mess. I did not want to pay \$200 just to go stand in the lift lines for half of the day. I can only imagine what overcrowding a gondola would add. Seems like resorts should be limiting the number of people so that all have a decent experience not experience of frustration due to lift lines. Parking issues can be managed with parking structures, carpool incentives, bus options etc costing much less than gondola. A Gondola certainly doesn't address back country skiers or other canyon activities like rock climbing etc. The gondola concept is outrageous expensive and disruptive, and will only be used potentially for 1-2 busy months of the year and will only add to the overcrowding at resorts. Tourists who have hour long lift lines and overcrowding experience at our Utah resorts will NEVER return.</p> <p>I hate to see projects like this get pushed forward at taxpayer expense for virtually no value-add for only the possible two busy months of the year in question.</p> | 32.1.2B; 32.1.2D; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.6.5N; 32.2.9A; 32.2.9E; 32.2.9L; 32.2.9N; 32.7C | A32.1.2B; A32.2.2K; A32.2.9N |
| 34857 | Wilson, Brigid | I'm against it. Too expensive, only benefit the ski resorts/skiers, not environmentally friendly, so many others. | 32.2.9E | |
| 27302 | Wilson, David | <p>The gondola idea is the worst proposal that solves the least problems in a crowded canyon. Following the money to those that benefit from this gondola option is sickening. Only the Ski Resorts and land owners that will sell or lease land for this project will benefit. People that want to use the canyon for other use beyond skiing aren't helped. Even skiers aren't really helped.</p> <p>Expanding the bus service and widening the road in the canyon is a much better alternative. This would benefit All canyon users rather than just the Ski resorts.</p> <p>Please don't ruin the canyon and charge tax payers 550 Million dollars on this ridiculous plan of a gondola.</p> | 32.2.9E; 32.2.9B | |
| 30692 | Wilson, Elias | I completely disagree with this decision and the public knows that this project is being manipulated. LCC is a treasured outdoor space that deserves to be preserved! UDOT should work on improving existing infrastructure and not on ideas that require further encroachment on these important outdoor spaces! | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28147 | Wilson, Garrett | <p>Use hundreds of millions of taxpayer dollars to benefit not hikers or bikers, but rather privately-owned corporations? Are you all insane or just corrupt?</p> <p>A gondola will not benefit the overwhelming majority of local residents, and it will irreparably damage the majesty of the canyon. I don't care if fewer out-of-town skiers can get up the canyons. It would be good to limit traffic in the canyons regardless. Let them take the buses and carpool. Preserve LCC in its natural state. My hard-earned tax dollars should not go to this proposal that will be a blight in the canyon and will only benefit private businesses and wealthy skiers. The fact that UDOT continues to ram this down our throats when the majority of the public clearly disapprove is a red flag of corruption.</p> <p>LCC is a hiker's paradise and we should sacrifice economic growth for the preservation of the canyon, not enable more traffics up to the private ski resorts, getaways for the wealthy.</p> <p>Garrett Wilson </p> | 32.2.9E; 32.2.2K | A32.2.2K |
| 29445 | Wilson, Garrett | <p>Yes, my name is Garrett Wilson. My phone number is 385-337-8071. I am Sandy Utah resident. I'm calling to express my disgust and displeasure at the recent UDOT decision to move forward with this ridiculous waste of taxpayer money. Not only does it only benefit very high strata of society and to privately owned ski resorts, but it also destroys the majesty of this beautiful Canyon in which I grew up and I can't imagine the disgust and the evil that that comes along with making a decision like this in the name going green and or accommodating more traffic up the canyon. I think you need less traffic up again, and and this only facilitates dead. For the development of what we what we should avoid and the fact that even a dollar of my tax money would be going to this is just disgusting. So I hope we can find a way to sue  you. And stop this project immediately.</p> | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 35789 | Wilson, Garrett | <p>I do not want a gondola spoiling the majesty of the canyon. I do not ski, but I frequently use the canyon for family recreation and hiking. I do not want to be tolled to access the canyon simply because the traffic due to the ski resorts is causing issues. Let those who go to the ski resort take a bus, but do not punish the recreationalist hiker due to the skiers.</p> | 32.2.9E; 32.1.2F; 32.1.2D | A32.1.2F |
| 26119 | Wilson, Garrett | <p>I am a Sandy resident and stand firmly against the gondola in Little Cottonwood Canyon, regardless of whether private or taxpayer funds are used to construct it. Leave nature as untouched as possible, even if that restricts the number of those who can access for-profit, privately-owned ski resorts.</p> | 32.2.9E | |
| 33624 | Wilson, Grace | <p>I say no to the gondola! Leave our mountains as they are!! Protect this irreplaceable, unique, and beautiful habitat. Do NOT build the gondola.</p> | 32.2.9E | |
| 33644 | Wilson, Ida | <p>No Gondola. Too expensive to build & maintain.</p> | 32.2.9E | |
| 35046 | Wilson, Isaac | <p>The gondola will not only be an eyesore In the Canyon but it'll also ruin The environment As construction And continue maintenance of the Gondola will require more Construction access points and damage more land. I'm firmly against anything that's will Disturb the Canyon more other than having a road up the Canyon. More clean energy buses would and a toll system during the winter would reduce environmental impact.</p> | 32.2.9E; 32.2.9A | |
| 26197 | Wilson, James | <p>If we utilize more eco friendly ways of travel (electric buses or vans) and get more parking at the base there will be less traffic. A gondola just adds infrastructure that will hurt the environment physically and aesthetically.</p> | 32.2.9A; 32.2.9E; 32.2.6.3F | |
| 27211 | Wilson, Janie | <p>Strongly oppose the gondola choice. I live in Cottonwood Heights and we are impacted by the traffic for sure. Would hate to see the views of the most beautiful canyon in Utah ruined by gondola towers. It's more expensive than buses and the analogy of having transportation to a Jazz game is severely flawed. Buses l/light rail downtown serve buses hundreds of sites, not two! We can do better than 600 million to get to 2 ski resorts.</p> | 32.2.9E | |
| 36276 | Wilson, Joey | <p>The Gondola should not be approved at this time. It is still too controversial and is too expensive to be reversed once it is started. In the meantime, tolls and bus systems can help reduce the traffic at peak hours in the canyon. Let's see how that works before diving in so deep with a Gondola. The Gondola should really only happen after many other solutions have been tried.</p> | 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 26749 | Wilson, Jonathan | <p>I'm saddened by the recent decision to go forward with the gondola. I'm concerned that the gondola serves only one specific user group while not taking into consideration any of the other user groups. I do not agree with spending my tax money for a project that mostly if not completely benefits one narrow user group at the expense of all other user groups. They are alternatives that are much more affordable. I might consider a gondola if it had additional stops at locations like red and white pine trailhead, the gate climbing area etc... this project has increasingly started to feel like it was done in bad faith, pretending to be interested in the needs of the many while actually only serving the needs of a few. I hope you listen and adjust plans to benefit all user groups.</p> | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E | A32.1.2B |
| 26450 | Wilson, Jonny | <p>Making sure my voice is heard and my opinion is clear. Do not build a gondola. We each take personal responsibility in contributing to traffic up the canyons, and a gondola would impact numerous bouldering spots that little cotton wood canyon utah is know for and loved by our beloved climbing community. Find solutions that work, and that the community actually want.</p> | 32.1.2B; 32.2.2PP; 32.4B; 32.6D; 32.2.9E | A32.1.2B |
| 32523 | Wilson, Julie | <p>I am absolutely against the proposed gondola system, especially if would be paid for by taxpayers, who would derive little benefit from the gondola system. Plus the damage to the canyons would be major!</p> | 32.2.9E | |
| 27228 | Wilson, Kailey | <p>I do not consent to the gondola! Earth over Profit.</p> | 32.2.9E | |
| 32322 | Wilson, kathryn | <p>To construct the towers to service a gondola in Little Cottonwood Canyon would be a disaster in multiple ways including the beauty of the canyon, watershed and historical nature of our canyons. Don't allow this and I speak for future generations.</p> | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 34451 | Wilson, Kevin | I drive all the way from Calgary, Alberta several times a year just to climb in this beautiful canyon. Please don't ruin it with a gondola when there are other options. I will gladly park and take a bus up to the bouldering areas, or the ski areas when I come down to ski. I have been climbing in Cottonwood and the surrounding areas for almost thirty years and I plan to come down for thirty more IF it doesn't get ruined. I know many other Canandians who feel the same way. | 32.2.6.3C; 32.2.9E | A32.2.6.3C |
| 37694 | Wilson, Kim | Create mandatory bussing like Zion NP. The only people who can drive up will have to have a resident pass. People will adapt. | 32.2.2B | |
| 29282 | Wilson, Lisa | I am in favor of the Gondola | 32.2.9D | |
| 33612 | Wilson, Maria | I do NOT support building a gondola. I do not want my taxes to go towards something that literally only benefits the resorts in little cottonwood canyon. Invest in a robust public transit system like busing systems that are on time and at frequent intervals!! | 32.1.2B; 32.2.7A; 32.2.9A; 32.2.9E | A32.1.2B |
| 34609 | Wilson, Meggan | Absolutely ridiculous proposal. This is nothing more than complete elitism at play. If LCC folks want to turn it into a posh getaway, then let them figure out the financials. To pass this as something beneficial to the masses is a complete abuse of funds and the position of leadership. It is wasting money and does not provide a valuable solution(s). | 32.2.7A | |
| 28245 | Wilson, Morgan | This should be put to a vote. There are much bigger transportation concerns that impact all citizens not just a few | 32.2.9N | A32.2.9N |
| 29560 | Wilson, Nancy | This project is so costly it is unreasonable. Will people use it? Will restrictions on the number of vehicles in the canyon accompany the project? If not, not much will change. If Restrictions and good bus service can meet the demand at a fraction of the cost, why not do that? Nancy Wilson [REDACTED] | 32.1.2B; 32.2.2K; 32.2.9E | A32.1.2B; A32.2.2K |
| 27133 | Wilson, Natalie | In theory it is a good idea, but I feel like there is going to be a lot more consequences. It will benefit the people who ski and snowboard, and other people who oftenly go up the canyon to use it. But a lot of people who use it who like to climb, and hike will be affected by this. You're taking the opourtunity away from the people who like the natural elements of it. And it will most likely lower the emissions from cars, but it will ruin the home of many animals living there. So I think there are better policies that can be put into place instead of building 22 giant structures. Thanks | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.4B; 32.13A | A32.1.2B; A32.13A |
| 29847 | Wilson, Olivia | I do not believe that a gondola will benefit the area or the environment. Better investment from UDoT in buses and the van/limiting of private vehicles in the canyon would be effective, both in terms of cost and environment impact. Very few will use the gondola and only a handful of corporations will benefit. As a Salt Lake Resident, I see no benefit to myself or community from the proposed gondola and strongly oppose it's creation. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 28083 | Wilson, Patrick | There has to be an alternative to have a gondola in the middle of our beautiful canyon , it's going to ruin the natural beauty of the location | 32.2.9E | |
| 26804 | Wilson, Sam | This seems like an irresponsible use of tax paper money, that will permanently mar the beautiful landscape. I thought that we lived in a fiscally conservative state, but I guess I was wrong. With 550 million dollars, we could invest in electric public transportation, a noninvasive solution that benefits everyone. Please reconsider this reckless idea. | 32.1.2B; 32.2.2PP; 32.2.6.3F; 32.2.7A; 32.2.9E | A32.1.2B |
| 28124 | Wilson, Taylor | This is an awful idea. With it only helping a small population of Utahns who life to ski as well as out of state skiers. This is nothing more than an incredibly expensive gift to ski resorts. Don't do it. | 32.2.9E | |
| 29006 | Wilson, Vicki | I am a native Utahn and I love the Cottonwood Canyons and have spent countless days skiing and hiking in those mountains. I care very much about the Cottonwood canyons. Please do not destroy the natural beauty by building a gondola and all the needed parking. This will cause Irreparable damage to our beautiful canyon to benefit the wealthy and for-profit resorts. Plus, what will it cost for a gondola ride? I suspect it will be significant and add to the expense of skiing - which further limit middle to lower income residents from accessing the ski hill There is another alternative! Consider how Zion National Park handles traffic during peak season. They require all visitors to ride a shuttle. We could do something similar with electric busses, shuttles or some other transportation. Special passes could allow some to drive - possibly employees, car pools with 4 or more, residents who live in Little Cottonwood Canyon, etc. If we invested in a good shuttle or bus system we wouldn't need the gondola nor would we need to widen the road. Please do not ruin this natural resource with a gondola or larger roads. Learn from Zion's example. It works well. | 32.2.9E; 32.2.4A; 32.2.2B; 32.2.6.3F; 32.2.2PP | |
| 29507 | Wilson, Vicki | Absolutely NO GONDOLAS in Little Cottonwood Canyon to resorts. Please!!!! | 32.2.9E | |
| 31370 | Wiltz, Rebecca | I hope to golly goodness this canyon is preserved in its entirety. I love getting people in nature but not at the expense of ruining areas. It is like building a road through the middle of an existing building. | 32.2.9G | |
| 28589 | Wily, Robert | I would love to see the gondola project implemented in Little Cottonwood Canyon. I think that it would be a great benefit to our community and a significant tourist destination. | 32.2.9D | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 28666 | Wimmer, Jacob | Seems insane to spend so much money on this when traffic in LCC is only a problem for maybe 20 days out of the year. Just ban cars up the canyon on those days and run busses. It will also be an eyesore. | 32.2.9E; 32.2.9A; 32.2.2B; 32.1.2B | A32.1.2B |
| 25785 | Winchester, Devin | Taxpayer money should not be going towards funding access to ski lodges. How does this benefit citizens of salt lake? Ski resorts can pay for their own transport, because the traffic issues stem entirely from themselves. Stop bailing them out with my money, and expand the tracks system for SLC county residents to use. | 32.1.2B; 32.2.9G; 32.2.7A; 32.6A | A32.1.2B |
| 38053 | winder, john | I favor the gondola. | 32.2.9D | |
| 32397 | Winder, Kristin | NO!!! to gondola proposal. Ruins our canyon when only serving two big corporations' interest. | 32.2.9E | |
| 36200 | Windley, Michael | I personally feel the cost of this gondola is not in the best interest of the taxpayers. It only benefits a select group. The cost far out ways the benefit. There are better alternatives on the table that should be implemented. | 32.2.9E; 32.1.2D | |
| 30621 | Winegar, Jeff | Not sure if my last comment went through but this is a humongous unethical mistake. Half \$1 billion-\$1 billion to profit two companies. We have school districts wanting to raise taxes. Teachers that are underpaid. And you want to drop that much money on a project that people will not ride. The ride it once for fun and then never ride it again. I would never take a half hour gondola ride when I can drive my car up with all my kids with all the food and warm supplies. Why would I paid a ride that when I can Simply drive my car up. Locals can't afford to ski at Alton Snowbird anyways their prices are so expensive. They're profitable enough to put in parking lots and parking structures. Why did the taxpayers have to put in a half a billion2, billion \$ infrastructure for profitable companies. Completely an ethical. They have a road it works and allows them to be incredibly incredibly profitable. Do not spend my tax dollars on the field project like this | 32.2.9E | |
| 37467 | Winegar, Randall | I have been traveling little cottonwood for 50+ years. The proposed gondola will not solve the transportation issue. Lots of money being spent to support 2 resort businesses. I vote NO on this. There are other options. Thx | 32.2.9E | |
| 35697 | Winegar, Virginia | As a family who ski this canyon over 40 years--I do NOT want a gondola placed in the canyon. I feel it taxes the entire community and benefits only those like La Caille, Snowbird and Alta. The gondola will not stop at many other snowshoeing spots or hiking areas. I am positive if we look at UDOTS financing and the way they lay roads down just to dig them up again because of poor planning with development we could finance a better road and bus system. Moreover, wires and poles will FOREVER ruin the beautiful vistas of our canyons that we SHOULD PROTECT! | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.6.5G | A32.1.2F |
| 33687 | Winger, Jessalee | Don't build it. Save the boulders. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.4B; 32.6D | A32.1.2B |
| 25940 | Winger, Ryan | The canyon would suffer greatly having a gondola system. First off the amount of construction would destroy the nature of the valley floor, second it would a door open to more growth up the valley which would ultimately destroy the beauty and nature of it in the long run. Keep Utah pristine and beautiful the way it's been designed to be. | 32.19A; 32.20F | A32.20F |
| 25494 | Wingfield, Natalie | The gondola is not a time effective or cost effective solution. Please consider tolling the road and having a dedicated bus lane. The environmental impact will be huge and destroy a number of local climbing spots. WE DONT WANT THE GONDOLA. | 32.2.9B; 32.2.4A; 32.2.9E; 32.2.2Y; 32.4B | |
| 32277 | Winholtz, Betty | I appreciate the 5-4 vote to protect Little Cottonwood Canyon; however, I'm surprised it wasn't a stronger vote to protect a watershed that 60% of the population relies upon. I remain steadfastly opposed to a gandola type option and road widening. The phased approach provides opportunity for those who actually want to solve issues confronting Little Cottonwood Canyon. Protect the Wasatch Mountains. | 32.1.2F; 32.2.9E; 32.2.9R | A32.1.2F; A32.2.9R; A32.1.2H; A32.2.6S |
| 31135 | Winholtz, Betty | My family is from this area. I advocate for the protection of the Wasatch Mountains. It's time to invest in real ideas that actually solve the problem, like electric buses and regional transit hubs throughout the valley. I demand improved bus service in the canyons to resorts and the many wonderful back country trailheads and front country recreation amenities. | 32.2.2I; 32.2.6.3F | A32.2.2I |
| 26483 | Winkempleck, Beth | Electric buses, timed entry systems, reservations required at ski resorts with daily limits, and tolls up the canyon should all be explored and utilized before the development of a very expensive gondola - both financially and environmentally. I do not want my taxpayer money to go to a project with this big of an environmental impact. Most people I speak to are against this - at least allow the citizens who will have to foot the bill VOTE on this and have a say as to where our money is spent. | 32.2.2B; 32.2.2Y; 32.2.2K; 32.2.2QQ; 32.2.4A; 32.2.7A; 32.2.9E; 32.2.9N | A32.2.2K; A32.2.9N |
| 37186 | Winkler, Randy | I am strongly against the proposal to build a Gondola in Little Cottonwood canyon. Why should the citizens of Utah pay so much, to benefit so few? | 32.2.9E; 32.1.2D; 32.2.7A | |
| 31309 | Winokur, James | The businesses and individuals who stand to gain the most financially if a gondola is built in Little Cottonwood Canyon (LCC) is at it again. Gondola Works has released yet another slick video, along with a series of broadcast ads, billboards and sponsored content, to try to convince Utahns a gondola is the best LCC transportation solution. Unfortunately, their claims about sustainability, clean energy use, and LCC preservation are misleading and confusing. Don't forget, 80 percent of Utahns are against a gondola in LCC (https://www.deseret.com/utah/2021/12/9/22822405/poll-little-cottonwood-canyon-bus-system-favored-over-gondola-udot-alta-snowbird- | 32.2.9N; 32.10A; 32.2.6.5E; 32.1.2C; 32.20B; 32.2.4A; 32.2.2I | A32.2.9N; A32.2.6.5E; A32.2.2I |

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| | | <p>ski-resort-utah).</p> <p>Tellingly, there is much that the video, and overall campaign, does NOT say:</p> <ol style="list-style-type: none"> 1. If preservation is so important, how does building more permanent infrastructure that includes 20+ towers, 10 of which are at least 200 feet tall, help preserve the beauty and wonder of LCC? 2. GW consistently points out how "clean" the gondola will be, but they conveniently do not mention the electricity source that will power it - COAL-fired power from RMP. (Read more about water usage related to coal power from The Salt Lake Tribune here: https://www.sltrib.com/news/environment/2022/05/01/utahs-drought-persists/). 3. GW also conveniently omits the fact that you will have to drive your polluting vehicle to a bus terminal unless you are elite enough to have one of the 2,500 "premium" parking spots at the base station, which will create new traffic issues on Wasatch Blvd as people vie for the coveted spots. <p>If Gondola Works is so interested in preserving LCC, the first thing they should do is support a capacity/visitor management study to better understand how many visitors LCC can support. Then the best solutions can be implemented, regardless of whether it is their solution or not.</p> <p>I agree with GW that we do not need to add a third lane to LCC, which would add more concrete, and impact LCC creek and the world-class climbing areas. Rather, let's use solutions that already exist:</p> <ol style="list-style-type: none"> 1. Parking reservations work! Look at how they worked for Snowbird in 2021 and Alta Ski Lifts this year. 2. An enhanced system of regional natural gas and/or electric buses that run directly to the ski areas. This should include smaller vans that stop at trailheads for dispersed users. 3. Tolling is supposed to be part of the EIS but there has been little to no discussion about it. <p>I urge you to take action and use your voice to speak out against this development. Thank you!</p> | | |
| 28971 | Wint, Egan | the gondola will be the nail in the coffin for skiing and snowboarding in the cottonwoods | 32.2.9E | |
| 33103 | Winter, Adrienne | I am against the gondola. I believe we need to keep looking for cheaper and better options. | 32.2.9E | |
| 29592 | Winter, Odessa | Building a gondola is an irresponsible "solution" to the traffic issues in LCC. Along with being financially irresponsible, the gondola will have irreparable environmental impacts. Utah has such great outdoor recreation access, we should be a leader in responsible recreation. By implementing a better bussing system we can not only alleviate traffic, but set an example for what public recreation transportation can be. I personally like the idea of canyon shuttles that leave from a park and ride in town and take you straight up the canyon. And this is just one idea. If as an outdoor community we can come together and put a plan in place that will work and serve the people of Utah, we'll be better for it. The gondola isn't a good option for anyone except the greedy ski resorts at the top of the canyon. | 32.1.2B; 32.2.2PP; 32.2.9A; 32.2.9E | A32.1.2B |
| 25654 | Winter, Paul | I vote gondola | 32.2.9D; 32.2.9N | A32.2.9N |
| 28207 | Winters, Adam | What happens when you load up the mountains for the day and a storm rolls in with high winds? At what wind-speed do you have to shut down the gondola? And how would you get everyone back to town if it can't run? | 32.2.6.5K | |
| 25659 | Winters, Kole | I live right at the mouth of little cottonwood canyon in Sandy. My ask is that we do NOT implement a massive change in the canyon for only a few days a year when traffic is bad. It's a lot of money and creates a permanent eyesore (especially the gondola) all year long. If something must be done, can we expand the road? At least it keeps the eye line clean and allows for more robust transit options, especially as we move to electric. | 32.1.2B; 32.2.9B; 32.2.3B; 32.2.6.3F | A32.1.2B |
| 36241 | Winters, Rosemary | Please preserve the beauty and protect the watershed in Little Cottonwood canyon by prohibiting a gondola. We need to get cars out of the canyon and focus on mass transit. I support a reservation system and electric buses. | 32.1.2F; 32.2.9E; 32.2.2K; 32.2.6.3F | A32.1.2F; A32.2.2K |
| 28196 | Winters, Walt | I do NOT want the Gondola Project built in LCC. I think it will destroy its natural beauty. Vehicles will still need to get to an access point at the bottom of the Canyon. Surface streets will be backed up for miles to get to a parking structure to access the Gondola. I think that Snowbird and Alta should cap the amount of skiers per day with a pre-registration system. There should also be a large toll for vehicles that decide to drive up LCC. Enhanced electric/Nat gas buses should run every 10 minutes at peak times. Multiple bus hubs can be utilized around the area to decrease surface street overcrowding. Please confirm that you received my input. | 32.2.9E; 32.2.9A; 32.2.6.5E; 32.2.2K; 32.2.4A | A32.2.6.5E; A32.2.2K |

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| 30289 | Winward, Natalie | NO GONDOLA!!!! The gondola would RUIN the beautiful, prestigious nature views and be a detriment to our precious ecosystems. TAX PAYERS WANT EXPANDED PUBLIC TRANSIT (BUSES) INTO THE CANYON. The gondola would forever stand as an unremovable icon of putting PROFIT over PLANET. NO GONDOLA!!! | 32.2.9E; 32.2.4A; 32.2.9A | |
| 36108 | Winwood, Richard | Gondola won't solve any traffic problems. It will cost an obscene amount of taxpayer money to build and to maintain. It will never pay for itself. The only parties benefitting are two private, profitable companies (Snowbird and Alta). The rest of us will be paying the bill for this for decades if not longer. It will scar the beauty of Little Cottonwood Canyon for generations (if not longer). Other solutions should be tried long before a permanent, expensive 'solution' is tried. Better bussing (you want to spend \$600MM+ on a gondola, but can't pay enough to attract enough bus drivers to provide sufficient ski bus service???). Snow sheds (no brainer...do it!). It may not be a popular idea, but SR210 could be widened in places (not the whole thing) to allow for more up-hill passing lanes. The first up-hill passing lanes begins 4.5 miles up the canyon. It only takes one slow car/truck/bus to clog up the whole canyon in the morning. Make some passing lanes and keep the traffic moving! Parking reservation systems for the ski resorts (tested and works!). What it due to global climate change, we don't really even have much snow in 20 years. Then we have a monstrosity of a gondola sitting there doing nothing...and still costing all of us money EVERY year. NO TO THE GONDOLA!!! | 32.2.9E; 32.2.7A; 32.2.9A; 32.2.2K; 32.2.2E | A32.2.2K |
| 30423 | Wireman, Molly | No gondola! Use tax dollars for a more sustainable and less destructive transportation option that DOES NOT help increase tourism for private resorts. | 32.2.9E | |
| 30656 | Wirkus, Andy | I am vehemently opposed to the gondola proposal. The "Environmental Impact Statement" does nothing to consider the largest resource our canyons have to offer... Pure unadulterated nature. By constructing this gondola you will permanently destroy ecosystems that are necessary to the health of the canyon. Additionally, this proposal is the one most likely to make the canyon less accessible to all but the wealthy elite. As someone who grew up at the mouth of these canyons I can't fathom restricting access to their splendor based on income. There are so many other options that allow continued access while improving the sustainability of recreation in the canyons. I recognize that this is a tough issue and that there most likely isn't a perfect solution, but I also know that the gondola is NOT the solution. From one native Utahn to this organization, PLEASE listen to us and DON'T build this gondola. | 32.2.9E; 32.2.4A | |
| 35946 | Wirth, Ryan | Hello, I'd like to see more efficient infrastructure options that do not include a low capacity gondola that only serves the top of the canyon. A better option could include changing the road to a one way at a time system in segments (similar to temporary lights at construction sites that limit to one lane) and putting a high capacity train (with avalanche barriers) in the secondary lane, putting stops at each trail head and running 24/7. The train pass system would also help SARS identify when and where missing persons would have gotten off the train. | 32.1.2D; 32.2.9E; 32.2.9F; 32.1.2F; 32.2.9A | A32.1.2F |
| 35288 | Wirthlin, Joseph | To Whom It May Concern, I am a long-time Utah resident and voter who has enjoyed the use of Little Cottonwood Canyon since I was three years old and I am opposed to building a gondola for transportation through Little Cottonwood Canyon. I am aware that the canyon has been getting more and more crowded as more people discover how great of a state Utah is and how incredible the canyon is. However, I do not believe that building a gondola is the solution to this problem. I am worried that the construction will cause more damage to the beautiful nature of the canyon and will not provide adequate benefits to offset these damages. I believe that the canyon would benefit from a gondola only in winter months while ski resorts are meeting even greater demand. However, the gondola will be wasted in the spring, summer and fall months when those wanting access to the canyon will hope to access a variety of locations in the canyon that are unrelated to ski and mountain resorts. Thus, automobiles will be the main mode of transportation in the canyon for the majority of the year and the gondola would be wasted. I believe that the damage that the gondola would cause would be great. Construction would damage many sections of the canyon and would destroy popular recreation areas. This would effectively reduce larger crowds gathering at the canyon, but at the price of moving elsewhere to seek those destroyed recreational activities. Thus, the gondola would be wasted by pushing out the people that it is intending to help. Even during winter months, for the gondola to be effective, large parking areas would be required to be built at the mouth of the canyon where space is very limited and would cause even more damage to local aesthetics and natural resources. As a master's student of economics at the University of Utah, I am a strong supporter of creating a toll road for Little Cottonwood Canyon instead of building a gondola. A toll would incentivize carpooling or riding the bus, thus supporting the natural environment by reducing CO2 levels in the atmosphere that can be very important during winter months in Utah. Additionally, while building a gondola would cost the state a large sum to construct, the toll fees would increase government revenues to support natural restoration and outdoor recreation in the canyon. While many individuals may initially be frustrated with a toll put in place for driving up the canyon, I believe that it will not deter individuals away from the canyon because of its incredible, natural and recreational appeal. Thank you for taking the time to consider my opinions. Respectfully, Joseph Wirthlin | 32.2.9E; 32.2.4A; 32.1.2D; 32.2.6.5E | A32.2.6.5E |

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| 33082 | Wirthlin, Joseph | <p>I am a long-time Utah resident and voter who has enjoyed the use of Little Cottonwood Canyon since I was three years old and I am opposed to building a gondola for transportation through Little Cottonwood Canyon.</p> <p>I am aware that the canyon has been getting more and more crowded as more people discover how great of a state Utah is and how incredible the canyon is. However, I do not believe that building a gondola is the solution to this problem. I am worried that the construction will cause more damage to the beautiful nature of the canyon and will not provide adequate benefits to offset these damages. I believe that the canyon would benefit from a gondola only in winter months while ski resorts are meeting even greater demand. However, the gondola will be wasted in the spring, summer and fall months when those wanting access to the canyon will hope to access a variety of locations in the canyon that are unrelated to ski and mountain resorts. Thus, automobiles will be the main mode of transportation in the canyon for the majority of the year and the gondola would be wasted.</p> <p>I believe that the damage that the gondola would cause would be great. Construction would damage many sections of the canyon and would destroy popular recreation areas. This would effectively reduce larger crowds gathering at the canyon, but at the price of moving elsewhere to seek those destroyed recreational activities. Thus, the gondola would be wasted by pushing out the people that it is intending to help. Even during winter months, for the gondola to be effective, large parking areas would be required to be built at the mouth of the canyon where space is very limited and would cause even more damage to local aesthetics and natural resources.</p> <p>As a master's student of economics at the University of Utah, I am a strong supporter of creating a toll road for Little Cottonwood Canyon instead of building a gondola. A toll would incentivize carpooling or riding the bus, thus supporting the natural environment by reducing CO2 levels in the atmosphere that can be very important during winter months in Utah. Additionally, while building a gondola would cost the state a large sum to construct, the toll fees would increase government revenues to support natural restoration and outdoor recreation in the canyon. While many individuals may initially be frustrated with a toll put in place for driving up the canyon, I believe that it will not deter individuals away from the canyon because of its incredible, natural and recreational appeal.</p> <p>Thank you for taking the time to consider my opinions.</p> | 32.2.9E; 32.2.4A; 32.1.2C; 32.2.9A | |
| 29550 | Wirts, Joni | <p>I have been a Utah native since birth. Skiing at Snowbird is what attracted my dad to Utah, and the reason I exist as a result. I have skied Little Cottonwood Canyon 80+ days annually for the majority of my life. I will be bussing and carpooling every single time I access LCC from here on out.</p> <p>I DO NOT want a gondola built in the canyon that means so much to me and my life story. I find it grossly inappropriate to use public funding for such a project that is blatantly for the benefit of private enterprise (ski resorts).</p> <p>Locals and tourists alike need to alter their behavior to save our canyon. Our leaders need to encourage this change through improved bussing and parking fees for resort parking.</p> <p>Thank you.</p> | 32.1.2B; 32.2.2Y; 32.2.9A; 32.2.9E | A32.1.2B |
| 27990 | Wirts, Joni | <p>Public funds should not be used for private enterprise. The gondola only benefits Alta and Snowbird and their tourists, there is no benefit to Utah residents; particularly those who use the canyon for uses other than resort skiing.</p> <p>Constructing a gondola up Little Cottonwood Canyon will permanently and irreversibly damage it - one of Utah's greatest values. Degrading the aesthetic and natural ecosystem of Little Cottonwood is a mistake that will hurt the majority of Utahns now and all future generations.</p> | 32.2.9E | |
| 31596 | Wirtz, Andrew | | 32.29D | |
| 29689 | Wirtz, Francine | <p>Hello,</p> <p>I do NOT support a Gondola. I agree that a handful of days in the winter, the roads in the cottonwood canyons take much longer than usual. Little Cottonwood is narrow and cannot accommodate the number of people that will be able to flood into the Snowbird and Alta areas if a Gondola is added. Already, they are packed to capacity at busy times. Most days the Cottonwood Canyons roads are fast with no traffic, unlike Park City, which has traffic all winter (and summer).</p> <p>I feel that with the huge amount of money the gondola will cost, the current bus system and increased traction/weather restrictions can be upgraded tremendously and will help solve the traffic issue. A large problem with any proposed mass transit system is the lack of a "base" or "hub" at the ski areas.</p> <p>Here is an example:</p> <p>We work and live at a lodge in Alta. My in-laws would come and stay in Cottonwood Heights for 3 months in the winter. They would leave their ski gear in our room in Alta and take the bus up and down the canyon. They were able to walk to the bus stop on Fort Union and about 1900 E. They would ride the bus up to Alta, come into our room to get dressed, put their boots on and get their skis. They did not always end their day at the same time.</p> <ul style="list-style-type: none"> - They were able to walk to the bus stop, so they did not have to drive to a park and ride and they could go home at different times. - They wore normal shoes or boots so they could walk more safely both in SLC and in Alta, instead of wearing ski boots, which are very slippery. - They did not have to wear or carry all their ski clothes or any extra layers they might need. - They did not have to carry their skis, boots and poles along with helmet, ski clothes and lunch. - They could leave their backpacks, shoes and extra clothing in our room and did not have to ski with them. - They had a warm, dry place to use the restroom, change in and out of gear and wait if there was a road closure or delay or until the bus pickup time. <p>It worked well for them and without this amazing situation they would not have been able to ride the bus. There is no way they would have ridden the bus if they had to carry all their gear. Now, the bus routes are so limited, that they are not able to ride the bus without a car to get them to the park and ride. Once all the gear is loaded in the car, it is quicker and easier to just drive up the canyon, especially when the park & ride lots fill up.</p> <p>My point is that there needs to be a place for people to hang out if they take the bus (or Gondola). The busses are an incredible service and should be expanded.</p> | 32.2.9E; 32.20C; 32.2.9A; 32.2.2M; 32.2.3A; 32.2.9B; 32.2.4A; 32.2.2E; 32.2.2K; 32.20C; 32.2.6.5G | A32.20C; A32.2.2K; A32.20C |

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| | | <p>They don't seem to work well currently because all the parking fills up, the schedules are routes are very limited and there are no 'hubs' or waiting areas at the ski areas. Snowbird has the Snowbird Center and Creekside, but there are very few places where people can change, stay warm, leave their shoes and other items, take a comfortable break and eat their lunch. Most places don't like people to use an indoor table unless they purchase food. Seasonal lockers are expensive and for people who only ski that specific mountain. Alta has basically nothing. The Albion Grill has been a mess in the past with backpacks stuffed in corners and along walls. Items are not secure and Alta does not want people taking up space if they are not purchasing food. There is nowhere where someone can eat their own lunch (except their car). There are a few lockers at skier services and a few by the bathroom under the Albion Grill, but there are only a few benches and the area is cold and crowded. Goldminers Daughter is a private hotel who also wants people to purchase food and is usually full during busy times. The Gondola video says there will be hundreds of lockers at the base station. Although that may be convenient for some people, I would guess that most people will take their gear home. The hundreds of lockers need to be located at the ski areas, not at the bottom. People need a place at the ski area to store their shoes, extra layers, etc.</p> <p>What family with kids can take the bus (or Gondola)? Where are they supposed to put all their stuff, get the kids dressed and ready, eat lunch, leave extra layers, take off wet layers, and what about all their gear? Carry all of it? It's impossible with children. Goldminers is currently the only bus stop that has any shelter. Who wants to wait in the snow and wind with all their stuff for a bus that may or may not be on time? They need somewhere to wait that is warm and dry and they need restrooms. Where will 1000+ people go to hang out after skiing while waiting to load the gondola down? The hotels in Alta are full with their own guests.</p> <p>One suggestion that may help with road traffic is for the Albion Grill to stay open later and serve food and maybe have some entertainment or TVs with sports playing. Part of the problem causing traffic issues is that everyone leaves at the same time after skiing. If people had a place to leave their gear, put on normal shoes, and hang out with some food and watch a football game or get on the internet, they might not get on the road until 6:00 or 7:00pm (?), spreading out the traffic a little. BUT - the last bus down is around 5:45/6:00pm? So anyone taking the bus must leave ASAP. Will the Gondola run later into the evening? Will there be lines to load the Gondola when everyone tries to leave at 4:00 when the mountains start closing? Will the Gondolas all fill up in Alta going down and people at SB can't get on?</p> <p>A large number of skiers want their car up there so they have their stuff and can go to the car for extra layers or different goggles or to eat lunch. They can leave their shoes there and change out of their wet ski clothes before going home. They can leave when they want and don't have to depend on a bus that is often early or late. They can lock their gear in their car and then go socialize after skiing.</p> <p>For ANY mass transit to work (bus, gondola, train, etc), this issue must be addressed and the resorts are going to have to give up valuable money-making real estate to create an area that can replace a person's car.</p> <p>Live-up employees might take a bus down to do errands, but they can't because the last bus up is around 4:30/5:00pm. And routes have been minimized so bus routes don't even go to shopping areas or restaurants as much as they used to.</p> <p>Another reason people may be hesitant to take mass transit is in the case of a road closure. People may come up for the day to ski and plan to go home, but might have a place to stay if the road is bad. If they have left their car in a park and ride that does not allow overnight parking, they have to get down to their car somehow. On those days it may be easier to just drive up and then they don't have to deal with their car.</p> <p>Later bus times and something to do after skiing would be helpful. Also, any employee who works in the afternoon or evening, cannot take the bus. If there were a few evening and late night busses, employees would be able to use the mass transit system. Many cars with only one person are employees. Currently, anyone who might be wanting to leave the canyon after about 5:30/6:00 will always drive their own car. How many cars in the canyon are employees (that live in the valley)?</p> <p>Another problem with mass transit, which may not be repairable, is the time it takes to get up and down the canyon and the amount of time between busses. This will not be improved with a Gondola. The lodges and ski area have MANY cars of employees who all come up in the morning and work the day shift. The bus (and maybe Gondola) takes more than twice as long from the mouth and even longer from the park and rides - not including parking and loading. The Gondola will still take valuable time for someone to park, walk with their gear or retrieve it from a locker, stand in line, load, unload, make their way to a dressing area and or preferred base lift. Will the Gondola stop at SB and unload there before going up to Alta? How much longer will it take to get to Alta on a gondola vs a car? If it's much longer, people won't use it. Currently, on busy days or times, if you don't get on an 'UP' bus on a stop at the beginning of the route, you don't get a seat. There should be more routes during busy times. There should be priority given to busses and maybe a bus lane? Make mass transit the "better" and "easier" way to go skiing instead of the "harder" way. The busses and Gondola should also be Free to everyone at all times. Why would someone pay \$10 round trip for something that takes twice as long and requires carrying all your gear and equipment when they can just drive? And if someone can't find a parking place at the bus lot or has to stand up on the bus the whole way up, why would they bother? And then where do they put their boots on? And leave their stuff? A lot of improvements to the bus system would take a lot less money than a gondola.</p> <p>I imagine that there aren't many road complaints from Snowbird patrons. Anyone trying to leave Alta is on the road much longer. I have seen it many times both coming up and going down, that Snowbird parking lots empty out completely before cars leaving Alta parking lots have even moved. The extra "Snowbird Lane" that allows all of snowbird's cars to constantly pour out just creates a terrible "bottle-neck" when they all have to merge. In fairness, it really should be One Snowbird car, then One Alta car. (And not one SB car from EACH exit). This system may make getting out of Snowbird a little longer, but the cars from Alta would not sit for hours before even getting to SB.</p> <p>Where is the Gondola going to drop people off at the resorts? Just one location? What if someone is trying to go to work or to a lodge or to the other base lift? They walk? With their stuff?</p> <p>I like the idea of a parking lot closer to Little Cottonwood Canyon. Although I'd prefer to see the area left as natural, the way it is, I think that parking is much more needed than more homes. And getting people off of Wasatch Blvd is important. I like the idea of the mass transit Hub, but it needs to replace parking up the canyon, not just add to it. It is said that a parking garage (2 or 3 levels) costs too much, but it is much less than the cost of the gondola.</p> <p>The money to be spent on the HUGE cost for the Gondola should instead go towards protecting the Great Salt Lake! Without the lake, there will be much less snow and maybe no skiing. Has anyone looked at forecasts? Will we spend all this money and in 20 years the ski industry flops because we didn't spend the time and</p> | | |

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| | | <p>money to save the Lake?</p> <p>I do not at all support the gondola. I think the cost is crazy! I think it will only bring more people up to the ski areas and will not stop people from driving cars. Unless driving and parking is reduced at the ski areas, all it will do it add more people and will not affect the canyon traffic at all. Unless there is a PLACE for mass transit users at both resorts, and more benefits than having a car, the same people will drive that are driving now. I do not support public money to create a system that benefits private businesses. Alta and Snowbird should be funding this project, not the taxpayers money! What benefit will the public receive? Free rides? Discounted ski tickets for Utah residents? Discounted lodging for Utah residents? If we are trying to help the area and environment, shoving more people up the canyon is the not the way to do it. The only thing that keeps the number of people under control is the number of parking spots. Both Cottonwood Canyons cannot support more and more people - in either season.</p> <p>This leads me to the ICON pass. Most locals despise the ICON because it gives huge discounts to non-locals and encourages them to come for short stays. The ICON is only beneficial for people who have the money and time to fly around to different states and resorts. The short 2-3 day stays are a negative impact all around. The ICON punishes the locals and the community in which the ski areas are located. Why should someone in SLC pay so much for a day pass when the Cottonwood Canyons are their "backyard", they love and care for their valley and mountains and pay the taxes that make improvements for these areas when someone from flies in for their 2 or 5 or 7 free days? And since ICON holders are trying to maximize their Utah resorts, they tend to stay in one place and drive around to all the different resorts. I've spoken with many people who stay in Park City and drive over to Alta a few times to use their free days. More Traffic! Although ICON supporters say that the passes don't increase traffic, IT DOES! People used to come and stay in Alta for 5-7 days and now they only want 1-3 days. There is more hotel turnover which leads to more traffic. ICONers cause an increase in canyon traffic and definitely a huge increase in skier traffic. What doesn't make sense is that the ski areas aren't making much money on the passes. Is it just marketing? Do they prefer all out-of-staters instead of locals? So the ski areas are heading towards "Less Money x More People = More Money". To reduce traffic and pollution, they should adopt "Less People x More Money = More Money and a Quality Experience". Again, this gondola idea seems like public funds used for ski area marketing and profit and parking.</p> <p>The last few ski seasons have had some of the longest lift lines I have ever seen. Frequently! I can't imagine that the ski areas can accommodate or need any more skiers! The experience is being negatively affected by the lines.</p> <p>If the Gondola goes through, I feel like a mid-canyon stop or two are absolutely necessary in the Summer. These can be bypassed in the winter. Let people get out and enjoy some hikes mid-canyon instead of only at the top. It needs to be a full-canyon tourist attraction, not just a parking assistant for the ski areas. The traffic and parking at the ski areas and all throughout the canyon are bad in the summer too. I think more parking areas, picnic areas and designated hiking mid-canyon would be great. Currently, cars park along the edges of the road, which is not safe. Snowbird is packed in the summer with very little parking around the hotels. Alta's lower parking lot is empty, but the summer road is almost inaccessible because of the tiny parking lot and the fees. Albion basin cannot support the number of cars and/or people that want to use it. I hope the ski areas are willing to work with UDOT and create some public benefits for the use of public funds on public land. The Anti-Backcountry stance taken by Alta this past year is Horrible and Greedy! The cost of parking on a public road, the morning parking ban and the greed for more money is disgusting.</p> <p>Busses will still be necessary even with the Gondola.</p> <p>I could be wrong, but in my experience, if the cars keep moving, the road doesn't back up. One of the biggest issues is when it's clear in the morning and all types of cars come up the canyon and then it snows and the road gets slick and it only take ONE slow car or accident to cause a multi-hour backup. When snowtires and 4 wheel drive are required, and checked at the mouth, it helps the down traffic move much better. It's the bald tires, the inexperienced drivers and inappropriate vehicles that cause the huge traffic problems. More checking, more restrictions and more diligence would help tremendously and not cost as much as a gondola. How many days a winter actually have terrible traffic? Ten? Fifteen? Twenty? Holidays and huge snow storms? Traffic is expected on those days. The Traffic into the Park City area is backed up every day of the winter (and probably summer) and crazy during holidays. Are we going to spend a billion dollars to help those businesses get more people? A gondola up LCC helps two businesses - Snowbird and Alta. Maybe increased busses in the Cottonwood Canyon and around Park City would be better use of taxpayer money.</p> <p>Another idea would be a toll. There could even be tiers. I don't think season passes would be a good idea. The point is to charge for EVERY TRIP. They only way people will get out of their cars is if it's too hard or too expensive to drive. Buses could be free, Employees could be \$1 trip, residents and season passholders could be \$2 trip, regular vehicles could be \$5 per trip, Uber and Lyft could be \$6? That money could go towards traffic control and tire checking. If it is done by vehicle, instead of by person, it would encourage people to ride-share. And if it's an 'LCC EZ pass type thing', it's one price and if it's a pay-per-use it's 30% more? I hate to admit, but I know people who have no problem driving up to Alta to work, running back home to the valley for something and coming back up, and then going home for the night. When the cost starts to add up, people may re-think their driving habits. Anyway, a lot of people won't like this idea, but it has helped Millcreek canyon.</p> <p>I know I touched on many subjects not related to the Gondola. I understand that it's a very complicated issue with many factors and opinions. I absolutely do NOT support the Gondola or the use of my tax money to pay for it. I appreciate your time.</p> <p>Thanks</p> <p>Francine Wirtz 9-20-22</p> | | |
| 30286 | Wirtz, Harry | I do not agree with the recommendation for a gondola system. Limit daily auto traffic. Increase the bus system. Promote the use of buses. | 32.2.9E; 32.2.9A; 32.2.2K | A32.2.2K |
| 26987 | Wise, John | No gondola. It will only cause more congestion 7 miles closer to town. More busses from all over the city. No gondola. Literally, nobody wants it except the people profiting from it. | 32.2.9A; 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

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| 25270 | Wise, Kent | Gondola is the way to go! | 32.2.9D | |
| 35728 | Wise, Kevin | As a lover of the outdoors and an advocate for sustainability, I know there are reasonable, planet-friendly, and cost-efficient solutions to the transportation issues in Little Cottonwood Canyon that DO NOT involve a gondola. I stand with many others when I oppose the plans to spend \$500-600 million of taxpayer money to install a gondola that will destroy the beauty of the Canyon and remove or destroy many classic climbing boulders. I support Salt Lake County's other common sense solutions including tolling, electric buses, rideshare programs, parking reservations, microtransit, incentives, and traction requirements. | 32.2.9E; 32.1.2F; 32.1.2D; 32.2.2Y; 32.2.2K; 32.2.2M; 32.2.6.3F | A32.1.2F; A32.2.2K |
| 36651 | Wise, Kevin | I am strongly opposed to the gondola solution. It will destroy the natural beauty of Little Cottonwood Canyon. It will significantly impact the water shed of the area and impact the water delivery to Salt Lake City. It will irreparably alter world famous bouldering and rock climbing in the canyon. We MUST pursue alternative solutions like electric buses, ridesharing, and tolling. | 32.2.9E; 32.1.2D; 32.2.6.3F; 32.2.4A | |
| 36453 | Wise, Kevin | I am strongly opposed to the gondola solution. This would have significant impacts to many who enjoy the Wasatch in other ways besides just skiing. It will have significant impacts on the water shed. How can we spend \$550 million of tax payer money to benefit private businesses!? We need to use electric buses, tolling, and other solutions. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.6.3F; 32.2.4A | |
| 30702 | Wishnie, Jessica | No gondola. Period. Extend UTA services instead. I know powerful folks have purchased gondola-adjacent property and will personally benefit from the gondola. Funny how defrauding the public doesn't upset God, but a cup of coffee does. Hypocrites. | 32.2.9E; 32.2.9A | |
| 37773 | Wisniewski, Rachel | I do not support building a gondola. This is a financially irresponsible option that uses taxpayer money to build transportation to private corporations. Additionally, it will irreparably damage our beautiful canyons and ruin pristine views of mountains and trees with large structures. I recognize our canyon traffic is a concern and I support other alternatives to manage traffic. I do not support the gondola as a solution. | 32.2.9E; 32.1.2D | |
| 37726 | Wisniewski, Rachel | I do not support the gondola and do not want this to be the chosen option. I support other options to handle our canyons traffic however the gondola will irreparably damage our beautiful canyons. I do not support the use of taxpayer funds to build a gondola that serves private resorts. I do not support building an enormous structure and thus blocking views of pristine mountains and trees. | 32.2.9E; 32.2.7A | |
| 32518 | Wissler, Jim | I've skied Alta for 58 years. Yes the population has increased, but in those 58 years the avid skiers have been good stewards to Lil Cottonwood. The fact that the eventual cost of a gondola is going to exceed \$1 billion, makes me cringe. No on polluting the gorgeous canyon. | 32.2.9E | |
| 32414 | Wissler, Julie | It sounds like big business has gotten the best of this whole process. This solution is definitely not for the people. It will make the skiing completely unaffordable for me if I have to take the gondola. In addition what a hassle. I would be willing to take the bus, if you could do a direct to Alta bus. Having to stop four times at Snowbird for unloading and loading is ridiculous for Alta Skiers. A Direct Alta bus would greatly improve ridership. I think if you made it affordable and consistent that people could trust if they took the bus they could expect the bus every 30 minutes or so that would work well. We spent a lovely week at Telluride this summer and they provide the tram at no charge. There were so many people enjoying and using the service. The biggest issue is there's not enough summer attractions to pull people up little cottonwood, other than hiking and biking. Telluride has a big vibrant village that people come to for meals etc. In this case I think the tram works well. Regardless, it needs to be accessible to all people. I'm surprised that UDOT is ignoring the best interests of its constituents, and instead supporting large money making ski resorts. I wonder if there's under the table money driving these decisions? | 32.2.6.3A | |
| 33905 | Witham, Ashley | Please do not go through with this. Let nature be nature. | 32.2.9D | |
| 37864 | Withers, Suzann | Absolutely AGAINST the gondola. At some point we have to put a limit on how many people can be at the ski resorts. We have to accept limits in a variety of places and this needs to happen here as well. The resorts will have to suck it up and not have unlimited profits at the expense of the canyon and the residents here. | 32.2.9E; 32.1.2B | A32.1.2B |
| 31946 | Witt, Milton | To all Utah residents, After reading and listening to explanations and many comments about the various proposals for future transportation options in Little Cottonwood Canyon, I am in favor of the Gondola option, specifically Gondola alternative B with proposed phasing. This addresses both short and long term issues. This proposal is the most cost effective in the long term. | 32.2.9D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 31361 | Witt, Stan | I think the gondola is a great solution. It gives safe access in and out of the canyon in all kinds of weather. I was in Switzerland a few years ago where the use gondolas extensively and they are great! I don't understand why this idea is controversial. The idea that only Utah tax payers will be paying for it doesn't seem to be accurate. Utah's ski and outdoor industries bring in millions in taxes. I thing the gondola will enhance Utah's image even further and could help bring in additional out of state revenue from tourists. | 32.2.9D | |
| 34944 | Wittman, Kim | I'm not in favor of the gondola proposal. It is very disruptive to the ecosystem and way to much money to build and maintain. Utah has one of the worst public transit systems in the nation and this is an opportunity to build better public transit. It is very disappointing that you are reducing the bus schedule this year and is why people don't trust this process. The company I work for hires thousands of people in this state every year and I know it is possible to hire people if you put in the effort. | 32.2.9E | |
| 28851 | Wixom, Susannah | I am a lifelong resident of Salt Lake City and I completely opposed to building a Gondola transportation system in Little Cottonwood Canyon. I think this solution caters to the wealthy out state patrons of both ski resorts. It is a complicated and expensive option for locals who use the canyons on a frequent - even weekly basis. This option also makes it hard to access hikes and other areas of the canyon that are not related to the ski resorts. There are other options such as a parking | 32.2.9E; 32.2.9A; 32.1.2D; 32.2.2PP; 32.2.9N | A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | garage at the bottom and a busing system. Please allow the residents of Salt Lake City have a voice in the decision that will affect an important part of their lanscape. | | |
| 32823 | Wixom, Troy | Snowbird and Alta are at max capacity for skiers. There is a bottlenecked effect because of the steep terrain and cliffs. All skier traffic must pass narrow runs to get to the bottom of the resort. We need a skier traffic safety study. Getting more people on to the hill will only increase injury and deaths. It's time to spend money on the resort planned above Daybreak. That would reduce stress on the cottonwood canyons. | 32.20C; 32.2.2V | A32.20C |
| 37056 | Wodowski, Alec | Please please do not waste taxpayer funds on a gondola. This is such an asinine waste of money and it does not represent the will of the people. | 32.2.9E; 32.2.7A | |
| 32765 | Wodraska, Lya | I am very against the gondola since such an expensive project would only serve private businesses and not the general community. | 32.2.9E | |
| 28835 | Woeste, John | Please do not build the gondola! Tax dollars should not be used this way to serve Alta and Snowbird. They need to take ownership of the current too-busy days by limiting sales, creating a schedule of 4 hour windows to ski, or other options. The free market needs to be responsible, not the taxpayers. Let's be the conservative state we boast about and save money on cheaper solutions, including more buses. The environmental impact of the gondola is not acceptable. Do not build it to get the next Olympics either. | 32.2.9E; 32.2.2K; 32.2.7A; 32.2.9A; 32.1.5F | A32.2.2K |
| 38883 | Wogoman, Evalyn | Dear Utah Department of Transportation (UDOT), I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS): 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. Sincerely, Evalyn Wogoman [REDACTED] | 32.2.2BB; 32.20B; 32.2.6.5G; 32.1.5C; 32.2.6.5E; 32.2.2I | A32.1.5C; A32.2.6.5E; A32.2.2I |
| 33562 | Wojtalewicz, Susan | Based on the presented information I believe that a gondola is not required at this time. Using a tolling system, and an increased bus service this will promote carpooling and alternative modes of transportation on its own. The bus system must be reliably enhanced, running more frequently and more stops in the canyon, to be effective. An alternative bus lane may help with ensuring the enhancement of this system down the line but also is not necessary at this time based on the information provided. I would advocate for the implementation of only the first phase of the 2 phase system and forget about the gondola all together for the next decade. | 32.1.2B; 32.2.2Y; 32.2.4A; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 29525 | Wojtczak, Grazyna | Gondola, a very expensive proposition, is perceived to help 2 ski resorts for a 2-week congestion during Christmas holiday. It will not help all other users of the canyon in the summer. This massive structure will damage the canyon. Taxpayers should not pay the bill. Gondola will take up to 1 hr to get to Alta and will be unpractical for a family with children. Start with electric basses, no need to widen the road. | 32.1.2B; 32.1.2D; 32.2.5.5C; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.2B |
| 37955 | Wold, Carolyn | I'm all for the gondola, yet afraid to speak out. We do need to make sure there is parking and more public transportation from parking lots as well as more restrictions driving up both LCC and BCC. There should be an incentive to use public transportation like free. | 32.2.9D | |
| 32048 | Wold, Robert | Love the idea of gondolas but it will only be successful if there is public transportation to get to the gondola. | 32.2.9D; 32.2.9A | |
| 28291 | Wold, Robert | I love the idea but only if there's going to be public transportation options to take to the tram. | 32.2.9T; 32.2.6.4 | |
| 35738 | Wolder, Victor | I have a way to pay for it 100% without ANY public Tax Dollars! I just need a meeting! | 32.2.7A | |
| 28086 | Wolf Wolf, Jonathan | This solution only helps the ski resorts? It will be the death of a beautiful canyon. If you want to see the future of the gondola look at Squamish. | 32.2.9E | |
| 38791 | Wolf, Anne | Subject : Little Cottonwood Canyon y nuestra comunidad merecen respect! Dear Utah Department of Transportation, I'm writing to you because I believe winter transportation in Little Cottonwood should serve all members of the public, not just those who can afford to recreate at Alta and Snowbird. I do not support | 32.1.2B; 32.2.4A; 32.2.2Y; 32.2.9A; 32.2.6.3C; 32.5A; 32.2.2I; 32.10A | A32.1.2B; A32.2.6.3C; A32.2.2I |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>a gondola because it prohibits me from having improved access to snowshoeing, walking, and enjoying nature anywhere else in Little Cottonwood Canyon during the winter. UDOT's recommendation to build a gondola will leave me with no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons. UDOT should exclusively support the Enhanced Bus option with no road widening to support full recreational use of all trailheads and recreation areas in the Canyon throughout the winter. Without exclusive support for this option, I will have no way of enjoying Little Cottonwood Canyon throughout the winter and spring seasons.</p> <p>The gondola recommendation insults Latinos in Utah, Utah's communities of color, and Utah's low-income communities. They will have less access to the gondola station and less access to Little Cottonwood Canyon. Latinos have half as much access to a car compared to White Americans and are twice as likely to rely on public transit. But buses are only proposed as a part-time solution to enjoying the beauty of Little Cottonwood Canyon. UDOT should exclusively recommend the Enhanced Bus option with no road widening and invest in transportation hubs all over the Wasatch front, including locations centrally in West Valley City and other west-side cities where residents of color and low-income residents live. UDOT should be trying to increase access to public transportation for everyone.</p> <p>Poor air quality diminishes public health along the Wasatch front, especially among residents of color and low-income residents who are more exposed to air pollution than white or affluent residents. The Gondola Alternative will not take many vehicles off Salt Lake County roads since you need a car to access the gondola station to access the canyon in a reasonable amount of time. UDOT can improve air quality for everyone and significantly increase public health among low-income and residents of color by exclusively supporting Enhanced Bus service with no road widening.</p> <p>Thank you for your consideration. Sincerely, Anne Wolf [REDACTED]</p> | | |
| 38637 | Wolf, Betsy | <p>Please see attached file for my comments. Thank you.</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.2.9E; 32.1.2B; 32.2.9A; 32.2.2I; 32.2.2K; 32.20C; 32.20B | A32.1.2B; A32.2.2I; A32.2.2K; A32.20C |
| 37503 | Wolf, Jason | <p>Dear UDOT LCC EIS Project Team,</p> <p>Thank you for taking the public voice into consideration during this very important decision. A decision that will not only have an impact on our current transportation needs but also have a lasting effect on future generations. During the EIS process, it is important to not only consider the needs of skiers that visit Alta and Snowbird but also all visitors to the canyon. Little Cottonwood Canyon has become an iconic natural space that is only elevated in intrinsic value due to its close proximity to a major metropolitan area. Nowhere else in the world can you find Wilderness within minutes of a community of over 1 million residents. It is a place where people from around the globe can admire the natural aesthetic of a glacial carved canyon.</p> <p>I ask that UDOT reconsider the scope of the LCC EIS. I believe that the scope is far too narrow and does not adequately take into consideration the majority of residents of Utah. The very definition of the project's purpose and need will create further barriers to entry for families that already cannot afford the luxury of skiing. We live in a place that brings tourists in from all over the world, but many of the people in our community do not have the financial means to enjoy much of the Wasatch. Currently, much of our public lands are not free to access. I ask UDOT to reconsider the purpose to include providing equitable access for residents who currently cannot access public lands due to financial obstacles that only grow as winter recreation becomes increasingly cost-prohibitive.</p> <p>Public lands belong to everyone, all people have a human right to access nature and the great outdoor experience without obstacles/barriers. In Chapter 5, Environmental Justice, section 5.3 'Affected Environment' and the environmental justice impact analysis area is too narrow of a geographical scope to adequately determine equitable access to the outdoors. UDOT states in the LCC EIS that they "did not identify low-income or minority areas, service providers, or housing near the proposed alternative improvements". This demonstrates that low-income households have to travel further distances to access LCC than more affluent residents who live close by. The EIS also fails to take into account the cost(s) to access the mobility hubs. I believe there is an Environmental Justice concern to equitable access for low-income families if charged per person. The EIS states that one solution for low-income populations is to "wait to recreate after peak hours," this statement suggests unequal access.</p> | 32.1.1A; 32.1.2C; 32.2.4A; 32.5A; 32.29R; 32.1.1I; 32.5B; 32.5C | A32.1.1A; A32.29R; A32.1.2H; A32.2.6S |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | <p>Thank you for adding the phased approach to the final EIS. I am supportive of increasing Electric Buses that not only reduce traffic on SR210 but also tie into mobility hubs which are part of the many communities throughout the valley. I ask that UDOT add additional bus stops at other locations in LCC outside of the ski resorts. These stops would include White Pine, Tanners Flat, and Grist Mill. I also ask that UDOT add performance metrics to allow a 5-year study to determine if an enhanced bus service could meet the needs of reducing 30% of traffic from SR210. In addition to the enhanced bus service, I ask UDOT to work with the ski resorts to determine parking capacity at each resort and create a smartphone app that will allow visitors a quick and easy way to see traffic, reserve a parking space and provide information on public transit options. Overall I am in support of Salt Lake County's Common-Sense Solutions because it does not create any irreversible destruction to Little Cottonwood Canyon.</p> <p>Thank you for the consideration</p> <p>Sincerely,</p> <p>Jason Wolf</p> | | |
| 36994 | Wolf, Ruth | I'm from Michigan and have visited Alta many times during all seasons of the year. I have always been struck by the incredible scenic beauty and majesty of of Little Cottonwood Canyon. I am disturbed by the proposal to build a gondola up the canyon. What a horrible and disruptive idea! On my approaching birthday, I'll be 98 years young and I know a special place when I see it. The construction of the gondola will destroy the serenity and beauty of a treasured place for many. | 32.2.9E | |
| 34686 | Wolf, Tom | How DARE you propose sending all of our money so Snowbird's owners can get richer. NO to the gondola! | 32.2.9E | |
| 25815 | Wolfe, Kristen | I am in favor of the planned gondola system. | 32.2.9D | |
| 29092 | Wolfe, Margaret | <p>To Whom It May Concern:</p> <p>I feel very fortunate to have been living, working and recreating in and around Little Cottonwood Canyon for the past 38 years. Unparalleled skiing, climbing and hiking in this gorgeous canyon are what brought me to Utah, and without question why I remain here.</p> <p>I am OPPOSED TO THE GONDOLA for several reasons. First of all, It would be a horrible, irreversible blight on the landscape. Just this evening, as I was driving up 9400, I marveled at the up-canyon view as the late afternoon struck the canyon's granite walls and pinnacles. It made me very sad to think that one day, huge metal towers could be obstructing the natural, magical beauty of the place.</p> <p>More pragmatically, I am OPPOSED TO THE GONDOLA because it just doesn't make a lot of sense. Will the tax payers be expected to foot the bill for the project? What will happen to the area around La Caille? I envision traffic nightmares. Perhaps the gondola will alleviate some of the congestion on the canyon road, but at what cost to the people living at and around the base of the canyon? How many people will actually want to drive to some sort of "hub," ride a bus to the gondola, and then wait for an aerial car? How much will it cost for a skier to ride the gondola? What about a canyon employee? The expense of building and maintaining a gondola that will only operate for 5 months of the year, not to mention the destruction of such a pristine area, seems irresponsible and reprehensible.</p> <p>The popularity of LCC is only going to increase, and I understand that some things need to change. Alta's Parking Reservation System, initiated last winter, showed promise. Skiers were more thoughtful about their trips up the canyon, and they carpoled more. More people rode the SKI BUS. I would like to see Parking Reservations extended to include Fridays, and perhaps go to 7 days a week. I would like to see more ski buses, and perhaps some incentivization for Canyon Employers to run regular vans up and down the Canyon. Perhaps, it could become a toll road. We need to keep working on ways to improve the traffic situation in Little Cottonwood Canyon. A GONDOLA IS NOT THE ANSWER!</p> <p>Sincerely,</p> <p>Margot Wolfe Cottonwood Heights Utah</p> | 32.2.9E; 32.2.6.4A; 32.2.5.6E; 32.2.9A; 32.2.2K | A32.2.2K |
| 34152 | Wolfe, Matt | I leave in Sandy very near the base of LCC. I think the gondola is a terrible idea. Please reconsider. There are better more cost effective ways. | 32.2.2PP; 32.2.9E | |
| 36473 | Wolfe, Matthew | The fact of the matter is that the gondola is a massive public expenditure that will benefit a very small fraction of the population on very few days each year. Living at the base of Little Cottonwood, I travel up the canyon at least 3-4 days each week in the winter. It is a very small fraction of those days when significant congestion is an issue. The resorts have already implemented parking strategies that are helping with the amount of cars in the canyon. A very easy solution would be to build a large parking structure in the valley that had buses constantly flowing through it, especially at peak times of the mornings and afternoons allowing people a viable way to use increased bus service. Spending this amount of money on a project that benefits so few people is asinine. There are so many other critical issues in our valley, such as homelessness and the Great Salt Lake, that have an impact on so many more people than the inconvenience of the amount of time it takes to go skiing, that would benefit so much more from this type of funding. Not to mention whatever amount is quoted at this time for this project will unquestionably become inflated to a much larger number if the project actually proceeds. Lastly, the fact is our winters will continue to become shorter over the coming decades, further limiting the amount of days a gondola is in any way necessary. This project is so obviously a conspiracy between those who stand to gain significantly financially from it with such blatant disregard for public opinion that it should be criminal. Let the people vote, it's pretty obvious what public opinion thinks. | 32.1.2B; 32.1.2D; 32.2.2I; 32.2.9E; 32.2.2E | A32.1.2B; A32.2.2I |
| 29032 | Wolfe, Michael | I have been skiing at Alta for over 60 years. This gondola will make skiing for me way to difficult and inconvenient. If it goes in I will ski somewhere else . I believe it will ruin the view am pleasant drive up the canyon. | 32.2.9E | |
| 36429 | Wolfenbarger, Holden | The gondola is an inequitable and impractical solution to LCC congestion. Better alternatives exist. Majority of taxpayers do not support the gondola. Don't let the ski resorts make this public decision. | 32.2.9E | |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26012 | Wolk, Liz | I really like the idea of the gondola as it will keep hundreds of cars out of the canyon. My only concern is are there any hiking trails that will be impacted? And if so, can you publish which ones and what the impact will be. | 32.2.9D; 32.4B | |
| 28317 | Woller, Scott | The gondola is best. Building snow sheds or buying more buses is wasteful. Press the gondola builders to make units that hold 70 instead of 35 to optimize efficiency and comfort--they can do it! | 32.2.9D; 32.2.6.5A; 32.2.6.5C | |
| 34174 | Woller, Scott | I suggest plowing more resource into the gondola and refraining from excessive expenditure on snow sheds over the roads which are of uncertain benefit and will become obsolete./ | 32.2.9D; 32.2.9J | |
| 27717 | Wolpern, Ali | Please consider revising the decision to putting in a gondola. Having busses, encouraging car pooling, ride sharing, and paid ski parking have all decreased congestion in little cottonwood canyon. Instead of disturbing the wildlife and nature further, could we try a pilot phase to test other decongestion methods before building another transportation method. | 32.2.9E; 32.2.9A; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 32125 | Wolpern, Ali | Please consider the environmental and recreational impact that the gondola would have on the canyon with the drastic increases in people recreating within the canyon. I suggest to try improvements to parking lots and bus service prior to building new expensive gondolas. | 32.1.2F; 32.1.5C; 32.2.9A; 32.2.9R | A32.1.2F; A32.1.5C; A32.2.9R; A32.1.2H; A32.2.6S |
| 33711 | Wolpiuk, Shannon | This project is terrible for the environment, only serves skiers, and would ruin hiking trails and climbing crags. | 32.1.2B; 32.1.2D; 32.2.9E; 32.4B | A32.1.2B |
| 33114 | Wolsey, Angela | The gondola is a misuse of public funds. This benefits only two ski resorts, who are not paying for it. Additionally this will only push the ski traffic into the valley, and does not solve any pollution issue. This is an extremely expensive idea to help on at best 10-14 powder days through out the year. It also seems questionable that the gondola is going to function on these days. Misuse of public funds. Disagree with the gondola. | 32.2.9E | |
| 35023 | Wolsey, Christopher | Im definitely a YES for the Gondola.I live in Sandy City near downtown. I feel the Gondola is by far a better option to keep automobile emissions out of our canyons as well as it having an allure factor to bring more out of state visitors to our resorts and in particular, to stay in Sandy City whose master plan for yhe Cairns district, falls in line with the Gondola project. | 32.2.9D | |
| 30362 | Wong, Christina | I agree with the current phased plan of carpooling and increased bussing on existing roads with adding a lane if necessary. Please do not install the gondola. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 37008 | Wong, Julia | My name is Julia Wong. I grew up and currently live in the Salt Lake valley. I'm proud of my hometown and Little Cottonwood Canyon is one of my favorite places to take visitors and tourists from out of state. Constructing a gondola will completely destroy the magic of LCC and its effect on tourism. Not to mention the climbing, hiking, running, and biking that takes place in that canyon on a daily basis. Nature is healing and residents of the SLC valley need that space to reconnect to themselves and recharge. I urge you to PLEASE consider a new way to save this beautiful canyon and make it accessible. Thank you for your time and energy in protecting the spaces that make Utah a one-of-a-kind state. | 32.2.9E | |
| 35973 | Wong, Kiana | I vote NO to the installation and changes proposed. Do not create any further destruction of nature to our canyon and environment. | 32.2.9G | |
| 32854 | Wong, Sara | I strongly oppose the gondola. The benefits do not justify the cost or environmental impact. I do not want my taxpayer dollars to be used in this way. If tolling and busing reduce traffic in the next several years, then the gondola should not be built ever. | 32.2.9E | |
| 28665 | Woo, Austin | No gondola | 32.2.9E | |
| 26029 | Woo, Tracy | Please do not destroy a treasured natural area that many rock climbers enjoy | 32.4A; 32.4B | |
| 35356 | Wood, Benjamin | The costs are too significant (\$550M +) and the impact way too large on the canyon to proceed with the gondola. This clearly benefits only the resorts and is being paid for with UT tax dollars which is unacceptable. It also does not adequately address safety and emissions concerns - it just congests them further at the base of the canyon. Tolling (like Millcreek) and traction enforcement would be a better solution. I also think that the significant biking community has not been fairly considered. Please drop the gondola option in favor of something that will not destroy the natural beauty of the canyon, will help to reduce emissions all months of the year, and more holistically addresses traffic along Wasatch blvd in a way that protects our neighborhoods and cyclists (curbs to protect biking lanes, lower speeds, do NOT accommodate more traffic by more asphalt, etc.). | 32.2.9E; 32.1.2F; 32.2.2Y; 32.2.2M; 32.2.6.5E | A32.1.2F; A32.2.6.5E |
| 27165 | Wood, Benjamin | Any transportation "solution" that fails to serve the trailheads, rock climbing destinations and other non-skiing activites in the canyons, year-round, is a failure of imagination. To spend hundreds of millions of dollars on a system that only serves one type of canyon user is wasteful and shortsighted. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E | A32.1.2B |
| 27780 | Wood, Brock | Worry about the Great Salt Lake drying before you think about this, are we even going to have snow in 5 years? | 32.2.2E | |
| 27135 | Wood, Carson | I personally don't believe that the benefits of this movement exceed the consequences. There are more efficient, better environmentally conscious options. In addition, the unrestricted road access to the top of the gondola raises the question"Why bother?" Sure it gives people an option to use the provided transportation, but most would likely still drive. | 32.2.9E | |
| 32902 | Wood, Darrell | But think of all the acclaim we'll get...especially if we get The Olympics! P-h-h-h! | 32.1.5F | |

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| 27510 | Wood, Hannah | This is a terrible decision. Locals will be compromised by insane tax raises in an area that is already experiencing exponential growth. I DO NOT support this act at all! Please don't do this!!! | 32.2.9E | |
| 29601 | Wood, Isaiah | I don't agree with the gondola, and it's affect on the canyon. | 32.2.9E | |
| 34920 | wood, janine | The environmental impact and cost of the gondola are detrimental to our city and people. Using the extraordinary amount of taxpayer dollars to benefit only the small percentage of people who will use the gondola is unconscionable. The gondola is the worst possible solution to the canyon traffic problem and should be scrapped. | 32.2.9E; 32.1.2B | A32.1.2B |
| 36211 | Wood, Joshua | I strongly urge UDOT to reconsider the gondola option. I see no need to invest so much money on transportation for relatively few recreation days. The damage to the canyon far outweighs transportation benefits, developer profits, and skier convenience. Increased busing, enforcement of tire/chain regulations, and ticketing would achieve similar traffic benefits for a fraction of the cost and environmental damage. | 32.1.2B; 32.2.9E; 32.1.2F; 32.2.9A; 32.2.2M | A32.1.2B; A32.1.2F |
| 37633 | Wood, Julie | No to gondola. Up bus service with better stations which protect riders from weather. Aim for train system long term. Gondola does not solve traffic issue, only moves it. | 32.2.9E; 32.2.9A. 32.2.9F | |
| 25901 | Wood, Justin | The Gondola is NOT the way. I believe there are less invasive options that will work for a larger user group. Please explore other options. I spend most of days recreating in little cottonwood canyon and I say NO to a gondola. | 32.2.9E; 32.2.2PP | |
| 37459 | Wood, Kathy | The natural world is more than just a resource. It is more than just another thing Humans can manipulate and capitalize on. I am against another natural resource being turned into another playground for a small population. | 32.2.9E; 32.1.2F | A32.1.2F |
| 26499 | Wood, Robert | No no no | 32.29D | |
| 28251 | Wood, Scott | Stop this gondola. It will not help those who live and use the canyon. Buses are a much better solution as was stated in the environmental studies and by the resident survey. Not sure why this push for a gondola keeps going. | 32.2.9E; 32.2.9A | |
| 26042 | Wood, Stephanie | No gondola. No taxpayer solution for rich ski resorts to make more money. Institute required bus/shuttle during peak times. No tax payer dollars should be spent on this project. | 32.2.9E; 32.1.2B; 32.2.2B; 32.2.7A | A32.1.2B |
| 36076 | Wood, Thomas | Thanks for the opportunity to comment. I am a 36 year resident of Salt Lake County. I am absolutely opposed to the construction of a gondola in Little Cottonwood Canyon. This is one of the most foolish ideas in years for management of the canyon. It is horrifically expensive and will forever damage the scenery of this magnificent canyon. Selected road widening and increased bus service will accomplish the stated goals for far, far less cost in dollars. This entire proposal smacks of insider corruption from opportunists in the Utah legislature, UDOT and industry. There is an astonishing level of hypocrisy that in our supposedly fiscally "conservative" state that this \$1/2 billion idea, financed by taxes, has gotten any traction. But this is consistent with the claims of corruption. Please DROP the idea. Thomas Wood, Sandy, UT Oct 17,2022 | 32.2.9E; 32.1.2F; 32.2.9A | A32.1.2F |
| 32261 | Woodard, M'Leah | Gondola B best meets the project purpose and need and provides the highest travel reliability for the public. Disagree with the conclusion; the project purpose and need may need to be revisited. Safety should be #1. Reducing traffic - regardless of modality - will achieve this goal. Why not cap the number of humans up the canyons daily? I am anti-toll or fee to ride any form of transportation. What you are talking about is access to National Forest System lands, which should be free, full stop. I am anti gondola, full stop, for all of the reasons that have been articulated: environmental destruction of world-class climbing resources, preferential treatment of one outdoor activity over another, which itself is antithetical to the controlling law, regulation, and policy governing recreation on National Forest System lands, and the fact that a gondola option is going for the jugular without first rightfully trying other options. Choosing any gondola option is to LCC as the Lake Powell Pipeline is to St. George: the community has an obligation to spend 20 years trying less invasive options before going big. Your project will be litigated. I look forward to that. I hope a Motion for Preliminary Injunction is granted and that the legal battle drains the money-backed special interests dry. You are going about this the Utah way - plowing forward with big money and outside interests in your pocket, and without listening to the will of the people. Just. Say. No. | 32.2.9E; 32.1.2B; 32.2.9R | A32.1.2B; A32.2.9R; A32.1.2H; A32.2.6S |
| 31918 | Woodbury, Eric | I'm in favor of the Gondola. I've lived in Salt Lake my whole life and routinely drive to Snowbird and Alta for skiing. It's a nightmare and it's dangerous. So much better to get people off the canyon road and have them ride a gondola. I'm also concerned that opponents to the Gondola I really just trying to keep skiers out of the canyon, they aren't looking for a solution that allows more people from Utah to enjoy the ski resorts. Our population is growing, we need to make it easier for people to reach the current ski resorts or we need to build more resorts. I'd prefer to improve access to the resorts we have. | 32.2.9D | |
| 29864 | Woodbury, Taylor | I am not in favor of the gondola, basically any other option would be better. Let's start with more buses or tolls on busy days/times. | 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9E | |
| 33822 | Wood-Fechter, Gloria | No to the gondola. Enough said. | 32.2.9E | |

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| 31069 | Woodland, Joshua | I am opposed to the proposed gondola construction. Bus service can be adapted over time without additional, major infrastructure projects and funding requests. The gondola will take away from the natural beauty of the canyon and reduce the privacy of all residents in the canyon. | 32.2.9E; 32.2.9A | |
| 32692 | Woodmansee, Geneva | The gondola does[n't] seem either like the most logical, most cost effective, or most environmentally friendly option for Little Cottonwood Canyon. It doesn't make sense for the public to be paying for an expensive gondola system that benefits really only the resorts at the top of the canyon. And unless otherwise demonstrated, it also greatly inhibits/destroys current useage of the canyon for outdoor pursuits like hiking and rock climbing. I would like to see a more cost effective solution like additional bus transit in the canyon and parking reservations - things that encourage foresight and ride sharing to reduce traffic. | 32.2.9A | |
| 34682 | Woodruff, Emily | I am opposed to a gondola in Little Cottonwood Canyon. The gondola is a poor solution to the traffic congestion in Little Cottonwood because it will only serve a select group of people going to the ski resorts and it will impede the use of the canyon for other activities (i.e., climbing, hiking). An enhanced bus service would be a much better solution, using the road that already exists in the canyon. Additionally, as a Utah resident and voter, I am concerned about the initial construction cost of the gondola, given that it is only serving the ski resorts. | 32.2.9E; 32.2.9A | |
| 26886 | Woodruff, Isaac | No gondola!!!! | 32.2.9E | |
| 30929 | Woodruff, Robert | The gondola is the Taj Majal. Widen the road to make it work for more people with less cost per person while making it work for all. The environment will survive, in spite of what is being said to make all think it would not survive. Common sense can prevail, if we let it. Thanks. rob woodruff. | 32.2.9B | |
| 27728 | Woodruff, Robert | I oppose the costly gondola project. It would spend way too much money to service way too few people. It is disturbing that this project is even being seriously considered as viable. | 32.2.9E | |
| 26527 | Woods, James | Please don't put in this gondola to serve two private owned ski resorts and make the taxpayer fund it. The canyon is so beautiful and this will take so much away from it. No to the Gondola!! | 32.2.9E | |
| 35008 | Woods, Jody | Please reconsider the gondola. I have recreated and own a property in LCC for 44 years. I feel the paid parking helped the situation greatly last season. This is only a problem for several weekends over the course of a few months. The gondola is way too impactful to the environment and home owners. We need snow sheds like in Europe so the road can stay open more and perhaps dedicated lane switching/road improvements/maybe some areas widened. I feel the parking at the bottom will not be sufficient and the time it takes for the gondola to get people up the hill will make the whole process too time consuming and people will still choose to drive, which won't help the problem. I feel the gondola may rarely be used in the spring/summer/fall months. That would be a huge waste to have it running and not used. Please, please, reconsider!!! Thank you | 32.2.9E; 32.1.2B | A32.1.2B |
| 27746 | Woods, Leslie | I am a Utah resident that has been enjoying outdoor activities in LCC, actually all three of the main canyons along the Wastach Front for 40 years. I like the fact that you want to decrease traffic up LCC by 30% and I feel this could be accomplished by encouraging and educating people as to why we need to car pool and use the busses when heading up the canyon(s). Plus during the winter all of the ski resorts should have a parking fee for the same reasons listed above. I was very disappointed when I heard that UDOT wanted to pursue the gondola option and maybe with the solutions mentioned above this could be achieved prior to beginning the gondola option, which in my humble opinion will have a negative impact on the culinary water for the SL Valley, backcountry skiing, snowshoeing and hiking trailheads in the future since the gondola's first stop would be Snowbird. This does not make sense to those of us that like to utilize the lower parts of the canyon. Someone will be making a lot of money off this deal and that is not fair. If Snowbird wants the gondola to cater to mainly out of state tourists then they need to foot the bill for having the gondola. Please listen to what the locals are saying and have been saying as long as this issue has been around. | 32.2.9E; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 25603 | Woodward, Megan | Don't sacrifice the people who live here for a business. Also the climbing in Utah will be greatly impacted by this project all for the ski resorts to earn more money. Pretty atrocious. | 32.4B | |
| 26619 | Woolery, Jeffrey | Gondola final comment The Wasatch Blvd expansion to 5 lanes should not be waited on, or done after the imbalanced expansion, because that's an increase of cost, plus Wasatch Blvd needs to be expanded in phase 1 if for anything the 2050 growth plan of the state. Rather than a bus running between Fort Union and Little Cottonwood mouth, have a Gondola that is running from parking lot to parking lot. This would also help add to infrastructure should a Gondola go up Big Cottonwood [which it should]. The snow sheds should be in phase 1 and phase 2 depending on how far up SR-210 they go. With that said, the Gondola needs to have a stop via parking areas of all 4 trailheads (Gate Buttress trailhead, Bridge trailhead, Lisa Falls trailhead, White Pine trailhead) in addition to the ski resorts. This could open funding from the parks and department in interior, BLM. Funding should not be through new taxes, that will be the biggest pushback to the Gondola's future. This needs to have funding from the federal infrastructure grants, but also two other parties. Alta and Snowbird should be taxed a maintenance and operations fee and rather than a "toll", SR-210 should be added to the state parks pass. In other words, should someone drive up little or big cottonwood they either would need the "state parks pass" or pay "\$30 a car". | 32.2.6.2.2L; 32.2.2R; 32.2.6.5G; 32.2.4A | |

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| 33447 | Woolley, Garrett | I support creating a toll system for the canyon as a means to mitigate traffic. The construction involved in adding a massive gondola to the canyon will have impacts on the natural surroundings that will be irreversible. | 32.2.4A | |
| 28475 | Woolley, Kevin | The preferred alternative is by far a better alternative to the proposed gondola and I strongly support it. | 32.29D | |
| 32014 | Woolley, Nathaniel | Keep the canyon as is. There's no need to build an expensive white elephant when a cheaper and more environmentally friendly option is to increase bus service to the canyon and within the canyon. The proposed infrastructure is a boondoggle built for rich tourists. The supposed benefits to the tax base will likely just recycle back into the private corporations that benefit from the volume increase in ski tourism and those that would construct and maintain this unnecessary eyesore. The proposed project is a bald example of the corruption rife within public-private 'partnership' when it comes to the commissioning of a large infrastructure projects that are designed to perpetuate profit for businesses at the expense of the average citizen and the beautiful wilderness areas which we have proudly funded to protect and preserve for the public good. | 32.1.2F; 32.2.9E; 32.2.9A | A32.1.2F |
| 36661 | Woolley, Shannon | NO GONDOLA. How did UDOT come to this conclusion after the last comment period. A bus system similar to ZNP would be better for serving the local population and all types of actives up the canyon. A gondola only serves the ski resorts and should not be paid for by tax dollars. This is a terrible plan. | 32.2.9E; 32.2.2B; 32.1.2D | |
| 33218 | Woolsey, Nicholas | This is such a dumb project that benefits a very small amount of people. Please find a different solution. | 32.2.9G; 32.2.2PP | |
| 29744 | Woolsey, Sarah | I am against the gondola and favor buses, clean versions, and no large parking lots in the Cottonwood area. We need to minimize impact to the forest. | 32.2.6.3F; 32.2.9A; 32.2.9E | |
| 36226 | WOOLSON, LAWRENCE | better bus schedule (more often). Alta direct buses, not every bus stopping at Snowbird multiple times | 32.2.9A | |
| 28714 | Woolston, Bill | For the past 50 years I have enjoyed every winter skiing up little and big Cottonwood Canyon. I strongly oppose building a gondola in this pristine beautiful and unique canyon. I have paid taxes for 30 of those years and do not want my tax dollars to go to waste and only benefit two ski resorts. Please consider limiting the number of users up the canyon during peak season. The ski experience will be forever damaged by forcing more people of the canyon via a tram system. Promoting more bus use and capping the amount of users per day will benefit the skier experience and the commute experience. | 32.2.9E; 32.2.9A; 32.2.2K; 32.2.7A; 32.2.6.4 | A32.2.2K |
| 29112 | Worden, Jayme | <p>Hello, I am a citizen of Sandy, Utah and an avid skier. I love this state and am grateful to live here.</p> <p>I do not support the Gondola. We have so many smaller solutions we can start acting on and testing before committing to a Gondola that will only be slower getting up and down the canyon. We don't gain efficiencies by adding a Gondola to LCC.</p> <p>But we can gain efficiencies by tolling our canyons in the winter, and improving the bus system slowly over time. This helps not only LCC but BCC and the rest of the valley. Improving public transportation across the Canyons impacts our citizens across the Valley. Versus the Gondola benefiting tourists and the wealthy.</p> <p>Let's be honest, with a 15 min addition to travel time (plus waiting in the cold, etc.) local Utahns will be driving anyway. Which does not serve the people. PLEASE think of other alternatives that can be paid for in increments vs a \$300M initial investment to just get the gondola.</p> <p>Also, this \$550M+ could serve the Great Salt Lake, the vital key to our incredible winters. Let's refocus these efforts and TAX dollars to keeping our winters alive. At the end of the day, if we don't have snow in 10 years the Gondola will be a waste of time, money, and resources and the tourist benefit will be null and void.</p> <p>Thank you for reading. I really hope you consider what the citizens of Utah want and not what businesses like Snowbird want. Please please rethink this decision. There is a much more innovative way to use the money and resources to help our citizens and our planet.</p> | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 37398 | Worman, Dorothy | NOT in favor of gondola | 32.2.9E | |
| 34361 | Worrall, Samantha | The public absolutely does not want a gondola. The gondola would have a vastly negative impact on the climbing community in an already crowded canyon. | 32.2.9E; 32.4B | |
| 25279 | Worsham, Andrew | <p>The Gondola is not the correct solution to this nuanced problem. This is Taxpayer money to specifically benefit private businesses. There is rampant corruption that has been very clearly covered throughout this process. The Gondola is not a solution that makes skiing or accessing LCC more approachable for any Utah resident or visitor.</p> <p>Expanded Bus services, which could begin at numerous locations around the city, paired with carpooling incentives would be a far superior and inclusive option.</p> | 32.1.1A; 32.2.2Y; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N; 32.2.2I | A32.1.1A; A32.2.9N; A32.2.2I |
| 32810 | Worth, Aiden | I'm in favor of the gondola B proposed solution. Anything that reduces cars moving up and down that road is a good thing. As a road cyclist I just wish there was a better option for those riding road bikes up the canyons during peak times. A wider and/or separated shoulder would go a long ways to actually saving lives and improving the quality of everyone traving on the road. Roadside parking makes cycling on the road incredibly dangerous and reducing the cars parked up at the top is a thing I'm very much looking forward to. Love the Gondola option! | 32.2.9D | |
| 32701 | Worthen, Douglas | My biggest issue with building and running a gondola as outlined in the current plans is that it does nothing to serve other parts of the canyon. It is incredibly wasteful to build a gondola without adding stops to other trailheads for backcountry skiers. Being public transportation, a gondola should serve more of the public that utilizes other areas of the canyon. A gondola that only serves ski resorts in the winter also ignores the traffic problems of summer usage. Summer operation with stops near major trailheads should be part of the overall plan if the goal is really to provide better public transit in the canyon. Otherwise, using public funds for a | 32.2.9E; 32.2.6.5E; 32.1.2C; 32.2.6.5G; 32.2.6.3C | A32.2.6.5E; A32.2.6.3C |

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| | | gondola to the two ski resorts ignores the public in order to support private business with public funds, which is unwise stewardship of public monies and should not happen. | | |
| 26961 | Woulfe, Shannon | The gondola is not the right choice. It feels like Utah is in the pocket of the resorts. Consider your residents and our ability to enjoy the canyon! Please let's start with a less environmentally harmful alternative: let's try more parking and more busses. And then if it doesn't work let's talk about a gondola or train or road widening. | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 27402 | Wow, Marie | This is a bad idea. Tax payers are the ones paying for it!! | 32.2.9E | |
| 32107 | wrathall, jonathan | The proposed gondola is clearly a land grab by wealthy influential investors who stand to gain by pushing through an obviously unpopular development proposed as a solution to a non-existent problem against the will of virtually every public stakeholder involved. The fact that UDOT is still supporting this unpopular position only speaks as evidence that dark money is involved in pushing the proposed gondola away from the public interest and towards the interests of those who stand to financially gain from its development. How much more public opposition can be leveled? How much more corrupt can this process become? | 32.1.2B; 32.2.9E | A32.1.2B |
| 35125 | Wright, Brad | The real solution to the traffic problem is simple and relatively cheap: make all the parking at the resorts paid and reservation only. I'm opposed to the gondola for one obvious reason: IT WON'T FIX THE PROBLEM. Instead it will exacerbate traffic jams at the base of the canyon. And when crowds pile up at the base of the gondola and there is any easing of traffic in the canyon, people will respond by driving up the canyon. The inevitable outcome is traffic jams at the gondola and in the canyon, at least on powder days. Make all resort parking charged and reserved and watch the crowds melt away! | 32.2.2K; 32.2.9E; 32.2.6.5E; 32.2.4A | A32.2.2K; A32.2.6.5E |
| 29695 | Wright, Brandy | Don't build it, don't widen the road. Restrict cars and add busses. DONE, no billion dollars to support 2 private companies. The gondola only moves 1,000 people per hour, that's not near enough to support the two resorts. | 32.2.9A | |
| 31000 | Wright, Carol-Anne | Please do not opt for the gondola. This will disrupt the environment and the ecosystems living in that canyon. It puts our watershed, our very drinking water, at risk and is asking too much of taxpayers that A. simply will not use it and B. VEHEMENTLY oppose it. I'm a Utah native who grew up at the base of this canyon marveling at its beauty, I'd like my eventual children to have the same experience. The phased approach is the way to move forward, there are solutions along the way. Thank you for your consideration. | 32.2.9E; 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 31509 | Wright, Christian | Instead of constructing an expensive gondola that will benefit few, the bus service should be expanded at a reasonable cost, to serve many. | 32.2.9E; 32.2.9A | |
| 27148 | Wright, Claire | I do not think the gondola is a good idea right now. Though it is better for the environment, it will destroy many important things and create new problems. It is a large cost for something that will not solve everything. The enhanced buses are better options because it is a lot less change to manage. | 32.2.9E; 32.2.9A; 32.2.9B | |
| 30077 | Wright, Cynthia | I'm strongly opposed to building a gondola in Little Cottonwood Canyon: 1. This gondola would serve a small sliver of our community-residents who can afford to ski and tourists-- during the winter months, and be underused the rest of the year. This is our tax money going to benefit only a few during a limited time period. 2. The real entities benefitting from this huge expenditure of tax money are Snowbird and Alta ski resorts, and the land developers. 3. The gondola is not a flexible, scalable solution to solving the traffic problem in the canyon. It only will serve Snowbird and Alta, and none of the trailheads or campgrounds in between. 4. The numerous structures required throughout the canyon to establish this monstrosity would violate the scenery of the canyon and disrupt natural habitats. Everyone who lives anywhere around where the entry point would be is opposed to the gondola. 5. The gondola does not seem convenient. People will have to drive to it or ride a bus to get there, transfer all their gear, and then (it's my understanding) that if they want to go to Alta, transfer it all again to a different gondola car. It will take much longer. It's an ordeal; people would rather just drive their own cars up the mountain. 6. Other more conservative means of controlling traffic should be tried before building something this drastic, such as a toll to enter the canyon, staggered parking reservation fees (similar to what Alta has already initiated), and dedicating skier-friendly buses which would allow more flexibility in adjusting to schedules and needs. | 32.2.9E; 32.2.2PP; 32.2.2K; 32.29R | A32.2.2K; A32.29R; A32.1.2H; A32.2.6S |
| 26583 | Wright, Dakota | The gondola is the wrong choice. Please listen to the community and continue to look for more solutions that don't involve an eyesore. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 37176 | Wright, Elena | I disagree with the proposed gondola. This is an expensive solution that does not benefit all users equally. I am a backcountry user and the benefit does not serve my interests. I'm saying no to the gondola (as has SLC mayor and SLCo Mayor & council)! | 32.2.9E; 32.1.2D | |
| 30648 | Wright, Elisa | It is clear that Alta and the ski resorts matter more than the opinion of the people. So to accommodate the few that don't live here you want to ruin what the citizens want and risk doing damage to the canyon. I really think a bus would be a better option for the few that come in the winter only to ski. | 32.2.9A; 32.1.2D | |

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| 29186 | Wright, Glenn | I am in general support of Gondola B alternative, but have concerns and questions about capital and O+M funding and believe there should be contributions in both areas from the ski areas. | 32.2.9D; 32.2.7A | |
| 33728 | Wright, Haven | We do not want the gondola!!! As a teenager, climber and skier who has just started driving I have only got to explore parts of the canyon and climbing areas the canyon provides. I want to be able to continue to climb and hike without the disruption of construction, towers or gondolas going over us. The canyon is a place where people can connect with nature and get away from the loud world. With the all the construction that will go on, to the towers and gondola going up the canyon. I believe that it disrupts this environment and feeling of peace that people go to the canyon for. I believe that there are better options to the canyon traffic and parking issues than a gondola. For example a better and more efficient electric bus system. As a skier, I take the bus up to snowbird and I think that if the buses could be provided to more people and have a better effect on the environment than cars or current buses, more people would go on them, including all my friends and I. Although I do understand the few benefits of the gondola solution, as a resident of Sandy living just at the bottom of the canyon for my whole life, seeing a gondola always running up the canyon is not a sight I want to see. These canyons are beautiful and the whole goal is to preserve them and putting large towers and having a gondola run up the canyon is destroying this nature. Although I do understand the future benefits on the environment, the option of the gondola is not the best one due to the effects it will have on the canyon currently. Especially the beloved climbing and hiking areas. I hope you see the side of the residents and not just tourists, they are not the ones who see the canyon everyday, pay extra taxes for the building or experience the effects the gondola will bring. I hope you decide what is best for not only the environment but the residents who live in salt lake valley. Thank you. | 32.1.2B; 32.2.2PP; 32.2.6.3F; 32.2.9A; 32.2.9E; 32.2.9N; 32.11D; 32.4B | A32.1.2B; A32.2.9N |
| 34243 | Wright, Jacob | I am in favor of enhanced bus service routes, not widening of the road nor gondola. But, if the gondola does go through, please add bike racks to the carts and run year round so mountain bikers and backcountry skiers can take it up and ride down LCC all year. Additional bike trails would be cool too. Lastly, please do not toll the upper canyon before enhanced transportation is in place as an alternative to driving. Upper LCC should be accessible to all since it is national forest land. And free access to forest land (with interagency pass) has been critical to my mental health and stress relief, so please don't add a daily fee. The Alta pay to park system is already a step too far. Thank you for reading. -Jake Wright | 32.2.3A; 32.2.9A; 32.2.9E; 32.2.9L; 32.5A | |
| 29090 | Wright, James | The gondola is a colossal waste of money that will provide benefit exclusively to two private corporate entities. Please consider the Utah Taxpayer who wants to use the natural space of LCC as your stakeholder. Widen the road. Apply tolls. Provide emissions free busing. Tax tourists coming to Utah. Reward the trust we place in you, our elected and public servants. | 32.2.9E; 32.2.9B; 32.2.6.3F | |
| 30195 | Wright, Kathryn | I am opposed to a gondola in Little Cottonwood Canyon which will be costly and benefit two ski areas which are already too crowded. | 32.2.9E | |
| 34668 | wright, kathryn | I am opposed to a gondola in Little Cottonwood Canyon. I am in favor of enhanced bus service and a toll to use the canyon. | 32.2.9A | |
| 28703 | Wright, Kyle | As a resident of West Jordan, UT, and a frequent user of Little Cottonwood Canyon, I am firmly opposed to putting a gondola in the canyon. The proposed solution is not a solution at all. As an Alta skier, I know that I will not use the gondola unless it is cheaper and faster than any other alternative. It is clear that the gondola will be expensive to ride and expensive to park at the base, which will disincentivize me from using it. I will always choose the cheapest and fastest option to get to the mountain, thus I will continue to drive or take the bus. Additionally, I am firmly opposed to using tax-payer dollars on a project that very clearly benefits two private businesses. The proposed gondola will not solve any problems. It will ruin the view of a world-famous canyon. It will ruin other recreation areas such as climbing and hiking. It does not address the needs of all canyon users in any way, shape, or form. Please, do not ruin Little Cottonwood Canyon with an ineffective eye sore. | 32.2.9E; 32.2.4A; 32.2.7A; 32.1.2B; 32.7C; 32.4B; 32.1.2D | A32.1.2B |
| 31927 | Wright, Kyle | Why is UDOT not being transparent about the overwhelming opinion of local people? They say in the "Public Comment Themes" that there is support for the gondola, with no mention of people who disagree. I know for a fact that there is also a large group of people who live on the Wasatch Front who do not support the gondola. Where is this in the "Public Comment Themes?" I would like to see data; I would like to see the actual number of comments expressing support for the gondola vs. the number of comments not supporting the gondola. Please make this information available to the public. This apparent lack of transparency is concerning to me. -Kyle Wright | 32.2.9N | A32.2.9N |
| 37166 | Wright, MacLean | I strongly disagree with the decision with regards to the implementation of the gondola transportation option in Little Cottonwood Canyon. The fact of the matter is that an expensive and environmentally damaging option such as the gondola should be a last resort, not a first one. Before any transportation option is implemented, tolling and enforcement of the traction law from October thru April needs to happen. This is a simple and affordable option. The tolling needs to be implemented and traction law needs to be wholeheartedly enforced for several years while UDOT collects data, only then would it be appropriate to look at alternative transportation options. The fact of the matter is that the lack of enforcement of the traction law and lack of tolling is what creates traffic and congestion in the canyon. This is blatantly obvious. | 32.2.9E; 32.2.9R; 32.2.4A; 32.2.2M | A32.2.9R; A32.1.2H; A32.2.6S |
| 29299 | Wright, Mary | No Gondola! It will wreck the canyon forever. Thank you. | 32.2.9E | |
| 31967 | Wright, Maryann | Preferred alternative is a fee to enter the canyon at certain times of the year. | 32.2.2Y | |
| 31337 | Wright, Melanie | I oppose the gondola because it does not address canyon access to trail heads it would only be going to Snowbird and Alta | 32.2.9E; 32.2.6.5G | |
| 31339 | Wright, Melanie | I oppose the gondola because it only benefits the resort but the tax burden on the rest of the valley is ridiculous | 32.2.9E | |
| 31338 | Wright, Melanie | I oppose the gondola because it would be a visual I saw to Little Cottonwood Canyon | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 31340 | Wright, Melanie | I oppose the gondola because it wouldn't be open during the summer | 32.2.9E; 32.2.6.5F | |
| 26319 | Wright, Melissa | Yes - Please build the gondola! Best idea ever! | 32.2.9D | |
| 25397 | Wright, Michael | I support the Gondola plan | 32.2.9D | |
| 37332 | Wright, Owen | The installation of a gondola on Little Cottonwood would permanently damage the incredible climbing we have in Salt Lake City. People go climbing for the natural beauty and erecting an enormous man made tower hurts that experience. The Wasatch Mountains deserve better than 200 foot towers eating into their beauty. Moreover, this gondola really only serves to benefit those that use the canyon for the resorts. Increased bus service could accomplish the same goal without leaving out Solitude and Brighton. | 32.2.9E; 32.1.2D; 32.2.9A | |
| 34316 | Wright, Robert | <p>Background: I have been a Little Cottonwood Canyon skier and road bicyclist for 40+ years. Since retiring from a 37-year engineering career in 2012, I have been in the canyon, one way or another, almost daily. As a skier, I have ridden the UTA ski bus on approximately 90 percent of my ski days since retiring, which would mean around 600 days in the past 10 seasons. This number would be higher except that I carpooled during the 2021 season due to Covid-19 concerns.</p> <p>I am encouraged that the phased approach is being pursued, but I still believe that the gondola is not the ultimate best solution to the LCC transportation problem. The road will NEVER be eliminated. It seems to me that any reasonable, efficient solution should be road-based. While implementation of a flexible bus-based service would challenge resource management -- bus & driver scheduling -- versus the present static bus service schedule, my sense is that it could provide an overall better, more efficient solution than the gondola.</p> <p>Skier traffic is quite predictable on a calendar basis (e.g., early-season versus mid- and late-season, weekdays versus weekends, holidays, etc.) and, on a more short-term basis, the weather forecast. Why not keep a baseline fixed schedule that runs buses from Trax stations like the present deployment, but then augment the service from the near-canyon transit hubs (e.g., Highland/9400 South) upward on a looping basis in which the buses run only between the resorts and the hubs? More predicted demand, more buses.</p> <p>On a 24/7/365 basis, how many hours will the gondola see usage anywhere near its capacity? How many hours will it even operate? Is it really worth the huge cost for this relatively inflexible solution?</p> <p>Bob Wright Sandy, Utah</p> | 32.2.29R; 32.2.9E; 32.2.9A; 32.2.2I | A32.2.29R; A32.1.2H; A32.2.6S; A32.2.2I |
| 32177 | Wright, Russell | This project is a huge mistake. It won't solve any problems, but will only cost taxpayers money. There will still be long lines at the entrance and exit points on both sides. There are alternative solutions, like incentivizing carpools where single drivers pay a premium and filled cars are allowed to park free. I do not support this effort. | 32.2.9E; 32.2.7A; 32.2.2Y | |
| 25997 | Wright, Sam | I cannot understand why you would lock us into a technology that is going to be stuck. We will have electric buses and other solutions that will make it technologically much easier in the future to reduce greenhouse emissions and the impact to the canyon. Why are you locking us into a gondola where the technology is sat forever. This seems like a project that you will set up and then in 20 years take down because the technology has sufficiently advanced. It sure seems like you listened more to developers in the ski resorts than you did to the people. | 32.2.6.3F; 32.2.6.5A; 32.2.6H | |
| 37004 | Wright, Shae | Please don't do this. Realistically, at this rate realistically, by the time it's done the snow will have dried up. Focus on stopping that please. You can fluff it up all you want but the damage will be done. Please stop. | 32.2.9E; 32.2.2E | |
| 31739 | Wright, Wallace | I like the gondola concept and feel that it would be the least invasive method to transport people in the canyon. But I don't like the fact that it only supports the ski resorts and doesn't allow for other stops at popular trailheads. As such, I only support roadway tolls or paid parking at the resorts, increased electric bus service and perhaps some snow shed construction in avalanche areas as I've seen in Switzerland. If the resorts want a gondola, they should bond and pay for it from user fees. | 32.2.7A; 32.2.6.5G; 32.2.2K; 32.2.2Y; 32.2.9A | A32.2.2K |
| 26821 | Writt, Andrew | Please run more buses up the canyons before you commit to the gondola. Advertise the buses and the fact that a seasons pass will get you on the bus without fare. Look towards only buses in the canyon, no gondola, year round. Build several bus centers, with lodging, food and entertainment, and put them on Trax lines. Maybe build more Trax lines. Please do something for the good of the whole valley, the gondola isn't the answer for a community problem. | 32.2.2I; 32.2.9A; 32.2.9E | A32.2.2I |
| 35614 | Wu, Fusheng | I would support building gondola because this will cause the least destruction to the environment. | 32.2.9D | |
| 29098 | Wu, Teresa | It is unbelievable that we can spend 550 million on a Gondola that will only push the problem somewhere else and not solve any issues. The UN on its whole only sent 145 million to the whole population of Pakistan for humanitarian purposes. This is a disgusting use of public funds. | 32.2.9E | |
| 33431 | Wurtzburg, Susan | NO gondola. Horrible decision in light of global warning, canyon beauty, public officials making money from the build out, etc. STOP THE GONDOLA. Local citizens and governments do NOT want this Please listen to us. We live here! | 32.1.2B; 32.2.2E; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 33661 | Wussow, Audrey | I am against the gondola for the following reasons: 1. Too expensive and a poor waste of taxpayers dollars for the elite few (Snowbird and Alta) 2. We only have problems with the traffic backing up when a big powder day occurs. This only happens maybe once or twice a winter. The cost of the gondola does not make sense in this regards. | 32.1.2B; 32.2.2K; 32.2.7A; 32.2.9E | A32.1.2B; A32.2.2K |

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| | | <p>3. Paid parking up at Alta made our commute really nice last winter and we support paid parking at both Alta and Snowbird ski resorts</p> <p>4. Again for the cost of the gondola just for the winter and only because the traffic is back up on powder days, doesn't make sense!</p> <p>5. Not enough people will be willing to pay to get on bus then to get on a gondola.</p> <p>6. Environmental eyesore in our beloved canyon</p> <p>7. Most of Utah population that would be paying for this don't even ski.</p> | | |
| 27017 | Wuthnow, Sarah | Do not build the gondola! Fix the shuttle system! | 32.2.2B; 32.2.9A; 32.2.9E | |
| 37475 | Wuthrich, Mark | The gondola only serves the ski resorts and they should be paying for it, not the public. The gondola will be an environmental disaster and an eternal economic boondoggle. Any other alternative is preferable. | 32.1.2D; 32.2.7A | |
| 38125 | Wyatt, Chad | Absolutely ridiculous way to spend tons of money to benefit a few! So many ways to better benefit a broader group of people. For example, make better ways in and out of Tooele and benefit thousands daily. Also, should be ashamed of yourselves for limiting bus service. Quite timely if you ask me. UDOT so desperately needs new leadership with a vision to benefit masses vs. being in the pockets of a wealthy few looking out for only themselves. | 32.2.9E; 32.1.2D | |
| 31889 | Wyatt, J | A gondola serving the needs of skiers and snowboarders in Little Cottonwood Canyon will greatly improve the quality of life. Traffic up/down LCC is already a nightmare on powder days and hellacious over the weekends. Sailing over the slow-moving traffic in a gondola car will be much faster. Finding a parking spot will no longer be an issue, except for the ample parking facility at the base of the gondola. Such infrastructure will also be better for the environment as there will be fewer cars in the canyon. I look forward to the next phase of this solution and hope the rest of Utah can get on board. | 32.2.9D | |
| 26513 | Wyllie, Brielle | Listen to the locals. The people that live here. This is not a good idea for our environment and our beautiful mountain range will be ruined. Don't follow through with this. Please | 32.1.2B; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 29012 | Wyman, J | Also very concerned about the gravel pit up parleys. Developers seem to have no conscience | 32.2.9D | |
| 29820 | Wyman, Steve | 1) Why spend so much and permanently scar the natural landscape for a need only a fraction of the year? 2) It will also attract more tourism which only perpetuates the current problem trying to be solved. 3) The benefits only go into the pockets of those campaigning the idea while tax payers bear the brunt of the costs. | 32.1.2B; 32.2.7A; 32.2.9E; 32.6A | A32.1.2B |
| 32421 | Wyner, Carolyn | I am opposed to putting a gondola in Little Cottonwood Canyon. My main concerns are the destruction of land to build the gondola and the cost to the public. I would like to see other options explored. | 32.2.9E | |
| 30689 | Wyner, Jeff | Since the cost of the gondola alternative is the lowest over 30 years, but the upfront cost (and maintenance?) is the highest, a discounted cash flow analysis over the 30 yr period for each of the alternatives should be completed if it hasn't already. Also, the gondola alternative would likely increase user traffic. To maintain the skier/ rider snow experience, the number of daily tickets sold at Snowbird and Alta should be limited. | 32.2.7E | A32.2.7E |
| 37012 | Wynn, Eric | <p>As a longtime Salt Lake City resident and regular Little Cottonwood Canyon visitor (resort and backcountry skier, climber hiker, and trail runner), I disagree fundamentally with UDOT's proposed alternative of a gondola. The gondola will not solve any of the transportation issues it is purported to address and will only negatively impact the canyon - view shed, water quality, destruction of natural habitat, heavy impact on climbing and boulders areas...just to name a few.</p> <p>First and foremost, I ask UDOT, legislators, and other decision makers to reconsider and not fund this ill-advised and fiscally irresponsible plan, especially at a time when the Wasatch Front is facing an existential threat from a drying Great Salt Lake. Money and resources would be more wisely used to find solutions to that threat than this gondola boondoggle (I understand these issues are mostly unrelated, but allocation of limited resources and funding is a choice).</p> <p>And while I am 100% against the gondola plan, I appreciate the phased approach put forward by UDOT. These "interim" measures (enhanced bussing, toiling, carpool restrictions, etc.) are actually the long-term solutions to traffic issues in the canyon. Before ground is broken for access roads and massive pylons, a thorough review should be performed to determine if those less impactful transportation measures offer solutions to the issues facing the canyon. Development and construction of the gondola infrastructure should be contingent on a project reassessment once those lower impact measures have been given a chance to succeed.</p> <p>It's clear from the recent resolutions against the gondola from Salt Lake City and County Councils that this is not the desired solution to winter traffic issues in the canyon.</p> <p>Thank you for your time and I appreciate the chance to provide input on this very consequential decision.</p> | 32.2.9E; 32.1.2D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |
| 37054 | Wynn, Eric | <p>As a longtime Salt Lake City resident and regular Little Cottonwood Canyon visitor (resort and backcountry skier, climber hiker, and trail runner), I disagree fundamentally with UDOT's proposed alternative of a gondola. The gondola will not solve any of the transportation issues it is purported to address and will only negatively impact the canyon - view shed, water quality, destruction of natural habitat, heavy impact on climbing and boulders areas...just to name a few.</p> <p>First and foremost, I ask UDOT, legislators, and other decision makers to reconsider and not fund this ill-advised and fiscally irresponsible plan, especially at a time when the Wasatch Front is facing an existential threat from a drying Great Salt Lake. Money and resources would be more wisely used to find solutions to that threat than this gondola boondoggle (I understand these issues are mostly unrelated, but allocation of limited resources and funding is a choice).</p> | 32.2.9E; 32.2.7A; 32.1.2D; 32.2.9R | A32.2.9R; A32.1.2H; A32.2.6S |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | <p>And while I am 100% against the gondola plan, I appreciate the phased approach put forward by UDOT. These "interim" measures (enhanced bussing, toiling, carpool restrictions, etc.) are actually the long-term solutions to traffic issues in the canyon. Before ground is broken for access roads and massive pylons, a thorough review should be performed to determine if those less impactful transportation measures offer solutions to the issues facing the canyon. Development and construction of the gondola infrastructure should be contingent on a project reassessment once those lower impact measures have been given a chance to succeed.</p> <p>It's clear from the recent resolutions against the gondola from Salt Lake City and County Councils that this is not the desired solution to winter traffic issues in the canyon.</p> <p>Thank you for your time and I appreciate the chance to provide input on this very consequential decision.</p> | | |
| 36859 | Wynn, James | <p>I do not support the gondola plan. It is a giveaway to Snowbird and Alta. It does not reasonably serve the rest of the public good. If the resorts believed in the long-term viability of their business model, they would and should fund it entirely. They are not willing to do that. Do not approve the gondola proposal. It is not the right solution.</p> | 32.2.9E; 32.1.2D; 32.2.7A | |
| 27448 | Xanthos, Warren | <p>Please do not build the gondola. It will cost taxpayers untold millions of dollars while primarily benefitting privately owned ski resorts. It will also damage summertime recreational activities. Please consider other options. Increased buses. Road tolls etc. The gondola is not necessary, and will hurt Utahns.</p> | 32.2.9E; 32.2.9A | |
| 28003 | Xaysana, Tiffany | <p>If any of the below are true I'm against this.</p> <p>Gondola:</p> <ul style="list-style-type: none"> - only runs in the winter - only stops at private ski resorts - only benefits private ski resorts - paid for by public funds - won't reduce traffic or parking congestion - permanently destroys canyon lands and vistas | 32.2.9E | |
| 35823 | Xiaowen Yang, Diana | <p>I am against the LCC Gondola project. It will waste mony without any improvement for the traffice. The best solution is to improve the current bus system. If there are still traffice jam then it means the canyon only can handle so much. So be it. It is not there to satisfy everyone whoeven wants to go and whenever they want to go.</p> | 32.2.9E; 32.2.9A; 32.1.2B | A32.1.2B |
| 25684 | Xydes, Marika | <p>I am VERY upset about constructing the gondola. for the following reasons:</p> <p>It also doesn't really fix the problem of parking. To ride the gondola - people will still need to drive to park at the gondola base - and the LCC park+rides are already at capacity just using buses. Unless they can find a location to put a REALLY big parking lot - this is going to be gondola access for the 100 people who get to the park and ride first - and then nobody else :disappointed:</p> <p>It's also going to be a huge impact on the native wildlife in the canyons. Installing gondolas is a big undertaking with lots of heavy machinery - and establishing the worlds largest will mean cutting access roads, digging big holes, etc into areas which are currently forest and protected habitats.</p> | 32.2.9E; 32.2.6.5J; 32.13A; 32.19A | A32.13A |
| 29506 | Xydes, Marika | <p>absolutely beyond disgusted by the gondola proposal. this doesn't fix ANYTHING for ALL the ways in which the canyon is used year round! It's just a massive government funded stipend to the already wealthy ski resorts. What about mountain bikers? hikers? cross country and backcountry skiers? just all them apparently? absolutely disgusting. I refuse to ever again vote for anyone in local office who supports this measure.</p> | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.4B; 32.7C | A32.1.2B |
| 38680 | Y, Kathy | <p>No to the gondola. This is a very short sighted plan.No to the gondola. This is a very short sighted plan.</p> | 32.2.9E | |
| 27858 | Y, Terry | <p>> ÕøI understand you may have an echo chamber to promote this project, however, the public is screaming against this initiative and sincerely hope there is actual interest in doing what the public and community want rather than a select few who stand to gain economically.</p> <p>I think there are few cases in history, if any, where preserving Mother Nature, ahead of those who are after returns on their land and development purchases, is the long term best option.</p> <p>It's sad and pathetic that the overwhelming resistance to this project went unheard or noticed, clearly those involved in this decision stand to gain economically and therefore have bias.</p> <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.2.9E | |
| 38609 | Y, Unknown | <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.2.9E; 32.1.5C | A32.1.5C |
| 38610 | Y, Unknown | <p><i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i></p> | 32.2.2K; 32.2.2Y; 32.2.9A; 32.2.9E; 32.2.7F; 32.2.9W | A32.2.2K; A32.2.7F; A32.2.7C |
| 31426 | Yanaga, Tyrone | <p>We should not build the gondola and protect the wasatch mountains</p> | 32.2.9E | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 27620 | Yang, Haokun | Adding the gondola would be a great option for people living far away from the little cottonwood. I won't have to drive another 40-60 minutes just to get to the ski resorts and even more during snow days. | 32.2.9D | |
| 35048 | Yang, Mike | This gondola will destroy so many things for so little reward. The same amount of money (probably less) could be used for electric buses / paying drivers more. | 32.2.9E; 32.2.6.3F | |
| 25762 | Yang, Mikeina | The gondola is a complete violation of privacy to the residents living below, it's overall just weird. The gondola will not only be costly, you're going to be considered selfish for prioritizing tourists and profit over locals and the environment. Let's not do the gondola :) | 32.2.9E; 32.4E; 32.1.2B; 32.2.2PP | A32.1.2B |
| 30528 | Yates, Carolee | Please no gondola!!! Tax payers are too exhausted. There are better solutions than more big business! Thank you! | 32.2.9E | |
| 31992 | Yates, Carolee | No Gondola A, B, C, D, or E or so on. When we voiced no Gondola, we said no Gondola please! | 32.2.9E | |
| 36615 | Yates, Tann | I feel the gondola should be paid for directly by those whom use and benefit (skiers and resorts). Taxpayers should be freed from the burden of yet another bill in which they see no gain. I am a native Utahn and have lived here for 5 decades and while I am a skier, I have used this canyon maybe twice in my life. I certainly don't see the need for taxpayer monies in general going toward this boondoggle. Not one cent. Seems to me that ski resorts are overwhelmingly the greatest beneficiary of this project and therefore should shoulder the cost with users. | 32.2.9D; 32.2.7A | |
| 36427 | Yazdian, Sara | Please consider a parking garage (similar to what is proposed in conjunction with the Gondola) with a dedicated bus loop from the garage to the resorts in Little Cottonwood Canyon. Zion NP has been operating a similar that works well during high volume season. It makes more sense that the resort have ownership in this solution. Resorts offer free UTA bus service with season passes. It seems reasonable for a small fee to be charged with a season pass purchase to help offset the cost associated with owning and operating a bus services for their patrons that bring in a their revenue. Thank you from a loyal season pass owner of 20+ years that lives at base of the canyon and would love a viable solution on many levels! | 32.2.9A; 32.2.2K; 32.2.7A | A32.2.2K |
| 33655 | Yeager, Dallon | I have lived in Utah my whole life, and I do NOT support the gondola. It will destroy the natural beauty of the canyon and will not solve the issue of traffic in the canyon. NO TO THE GONDOLA. | 32.2.9E; 32.7C | |
| 28134 | Yeates, Tyler | I am writing in opposition to the decision to build an expensive and intrusive Gondola. I think that money could be better spent, and more importantly, I urge you to please protect our canyons. Thank you. | 32.2.9E | |
| 32338 | Yeates, Tyler | The canyons belong to all of us. The Gondola will only benefit a few, at a large cost. Please protect our canyons and please drop the gondola project. Thank you. | 32.2.9E | |
| 31029 | Yedlin, Mary | I oppose the proposed Gondola Alternative B being recommended by UDOT for the following reasons: 1. The LCC EIS does not adequately consider all possible solutions to a complex transportation issue. - Its narrow scope appears to be designed to support increased tourism that benefits an elite group at the expense of local community. 2. The gondola's cost of \$550 million will inevitably increase, some are projecting to as much as \$1 billion. - While the proposed plan would be funded by the taxpayers, it will primarily benefit private businesses including the developers and two private ski resorts, Alta and Snowbird. - There are many more crucial needs throughout Salt Lake to be addressed by an expenditure of this magnitude. 3. The gondola is not the best approach when considering how people enjoy the Wasatch Front. - It only addresses Little Cottonwood Canyon. Big Cottonwood Canyon has similar issues. - It is not flexible, requiring massive infrastructure that changes the character of the canyon and cannot adapt easily to accommodate different activities, locations, drop off points and changing future demand. - The gondola is currently planned to operate only during the winter, and information about the cost of a ride is unclear. - Data shows that only 30% of Little Cottonwood Canyon traffic goes to the resorts. The addition of tolling reportedly at \$30-\$50 per day per car will make travelling up the canyon to other than the resorts prohibitive for many. - The gondola is much more likely to appeal to tourists than to the local residents who are footing the cost. 4. According to reports, Alta and Snowbird are already at capacity. - Driving 2500 more people up the canyon every day will overstress the infrastructure and resources, damaging the experience that everyone has come to expect. - On the flip side, there have been no public assessments of the downside if the gondola doesn't attract these numbers. 5. In conclusion, it is prudent to fully evaluate more common-sense alternatives that can be designed to flex with anticipated need, that are not so exorbitantly costly or invasive and that are inclusive of all the complex uses of the canyons. These include but are not limited to: - Continuing with parking reservations at the resorts, which Alta did so effectively last year. - Implementing plans to encourage carpooling. - Creating a ridesharing app. - Enhancing bus service to drive use. - Facilitating legal hitchhiking. Thank you for considering my comments. | 32.2.9E; 32.1.2B; 32.2.7F; 32.1.1A; 32.2.0C; 32.2.2K; 32.2.4A; 32.2.9A | A32.1.2B; A32.2.7F; A32.2.7C; A32.1.1A; A32.2.0C; A32.2.2K |

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| 34148 | Yedlin, Monte | With the climate changing and the snow pack diminishing each year, putting up a gondola seems ridiculous. Until, and if the snow pack returns to normal, that is when the gondola or alternative should be considered. As with the Moab gondola, which is rusting away, this will happen with the Little Cottonwood Gondola unless we get more snow. Once this eyesore goes in it would cost a fortune to take it down. Between snow sheds and a low cost phased approach that should be tried first before any money is spent on road widening or a gondola. Please consider! | 32.2.2E; 32.2.2PP; 32.2.9E; 32.2.9K; 32.2.9N | A32.2.9N |
| 34153 | Yedlin, Monte | My main concern with considering the Gondola, which not many have commented on is the roads and area needed to build and maintain the gondola. A large initial area is needed to build and supply materials for the gondola. Also, a permanent access road needs to be built to maintain each gondola tower. That requires cutting into the beautiful canyon. | 32.2.6.5B; 32.2.6.5L | |
| 33066 | Yee, Jane | I am a Utah resident of 3 years and am appalled that the proposed solution to the cottonwoods traffic is a gondola. This will be a detriment to the environmental in the area as well as only serves and benefits a select group of people. For a smaller sized city, our public transportation can be much improved and should start with increased frequency of buses that can both serve hikers, skiers, and bikers alike. | 32.2.9A | |
| 26357 | Yehushua, Ran | Once again, I am voicing my opposition to the LCC gondola. This will be a massive investment which will only benefit ski resorts and only for a handful of days in the year. An electric bus system with increased parking at the base (which is also needed for gondola) will likely be cheaper and much easier to scale as needed. Please do not proceed with the gondola, we do not want it. | 32.1.2B; 32.2.6.3F; 32.2.9E; 32.6A | A32.1.2B |
| 29867 | Yennie, Carmen | The gondola does not address anything other than funneling people to a for profit facility. It does not help get people to trailheads, campgrounds, backcountry access, just the ski resorts. The structure will detract from the canyon. A horrible way to waste tax dollars. | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E | A32.1.2B |
| 37709 | Yentsch, Heidi | NO!!!! TO THE GONDOLA! | 32.2.9E | |
| 25420 | Yeo, Cynthia | This is very sad. There are so many better options that would actually improve and help traffic. None of this makes any sense and impacts a large amount of bouldering and climbing as well as parking for those crags. Please reconsider. | 32.2.2PP; 32.4A; 32.4B; 32.6D | |
| 29127 | Yeo, Kristen | We do not support any implementation of gondola. First it is very costly and I sure hope the taxpayers aren't paying for this. Second there will be hardly any snow in the years to come. The crowded parking lot will become a thing of the past and the gondola will just be sitting there unused and still require maintenance. The best path forward is to install a system that can alert drivers through an app that the parking capacity is full so that they can either carpool, take a bus or not come into the canyons. This will be more cost effective and have minimal impact to the environment. | 32.2.9E; 32.2.2E | |
| 29968 | Yeoman, R | No gondola. We do not need more people in the canyon nor do taxpayer dollars need to spent to benefit only snowbird and Alta. No gondola. | 32.1.2B; 32.2.9E | A32.1.2B |
| 29612 | Yeoman, Renee | This is the worst solution for the canyon. Tax payers should not have to fund a project that only benefits snowbird and Alta. We don't need more people in the canyon. We need less. Put a toll booth. No gondola. Preserve the wilderness. | 32.1.2B; 32.2.2PP; 32.2.4A; 32.2.9E | A32.1.2B |
| 26920 | Yeomans, Will | Respectfully, as a long time hiker, skier, and climber who was quite literally raised in the canyon I am fully against this decision. So much of the beauty of the canyon and it's summer activities will be ruined by the gondola. Please consider anything else, this will destroy a precious ecosystem and one of my favorite places on the planet. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 33497 | Yeske, Laurel | I oppose this gondola. This is not a good solution for our valley | 32.2.9E | |
| 29715 | Yi, Katherine | I am against the proposed gondola for many reasons. I live near the base of LCC and am a climber. I would hate to see the natural beauty be destroyed by a half baked and costly solution. An improved bus system would accomplish the same thing at lesser cost. Also many of the popular bouldering spots would be eliminated by the construction of the proposed parking center. This seems to have been rushed through by the developers. This benefits only 2 ski resorts while the whole city benefits from the untouched nature of the canyon. | 32.1.2B; 32.2.2PP; 32.4B; 32.6D; 32.2.9A; 32.2.9E | A32.1.2B |
| 30156 | Yingling, Jessica | A key component of UDOT's purpose is to serve all users of SR 210. A gondola does not serve all users as it focuses on the resorts. It does not serve climbers, bikers, hikers, backcountry skiers, etc), heading to different destinations, etc. The primary motivations for visiting the Central Wasatch are to "Observe scenic beauty", "Enjoy the sights and smells of nature", experience peace and tranquility", and "improving physical health" as the most important factors for recreating. Building gondola towers is at cross purpose for most of the users primary purpose of recreating in the canyons. We do not support the gondola and would instead prefer to see improved bus service and parking, including a parking hub and transportation center at the gravel pit. | 32.1.2B; 32.1.2D; 32.2.9A; 32.2.9E | A32.1.2B |
| 25526 | Yingling, Michael | Consider a tunnel instead of a gondola. It wouldn't impact visuals, it might be cheaper, and it could connect through to Park City to allow an alternative when I-80 is closed due to weather. Good write up here: https://www.sltrib.com/opinion/commentary/2022/07/28/peter-dahlberg-tunnel-alta/ And here: http://lcctunnel.com/ | 32.2.2C | |
| 30036 | Yingling, Michael | Please consider either (1) a tunnel, or (2) simply shuttling down the canyon to ALL traffic (except home-owners and employees) and doubling SKI BUSES ONLY on days with massive snow. | 32.2.2B; 32.2.2C; 32.2.2L; 32.2.2PP | |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 26996 | Yip, Jackson | As a citizen of salt lake, I am strongly opposed to a gondola being built in little cottonwood canyon. We must explore other options before our tax dollars go to funding a project that benefits private businesses before the general public. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 34677 | Yip, Jackson | A gondola in Little Cottonwood Canyon is a waste of taxpayer dollars to serve corporations over citizens. Please do not build a gondola | 32.2.9E | |
| 32358 | Yonemura, Ken | Having spent time in places like Wengen, I think the best option would be a train but his option is no longer possible and would be more expensive. Although I am a member of the WBA, I support the gondola as the current use of the roadway is not working and I would rather see new infrastructure support LCC rather than pay more parking fees to the resorts. | 32.2.9D | |
| 30828 | Yonemura, Ken | I fully support the plans to implement a gondola for transportation in LCC. | 32.2.9D | |
| 30096 | Yong, Christina | Please adopt Gondola B. The low impact to watershed and wildlife alone justify it, but with the lowest 30-year overall cost, there is no excuse not to choose it except for short-sightedness. | 32.2.9D | |
| 35731 | Yoon, Irene | Please-the gondola is SO UNPOPULAR. PLEASE do not do this. Visually, environmentally, and logistically, the idea is really repulsive and short sighted. Please, NO gondola. | 32.2.9E | |
| 25996 | Yore, Hannah | This is destroying an entire community of hikers and climbers that move to Salt Lake City for its beautiful non invasive landscape and serenity. The gondolas are not only completely obstructing the view of the mountains surrounding cottonwood but it's destroying hundreds of boulders that climbers like myself are moving to Salt Lake City to climb. | 32.2.9E; 32.4B; 32.6D | |
| 35628 | York, Neil | Given what may or may not happen with climate change and population growth, Enhanced Bus Service makes the most sense because it would have the least environmental impact. Long-term planners ought to read 'The Irony of Victory,' Chapter 15 of Roderick Nash's classic study, "Wilderness and the American Mind" (5th ed., 2014; orig. ed., 1967), which warns that the outdoors are endangered as much by those who profess to love them as by those who do not care. | 32.2.9A; 32.2.2E | |
| 29175 | Yoshimura, Debra | I support the Little Cottonwood canyon gondola | 32.2.9D | |
| 37356 | Young, Allan | I am not in favor of the proposed gondola, a train or sub terrain makes more sense if service is only to the ski resorts paid in part by resorts s | 32.2.9E; 32.2.7A; 32.2.9F | |
| 35672 | Young, Ben | I can get from my house to Snowbird in 20 minutes, even with some traffic. If a gondola takes 50-55 minutes from the mouth of Little Cottonwood to do the same, I would rather have my own car and deal with increased traffic, and probably still get there faster. Either find a way to make a gondola more enticing (faster!) or find another way. | 32.1.2B | A32.1.2B |
| 29432 | Young, Boyd | Hello, this is Boyd young in Brigham City, Utah. I'm trying to gather some more information on this Little Cottonwood Gondola thing. Now the advertisements on see on TV is it's much more cleaner alternative for transportation the information I find on Utah Power & Light is we're still over 85- 86% of the power generated and Utah is fossil fuel with the majority of them still being coal. So we're really not cleaning up the air. We're just moving the tailpipe, from here to there. I'm looking for some more information on how many businesses are served, the nature of the businesses. It's all ski resorts. I'm thinking they should pay for this to get their customers to their place, to have senior citizens throughout the state paying the bills for this I would be highly opposed. Any more information I mean, I certainly grateful. Thank you. | 32.2.9D; 32.10A; 32.2.7A | |
| 27785 | Young, Brooke | I am not in favor of an expensive gondola that just serves the ski industries. The canyon is used by a whole lot of other people to rock climb, to bike, to hike and a gondola is a terrible solution for non ski recreation. Also, it is 106 degrees in September- are we sure there is going to be snow in the winter long term? | 32.2.9E; 32.2.2E | |
| 34853 | Young, Chris | How about a monorail instead? You can move more people faster and it's much safer than a gondola. | 32.2.2I | A32.2.2I |
| 35900 | Young, Christopher | Building the Gondola up little cottonwood canyon would be a tragedy. It would negatively impact the experience of all users of the canyons, hikers, climbers, bikers and even many resort users. I know someone like myself who does all of the activities above would be very unhappy using the gondola to alleviate traffic as it would ruin the nature and serenity of the canyon. Little cottonwood canyon is a amazing piece of nature and there is nothing else quite like it in the world. We do not need to destroy this irreplaceable mountain by building the gondola. The building of the gondola would negatively impact the visual and auditory experience of canyon users and only serves a small subset of the population for a few months out of the year. Building the gondola would also cause the closing and destruction of boulders and trails directly destroying others activities in the canyon. There are plenty of options to solve traffic issues in the canyon without building the gondola. Increased bus services, with the possibility of adding a bus only lane. The addition of tolls, or make the canyon only assessable to private vehicles who have received a permit. Places like little cottonwood canyon are truly unique pieces of nature and should not be destroyed just to reduce traffic up to ski resorts for a few busy days out of the year. | 32.2.9E; 32.2.9A; 32.2.2Y | |
| 25320 | Young, Colin | I strongly disagree with the gondola up Little Cottonwood Canyon. This project will inevitably run millions over budget, take years to complete, and ruin the natural beauty of the canyon. Not to mention the fact that every year ski season gets shorter due to climate impacts, so the economic gains are unlikely to be worth it. This is a complete waste of everyone's time and money. | 32.2.9E; 32.2.2E | |
| 30167 | Young, Danielle | America is unusual in the fact that we preserve our sacred forrests and don't have a coffee shop on every mountain top like European countries. I want to keep that to the Euros and keep our forests wild. If the proposed gondola goes up in LCC, I think more harm would be done then good. We would see more lifts cross over the cottonwoods and it would not help with decreasing the traffic like it proposes because we are on the edge of a city. We have millions of people coming in to visit. If we truly wanted to decrease traffic and solve parking problems, we could get rid of Ikon passes in the cottonwood resorts. But that would mean that big business would not win. I know that is not an option. I believe that we could toll the bottom of the canyon, sure, and have season passes for the cottonwoods. However, this | 32.1.2B; 32.2.2K; 32.2.2PP; 32.2.9E; 32.7C | A32.1.2B; A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | gondola would mean parking structures would spike at the bottom of the canyon and that neighborhood would be destroyed. I love Salt Lake and don't want to see this new addition added. | | |
| 32719 | Young, David | Don't let a few NIMBYs block SLC's larger vision as a world-class mountain destination. Are gondolas an eyesore at Courchevel, Zermatt, or Chamonix? Let's be real, people will take the ride just for the view alone. Put a fondue pot at the top and have a great day :) | 32.2.9D | |
| 36016 | Young, David | I would like to more thoroughly research alternatives to both the enhanced bus and gondola ideas. But, between those two, I would vote for the gondola. | 32.2.9D; 32.2.2PP | |
| 33489 | Young, Dawn | As an avid climber, I care that this project will completely destroy places where I, an thousands of other people, recreate. I also care that its purpose isn't even for anyone other than resort users. Mostly, I'm worried that wildlife habitats will be destroyed. There's no way around it! But also birds migrating at night will be killed. Please stop this and go a more environmentally conscious route. There have been more environmentally friendly suggestions. Getting more people into the canyons shouldn't be the goal! Please do not go this route! | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.9E; 32.4B; 32.6D; 32.13A | A32.1.2B; A32.13A |
| 33342 | Young, Dawn | Please do not build this gondola! There's so much it will damage. Animal habitats and animals migrating will be impacted and killed. Scenery and places where many of us recreate will be destroyed! Please do not do this. Resort skiing is not the only use of the canyon. This is not the most effective way to minimize impact, preserve the safety of wildlife, or to support equal use of the canyon by all people who recreate there. | 32.1.2B; 32.1.2D; 32.2.9E; 32.13A; 32.4B | A32.1.2B; A32.13A |
| 35654 | Young, Hannah | The UDOT's gondola proposal for Little Cottonwood Canyon will negatively impact outdoor recreation in LCC, and will disproportionately affect already marginalized communities trying to access the outdoors. The gondola will destroy LCC's natural character aesthetic and world-class climbing areas during and after construction. These views and climbing areas are irreplaceable. The construction will disrupt both the natural visuals and sounds of the canyon, making it difficult to enjoy outdoor recreation in LCC. The gondola is fiscally irresponsible and only benefits skiers. Not everyone skis. There are more economically and ecologically responsible solutions to the problem of transportation to the ski resorts, such as benefits for ridesharing and increasing accessible public transportation. The gondola will destroy a significant portion of the Wasatch and it is unacceptable. | 32.2.9E; 32.1.2D | |
| 34745 | Young, Jen | I am hearing that the traffic studies to justify the road changes on Wasatch and the gondola are flawed and need to be redone, re-examined. I am requesting that another study be done. | 32.2.6.2.2T | A32.2.6.2.2T |
| 27540 | Young, Jennifer | Strongly opposed to gondola. 1)It too slow, 60 minute ride versus 20 minute drive 2) It should not be tax payer funded, if wanted, resort owners should fund. 3) there are much better traffic and environmental solutions, buses for one! | 32.2.9E; 32.2.7A; 32.7A; 32.2.9A | |
| 31164 | Young, Jocelyn | I am totally opposed to the Gondola approach to Little Cottonwood Canyon. Other approaches have not been explored and the gondola approach is too expensive, invasive and will ruin that canyon. Water access in SLC and County is a much bigger problem and should be the focus of future meetings. | 32.2.9E; 32.1.2B | A32.1.2B |
| 38177 | Young, Jonna | If the average family has to pay (\$30 -50) per person to ride the gondola it would make it impossibly expensive when you add the cost of a ski pass. They would have to drive the canyon. Others could carpool, a fee per car to drive in the winter, or increased bus service with a reasonable fee. Ski passes are so expensive. When you add the cost of a gondola ride locals could not afford it and yet their taxes will go up to pay for a Gondola they can't afford to ride. Our taxes in some areas of Sandy went up \$1,000 this year. The gondola will make home ownership worse due to more taxes than the rising interest rates and home prices. Please no Gondola! We can't afford it. | 32.2.9E | |
| 31685 | Young, Jonna | What will it cost to ride the gondola? This might make it too costly on top of lift pass. | 32.2.4A | |
| 26914 | Young, Julie | I think the gondola is a great idea! Lots of resort areas have them. People are complaining about the posts but I'm more worried about the canyon having to be torn up for wider roads. | 32.2.9D | |
| 34237 | Young, Kiyoshi | The gondola only serves the ski resorts. I use the canyon for other than the ski resorts. I'm extremally against the gondola. I'm in support of a 3rd lane for bus only traffic and increase bus service. | 32.1.2D; 32.2.9A; 32.2.9B; 32.2.9E | |
| 31206 | Young, Matthew | Listen to the people. We don't want a gondola. The price is exorbitant, it's an eyesore, it's simply not the best option we have to improve transportation in the canyon. | 32.2.9E | |
| 31485 | Young, Nathaniel | I strongly oppose the gondola. The gondola plan brings more people into a residential neighborhood and will do nothing to address traffic issues on Wasatch Blvd. in fact, this "solution" will make traffic even worse on Wasatch. Additionally it is not flexible. Once it is there, it can't really be moved. Buses can easily be added, removed, or redirected. They can leave from anywhere, including close to highways and current high volume areas (that aren't busy at 8am). | 32.2.9E; 32.2.6.5E; 32.2.9A | A32.2.6.5E |
| 27163 | Young, Steve | I am a resident of Cottonwood Heights and live just off of Wasatch Blvd.. I have lived here my entire life and I am bitterly disappointed that a gondola would be chosen to solve high traffic issues. I don't recall anybody complaining about a road up the canyon as destroying the experience of the most beautiful canyon I have ever seen. Expanding the road seems logical and adding electric busses seems to be the direction taken everywhere else that the same problem exists. I know that 60% of our population feels the same way and it would be refreshing if the will of the people was carried out. | 32.2.9E; 32.2.9B; 32.2.6.3F | |
| 31714 | Young, Stuart | I oppose the gondola poroposal. Suggest going with other alternatives such as expanding the road and increased bus service. | 32.2.9E; 32.2.9A | |
| 25527 | Young, Warren | This is tax payer money and the ski resorts need to find alternatives to the problem they have caused. They are not paying a dime for this project and that is a really big issue, as a tax payer, this is not a good ide at all! What is going to happen the other 7 months out of the year with the gondola and parking lot? UDOT is okay with creating a eye sore 7 months out of the year? | 32.2.9A; 32.2.6.3C; 32.2.7A; 32.2.9B | A32.2.6.3C |

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| | | As a tax payer, I would propose another lane that is buses only to give revenue to the UTA and in the summer months, this can also help with traffic..... rather than having a gondola 7 months out of the year just sit there and collect dust. | | |
| 35776 | Youngberg, James | Point 1 Most recreational resources have inherent maximum capacities. As these natural limits are approached, the experience associated with such resources naturally degrades. The public's enjoyment such resources is naturally limited-either in quality or in the number of visitors. We see this process at work in many of our national parks as well as in the use of rivers and hiking and mountain biking trails. Zions Canyon is a good example where demand for the canyon eventually could not be responsibly satisfied by building wider roads and/or more visitor facilities. Rather, bus-only access for the main canyon and a reservation system for back-country trails were implemented several years ago, limiting use of the resource. Many of us bemoan reduced availability of scenic wonders, whitewater experiences, backpacking trails, and camping resources we once freely enjoyed, but this is the inevitable result of growing demand for a finite resource. The Big and Little Cottonwood canyons are such resources. Demand is already beyond the stage where the user experience has begun to degrade significantly. Attempts to expand the capacity of the resource (wider roads, a gondola, helicopter access, expanded busing, etc) cannot forestall the inevitable need to limit access. It's time to consider limits on the number of patrons using the commercial portions of the resource, enforcing such limits by community-mandated reservation-only access. Point 2 Currently-proposed remedies for relieving congestion in the Big and Little Cottonwood canyons impose significant funding requirements on very many whom seldom use the resorts and hence will derive no benefit from their tax dollars. On the other hand, the disproportionate beneficiaries of these expenditures include many out-of-state patrons, the resorts themselves, and a small number of related businesses (principally accommodations and restaurants). If the resorts were publicly operated, then publicly-funded approaches to the congestion problem they have created might be reasonable, but they are not. As things stand, both new infrastructure and its on-going maintenance and operation should be funded by those who will benefit directly, not the public. That this is probably an impassible obstacle to such development should be a clear signal to those who hold the public purse strings. | 32.1.2B; 32.2.7A | A32.1.2B |
| 36363 | Youngbreg, Debra | As a lifelong resident of the foothills of Big and Little Cottonwood Canyon and as a taxpayer I am opposed to the proposed gondola B solution to the congestion on SR 210. Local taxpayers should not be footing the bill for infrastructure that solely benefits business owners of the resorts and restaurants in the canyons by allowing increased out-t-town visitors. If the current roads are inadequate, limits to use should be put in place. Increased use only benefits a few business owners, not the local residents. We would rather see the canyone stay in its current condition. No changes should be paid for by local taxpayers, but by the businesses in the canyon that would benefit. | 32.2.9E; 32.1.2D; 23.2.7A; 32.2.9A | |
| 34936 | Young-Hyman, Jocelyn | No Gondola. It only benefits the ski resorts and won't actually make the environmental impact it's intended to make. People only have access Snowbird and Alta but not other locations in LCC. It would be a catastrophe to build it find out it doesn't work and then have it there as an eye sore as well as disruption to nature. Try other alternatives like busses, tolling, etc but include stops on the way to hiking locations so that it will be utilized by more people and actually make the environmental impact this is intended to make with such a big change. | 32.2.9A | |
| 28320 | Youngtok, Tenzin | Looking forward to a gondola up little cottonwood. Hope to see it sooner then later. | 32.2.9D | |
| 33433 | Yount, Anna | Hello, I am troubled by the UDOT proposal to construct a gondola to the ski resorts, Snowbird and Alta, in Little Cottonwood Canyon. This seems like a solution that only benefits the ski resorts and uses tax payers dollars to only benefit their revenue. Why are tax payers dollars being used for private businesses? The gondola solution has been proposed without a capacity study being conducted on the LCC. LCC is a watershed for the Salt Lake valley and excessive use of the canyon will contribute to degradation of the environment and water source. A capacity study needs to be conducted prior to any final solution decisions and the gondola solution needs to be discarded entirely. Tax payers deserve a solution that serves more than two private companies that are looking to increase their profits. The gondola solution doesn't address hikers, climbers, general day use users of the canyon, backcountry skiers, or people who live there. UDOT moving forward with the gondola shows blatant disregard and misuse of tax payers dollars who have spoken overwhelmingly against the gondola as well as the fact that UDOT and the Utah government is only interested in benefitting corporate interests and not the interests of the people. | 32.1.2B; 32.1.2D; 32.1.2F; 32.2.2PP; 32.2.7A; 32.2.9E; 32.2.9N; 32.20B | A32.1.2B; A32.1.2F; A32.2.9N |
| 26156 | Yu, Taisei | Don't make a gondala that's goofy we gonna burn it down | 32.2.9E | |
| 27822 | Yukhimova, Valeriya | As a former snowbird employee and climber, hiker, camper, skier, I have experienced the transportation problem in LCC for 15 years. However, I strongly believe that pursuing other options that have been proposed time and time again is the better option at this time. Give these options an actual hard try before causing irreversible environmental impacts to LCC. This canyon is for everyone, not just visitors of snowbird and Alta. This project impacts local recreation which the majority of out of town skiers/visitors won't have to experience the fall out from. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 29229 | Yunis, Yusuf | I think building a gondola would be an absolute travesty and would permanently mar the beautiful canyon in a misguided attempt to bring skiers to resorts. I would much prefer enhanced bus access that actually works. | 32.2.9A; 32.2.9E | |
| 28743 | Yurick, Hallie | During the temporary phase of enhanced busing, please consider employee work times and the 2 Alta bases that would benefit from more buses in the middle of the day when currently there is an hour or two when no buses depart. Also, please consider Alta only buses. I'm often tempted to bus rather than drive but because I can leave my house and get to Alta to work in 20 minutes, I choose to drive instead as I don't want to add 40 minutes onto my commute. | 32.29R | A32.29R; A32.1.2H; A32.2.6S |
| 38594 | Z, Anonymous | Please NO GONDOLA. Please support other creative ways of transportation. Non-skier taxpayers should not be responsible for paying for skiers' resort access. Buses, shuttles, tolls please. | 32.2.9E; 32.1.2D; 32.2.7A; 32.2.9A; 32.2.4A | |

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| 36838 | Z, Anonymous | Less traffic, less environmental impact, safer overall, fun experience, economic development, less pollution, noise etc., fewer canyon closures. We have yet to see how gondolas have "destroyed" Switzerland. On the contrary, they drive environmental consciousness, economic development, tourism and access for everyone to enjoy the beauty. This is a no brainer. | 32.2.9D | |
| 29465 | Z, Anonymous | Hi, I'm just I'm calling about the gondola. First of all, I'm against the gondola. I don't think taxpayers should have to pay for something that benefits the ski resorts more than any of the residents of Utah. I think a toll road and increased bus service would be a better place to start before you build the gondola and I know you're kind of beyond that. But I just want to know what the options are for Utah residents. You know, what about summer you said there doesn't seem to be any talk about anything other than the ski resorts and if the gondola only goes to Alta and Snowbird, what about hiking and summer youth? anyway, I don't know if toll roads have been considered and something that like Utah residents could get you know passes for both canyons for the toll roads and you know to use your round. and Anyway, my preference obviously would be no Gondola or the ski resort to pay for the gondola cuz it benefits them not the rest of the community and I just think the impact of the canyon and all the people that live in the area. It just creates problems. So anyway, I don't know if you guys will even change your minds at this point. I know you're pretty Pro Gondola, but I know a lot of people in my neighborhood and my community are all a hundred percent against it and would prefer to see better bus service and possible toll road. Maybe that would get more people to take the buses and a pass for Utah residents to be able to buy so they kind of like Fastpass that they have on toll roads in California that we could buy that would work year-round for us. And anyway, thanks. Bye. | 32.1.2B; 32.1.2D; 32.2.2PP; 32.2.4A; 32.2.6.5F; 32.2.9A; 32.2.9E | A32.1.2B |
| 29469 | Z, Anonymous | Dear Udot. Hello. As a lifelong user of Little Cottonwood. I'd like to strongly Advocate against the gondola and the Road expansion at present. To put it simply we only have one LCC and it's our duty to care for it and preserve it for future Generations. A gondola or four-lane highway are simply things that we cannot undo easily. These will indelibly alter this canyon. Furthermore these measures will mostly lie useless for the majority of the Year during which the current infrastructure needs to be managed effectively. Conservative solutions can work. As a regular skier, I've seen the powerful impact of the reservation system at the ski resorts and how an increase in carpooling can decrease Canyon traffic. We can come up with solutions that will improve access without harming the canyon as much as a gondola or a Road expansion. The end we can do these can be effective. Finally taxpayer burden is a major issue the projected \$500 million cost of the massive rather than the average utahn time during a time of inflation and the looming recession and represents corporate welfare for the ski industry it could be better used to help families and communities across Utah. I realize that this comment may come as too little too late, but if possible, I'd love to take some of you guys out and help you guys experience LCC as I am just majority of Utah and see it. Please. Feel free to get a hold of me at [REDACTED]. Once again, [REDACTED]. Please please reconsider. 00:00 | 32.1.2B; 32.2.2K; 32.2.2Y; 32.2.2PP; 32.2.4A; 32.2.7A; 32.2.9E; 32.2.9L | A32.1.2B; A32.2.2K |
| 29464 | Z, Anonymous | Hi, I live in Cottonwood Heights my feedback on this is that for the for the canyon is tolling is the answer. You get to reduce the traffic by about 30% and we be good back to where were ten years ago. You do that by charging \$25 a car and everybody opening their friends. They'll be less, you know, yada yada if you did it in the summer and you change the price we're talking like a lot of money that could be used to improve the roadway, put in bathrooms, people to take care of the trails, increased, you know forest service patrols, Etc.. So that is my solution that red snake that we're talking about happens four times a year, maybe six or eight and guess what? I'm never in it, cuz I know to get in my car by 2:45 if I don't want to be in that traffic, so these people are dumb they're being stuck in this traffic and everybody's up in arms about it put a toll on the road and the other thing is to get rid of these morons in these crappy vehicles. and so UDOT has to do that. They don't they don't enforce the four-by-four chain rules. They don't you know, and then everybody complains, so I put a toll on the road and my other thing, sorry a million ideas, but smaller buses the people actually want to get on nobody wants to get on those giant buses that goes so slow. So anyway, good luck. I know you guys are going to do what you want to do anyway, so but that is my solution. | 32.1.2B; 32.2.2M; 32.2.2PP; 32.2.4A; 32.2.9A; 32.2.9N | A32.1.2B; A32.2.9N |
| 29440 | Z, Anonymous | Yeah, I'd like to leave a comment. I live in Draper. I don't I don't I'm a skier. I like skiing but you know what how about Snowbird can pay for gondolas if they want one. I'm not going to get my taxes up to support that if they've made millions and incredible amounts of money over all these years if they want a gondola what that's fine, but it shouldn't be funded by the state and so all of us have to pick up the tab, but when I skied I didn't particularly even like going up there. I think they are a good ski resort, so they can write a business as far as I'm concerned. I like skiing up a Park City And Deer Valley funny other ski places in Utah if they can't afford to make to pay for the gondola themselves. I don't want to pay for it as a taxpayer. Thank you. Bye. | 32.2.7A; 32.2.9E | |
| 29396 | Z, Anonymous | Hello. I just wanted to let you guys know I am begging and pleading with you guys not to build the gondola or whatever because we don't need more people here. Utah has already been trashed with everything else is coming here and stuff and you're going to ruin the canyons and everything, and I just don't want to see it there. That's just my comment. I don't know if it's worth anything. But anyways, that's the way I feel now. I'll be sure to make sure that when the when the elections come up, I'll figure out who's done this and I'll make sure I go to give stuff. So anyways, that's my comment, and I just wanted to say thank you so much for messing this whole thing up with Utah, great grade of f so, all right. Thank you. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 29146 | Z, Anonymous | <i>Submitted via UDOT Click-n-Fix</i> The gondola will harm the environment and add unnecessary financial strain to Utah citizens, many of whom are unable to afford to ski at resorts like Snowbird and Alta. The business deals behind the land ownership are also seedy, and lead to further public mistrust in the project. The bus from the parking structure to the gondola stop will disuade tourists from using the gondola as well- why not just start on the bus up the canyon instead of transferring? This will also take much more time than being stuck in traffic. Stop the gondola <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.6.4B; 32.2.6.5J | |
| 38675 | Z, Anonymous | No to Gondolas in our LC canyon There are other low-cost solutions That could benefit both Big & Little C canyons | 32.2.9E; 32.2.2K; 32.2.4A; 32.2.9A; 32.1.2D | A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
|------------|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|----------------------------------------|
| | | Like parking reservations, carpooling, reduced UTA fares, more buses, digital signs for # of parking spaces Why should we destroy our beautiful LC canyon? Why should the taxpayers pay for basically 2 private businesses to benefit? There's more to do in LC canyon, away from using a Gondola .. hiking, camping, rock climbing, lg families, sm children, etc. How accessible would a Gondola be for handicapped, wheelchairs, strollers, etc? No to Gondolas | | |
| 38655 | Z, Anonymous | I'm calling, excuse me, I'm calling in reference to the gondola and I don't think that it is beneficial to the whole community and I'm against it and the fact of the what it would do to the what it would take to large, to just produce the whole thing I think is environmentally dangerous or too or extensive to the mountains and, not dangerous, but I just don't think it's a good idea and I don't think it benefits very many people in the community and it would cost the community and citizens' taxpayer money and benefit a small portion of people. Thank you. | 32.2.9E; 32.1.2D | |
| 29434 | Z, Anonymous | hey, I just wanted to tell you guys how disgusted I am to hear that you're moving forward with this plan for the gondola and just planning to destroy the landscape of the Skyline we have here in Salt Lake such a short-term decision and and really short-sighted. Yeah. I mean, it sounds like really these comments are pretty useless and there's really no avenue for us to do anything to prevent this poor decision from actually going forward, but I'm just not going to keep trying to reach out to you guys. | 32.1.2B; 32.2.2PP; 32.2.9E; 32.2.9N | A32.1.2B; A32.2.9N |
| 38662 | Z, Anonymous | Hi, I'm calling in regards to the gondola plan and all the rock climbing places sending out notices to everybody oppose it, but I like the plan. I don't listen to all these Tree Huggers. Go ahead and go ahead and build the gondola, good job, bye-bye. | 32.2.9D | |
| 38677 | Z, Anonymous | Shutting down and limiting the number of ski busses this season is going to create traffic problems and create a back experience for tourism this year. Please reconsider limiting and closing ski bus lines. | 32.2.9A | |
| 38671 | Z, Anonymous | I am sure that you ate aware that 80 % of the population is against the construction of a gondola up our Cottonwood canyon. I hope this is considered when your final decision is made. | 32.2.9E | |
| 38613 | Z, Anonymous | Please NO GONDOLA! There are better solutions and building the gondola will force away. Buses, reservations for parking are much better solutions. Thank you! | 32.2.9E; 32.2.9A; 32.2.2K | A32.2.2K |
| 38670 | Z, Anonymous | I oppose the gondola project as it is too expensive and will be highly destructive to the vegetation in the little Cottonwood canyon. | 32.2.9E | |
| 38651 | Z, Anonymous | Please vote no to the Gondola in little cottonwood. Reducing traffic is the answer not a billion dollars to harm our beautiful canyon | 32.2.9E | |
| 31904 | Z, Anonymous | Please put tax payer dollars to better use. Let residents vote on gondola. I am a salt lake born and raised resident against gondola | 32.2.9E; 32.2.9N | A32.2.9N |
| 38678 | Z, Anonymous | No gondola!!! Please! The financial and environmental toll of a gondola would be disastrous. No gondola! | 32.2.9E | |
| 29463 | Z, Anonymous | Im against the Gondola. Lets just widen the road. Thought I leave a voicemail to voice my opinion. | 32.2.2P; 32.2.9E | |
| 38663 | Z, Anonymous | No to the gondola. Why should I pay for something that I'm not even going to use? | 32.2.9E | |
| 38673 | Z, Anonymous | Don't toll our access to the canyons ?? | 32.2.4A | |
| 27596 | Z, Anonymous | ██████ you and ██████ the gondola. | 32.2.9E | |
| 38507 | Z, Anonymous | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9A; 32.2.9E; 32.2.4A; 32.2.6.3K | |
| 38508 | Z, Anonymous | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.1.2B; 32.2.9E | A32.1.2B |
| 28498 | Zaccheo, Michael | A substantial portion of the cost of ensuring that the maximum number of people can be transported to ski resorts should be paid by ski resorts. Citizens, skiers and non-skiers, shouldn't be forced to pay for the construction and maintenance of infrastructure that disproportionately benefits one industry. If that industry isn't adequately profitable independent of state welfare support, then that industry should change its strategy or be replaced. | 32.2.7A | |
| 33603 | Zacharias, Nathan | Vote NO on the gondola and no on funding for the gondola!!! The only thing more ridiculous than destroying Little Cottonwood Canyon for everyone who isn't an Alta/snowbird passholder is using over \$500 million of taxpayer funds to pay for it. I will vote against any legislator who votes to fund the gondola. Please expand bus services and/or add an entrance fee to the canyon. There are sane ways to preserve the canyon's beauty and reduce traffic. | 32.2.2Y; 32.2.4A; 32.2.7A; 32.2.9A; 32.2.9E; 32.2.9N | A32.2.9N |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | If you wish to throw away \$500 million, at least put it towards saving the great Salt Lake or some thing useful. | | |
| 25976 | Zachman, Natalie | The only time traffic is bad is on powder day which is 3 days a year. Why is this even a logical solution to it ! | 32.1.2B | A32.1.2B |
| 35658 | Zadravec, Frank | The gondola is an inappropriate, expensive, and incomplete solution to LCC end user transportation. It will permanently mar the LCC landscape and improve access to a limited number of users at an exorbitant expense to taxpayers. | 32.2.9E | |
| 28392 | Zahawi, Benan | UDOT's argument for a gondola is not strong nor is it convincing. People can be educated to be more responsible in using transportation if they want to go to the resorts . Natural beauty seems to be put on the back burner . Once the gondola towers go up , the canyons we know will no longer exist and it is an irreversible process. If UDOT and all other stake holders truly want to preserve the beauty of Utah's landscape, the best thing to do is take a step back and rethink this decision. Our future generations deserve this and they deserve to see the beauty we currently enjoy | 32.2.9E; 32.2.2PP; 32.1.2B; 32.2.9N | A32.1.2B; A32.2.9N |
| 26086 | Zak, Andre | This is absolute bollocks. No tram, not now, not ever! Hold on to the integrity of what we have while we still can! | 32.2.9E; 32.2.6.4 | |
| 29043 | Zak, Tina | I and most of the myriad of engineers at the U of U are adamantly against the gondola idea for the canyon. It is Not the best use of our tax dollars or any other funds. It does not meet any needs of the poor or disenfranchised and is way too expensive as a choice. No other canyon can take advantage of this choice. Busing is a much more fair and better use of funds. Look to the Engineers and and the greater minds from the UofU. These are the people you must listen to with the homework they have done, the numbers they have put together and the reasons they have put forth. Also Utah has to start spending money much more wisely. We are over looking the " what is Best for the most majority" scenarios and trying to make some sort of mark for Utah. We are becoming what we say we hate in other States . Stop the Gondola- it is wasteful and only helps a few people. Don't do it. | 32.2.9E; 32.2.9A; 32.5A | |
| 28733 | Zakoworotny, Kristin | No gondola! Why ruin the aesthetic of the canyon in the interest of the ski resorts. Add tolls to the road to limit traffic or limit # of cars per day. Even a train/ tram would be a better alternative. | 32.2.2Y; 32.2.9E; 32.2.2I; 32.2.6.4 | A32.2.2I |
| 33666 | Zalac, Kelsey | I do not support the UDOT gondola proposal. This will ONLY benefit winter season skiers and is not fully representative of what the canyon is used for year round. Please reconsider other options like carpooling and more buses. | 32.1.2B; 32.1.2D; 32.2.2Y; 32.2.9A; 32.2.9E | A32.1.2B |
| 30155 | Zamora, Emerson | The gondola option is a bad idea. It does not have the capacity to scale-up "throughput" like a bus system would. In other words, based on my cursory understanding of the gondola system, it would not be possible to add more gondolas during the busiest times... the throughput has a maximum volume, which cannot be increased. However, a bus system can increase trip volumes simply by adding more buses. If a dedicated bus lane was added, the maximum trip volume would be much more than that of the gondola. It could "ramp up" during peak hours, to match the demand, and much better serve and meet the needs of users. Furthermore, adding another lane to the highway would not be as impactful to the natural environment as a new gondola system would be. The road has already impacted the area, and adding another lane would not make the highway significantly different than it is now. However, the gondola would greatly impact the viewsheds in the canyon and the towers and cables are very unattractive. Additionally, even though the footprint of the gondola towers are relatively small, each tower location would need temporary construction access roads built to them, and this would cause a significant impact to the natural environment in the canyon, and would take many decades to recover. But, I imagine that some sort of access road would be required for each tower location. So, the figures that gondola supporters state about the number of acres being impacted (bus vs. gondola) are very misleading, and I would say inaccurate. And the public should know about this element of the gondola system. The gondola system would have much larger impacts (both temporary and permanent), than gondola supporters would have everyone believe. I have many other thoughts, but these are the main ones. Thank you for considering my opinions. | 32.2.6.5A; 32.2.6.3N; 32.2.9B; 32.2.9E; 32.19F; 32.2.6.5L | |
| 32824 | Zamora, Julie | No gondola! Don't destroy nature for all for the convenience of some! There are better options. Sometimes, we as humans need to practice patience and collaboration; good things can't always be convenient. Carpooling and busing are much more environmentally friendly options and don't ruin the beauty of LCC in the process. | 32.2.9E; 32.2.9A | |
| 26266 | Zamora, Julie | The gondola is not a solution; it will create numerous other problems for Utah residents and land stewards to 'fix' the problem of a select group of people. | 32.2.9E; 32.1.2B | A32.1.2B |
| 29771 | Zander, Devin | I firmly believe the Cog Rail is the best solution for the canyon of you are trying at all to be equitable. The cog rail would be exclusively used by those who have cars to get to it. A cog rail could eventually connect to TRAX. The other benefit would be reliable year long service. Please do not do the gondola. | 32.2.9E; 32.2.9F | |
| 35754 | Zander, Hannah | The last thing we need in little cottonwood canyon is a gondola. We need to implement a year long solution that would benefit more Utahns than skiers/snowboarders. Public transit should be public. A cog rail would be the best thing for the canyon. Switzerland does this well. | 32.2.9E; 32.1.2D; 32.2.9F | |
| 37781 | Zanetti, Bob | The gondola is a good start but other options must be added to cut the traffic down in the canyons. The ski resorts must take ownership for the majority of the traffic problems. The resorts need to offer more insensitive for people who carpool, take public transportation, ride a bike, or in the future take the gondola. | 32.2.9D | |
| 25680 | Zanlungi, Sarah | The decision that the gondola in Little Cottonwood Canyon is absurd. Tax payer money used to benefit two private resorts is out of control. I also have not met anyone that uses this canyon often that agrees with the idea. It seems like someone is being paid off to continue with this proposed plan. | 32.2.7A; 32.2.9E; 32.2.9N | A32.2.9N |
| 30259 | Zapata, Gandhi | Not in favor of the gondola, we don't need more people going up to the already overcrowded resorts, get rid of ikon pass or limit tickets sales per day, they're already so crowded and it's not safe for skiers/snowboarders (at snowbird) put tax money in more shuttles and parking hubs at different locations, as well as giving attention to the same problem on BCC traffic, have more UDOT workers checking at mouth of the canyon for inexperienced drivers driving on rental cars with bald tires and putting everyone at risk. The gondola would ruin the canyons static's and have an irreversible environmental impact. Locals don't want it! This is not Europe! Our | 32.2.9E; 32.20C; 32.2.2K; 32.2.2M | A32.20C; A32.2.2K |

Appendix A1, Reproductions of Comments on the Final EIS

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| | | canyon is too small for such a massive project only benefiting the resort. Tax papers don't want it, it's also not going to help other canyon users: backcountry users, climbers, hikers, bikers, etc... The people have spoken NO to the GONDOLA! | | |
| 28032 | Zapata, Gandhi | I don't support the gondola nor My family, bus enhancements more buses early on the morning on powder days and more parking at Mouth of canyon. Also we don't want connections of roads or rail system or gondola or chairs between Little and Big Cottonwood Canyon, leave open areas as they are. The wasatch is not Europe and a gondola only catering Alta and snowbird is not going to solve traffic issues and parking issues. | 32.2.9E; 32.2.9A; 31.1.1A | |
| 36097 | Zarnegin, Annabella | We need to approach this issue with a bit of a wider mindset, not just focusing on one ski resort and people with good financial situations. We need to utilize ride-sharing and the public transportation system! A gondola would worsen the state of Little Cottonwood's beauty and environmental stability. Our Great Salt Lake is drying up, we don't Little Cottonwood destroyed too for the sake of a gondola! | 32.1.2D; 32.2.9A; 32.2.2Y; 32.2.9E; 32.1.2F | A32.1.2F |
| 31257 | Zaro, Christa | I moved here in 1993 and have watched the growth of the Wasatch explode. I've always skied Alta/Bird and Solitude. Now, I am passing the torch to my kids (ages 13 and 15) who are on the Alta All Mountain Team. I would like to express that we (my family and I) are opposed to the gondola with the strong belief that it will ruin the natural beauty. I have been a steward to the environment and have taught my children to protect the earth and its limited resources. Now, why would I feel any different just so we can add more people to get up a road? My kids study the great salt lake disappearing, our water shortage, and pollution just to name a few. It is completely contrary to everything we believe in to strip away the natural resources just so that we can get more skiers up a mountain to the front doors of Alta and Snowbird. I propose mandatory car pools, lottery system, and extended bus services. Hell, with the public tax \$ we would save on the gondola we could use it for FREE busses up both canyons. | 32.2.9E; 32.2.9A; 32.2.2Y; 32.1.2F | A32.1.2F |
| 28189 | Zaugg, Jared | In your email, you say that UDOT is accepting comments until October 17 but you have no link to where comments can be made. Here's my comment: As a resident of Salt Lake County, a taxpayer, a skier, and a hiker, I support the gondola in Little Cottonwood Canyon. Thank you, J. Zaugg [REDACTED] | 32.2.9D | |
| 26291 | Zaugg, Jared | In your email, you say that UDOT is accepting comments until October 17 but you have no link to where comments can be made. Here's my comment: As a resident of Salt Lake County, a taxpayer, a skier, and a hiker, I wholeheartedly support the gondola in Little Cottonwood Canyon. Thank you, J. Zaugg [REDACTED] | 32.2.9D | |
| 26285 | Zaugg, Jared | As a resident of Salt Lake County, a taxpayer, a skier, and a hiker, I wholeheartedly support the gondola in Little Cottonwood Canyon. Thank you, J. Zaugg [REDACTED] | 32.2.9D | |
| 28044 | Zaugg, Jude | I think the gondola would be very beneficial. There would be far less traffic, which means less accidents. It would save so much time going up and down the canyon. I think it's a great idea. | 32.2.9D | |
| 26600 | Zaugg, Leif | Honestly this is just a bad idea in general. Destroys climbing areas, will increase already horrible pollution with more tourists, and just boosts the ski resorts, especially snowbird, that constantly raise prices and favor tourists rather than locals just to increase profits. Ikon pass is already ruining utah skiing. Instead of spending half a billion dollars or whatever the crazy amount is, it should be spent on increasing bus systems, used on upkeep in general of mountain area, and help with problems that we already have in utah. | 32.1.2B; 32.2.7A; 32.6A; 32.4B | A32.1.2B |
| 37484 | Zaugg, Nicole | I don't think that the Gondola is the best solution for the traffic and problems with Little Cottonwood Canyon. The gondola will take tax payers money to fund something that most tax payers will not use or be unable to use. I don't think there has been enough research to determine the effects the gondola will have on the state, environment and many others. I don't think they have tried to come up with a different solution that wouldn't cost as much or have the environmental impact. I think there are other solutions like a toll or increasing bus service. | 32.2.9E; 32.1.2F; 32.2.2Y; 32.2.9A | A32.1.2F |
| 34369 | Zavala Gomez, Evelyn | THIS IS NOT A GOOD IDEA. | 32.2.9D | |
| 32419 | Zayach, Jamie | Absolutely opposed to this. It is sinful that Snowbird and Alta would benefit entirely from this on the backs of Utah tax paying citizens. Not to mention the fact that our snowfall continues to decrease every year. Limit the number of cars but I say no to the gondola idea | 32.2.9E; 32.2.2K | A32.2.2K |

| Comment ID | Name (last, first) | Comment | See Responses in Chapter 32 of the Final EIS | See Responses in Appendix A of the ROD |
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| 29280 | Zazzara, Joseph | I am an Alta home owner. I have been since 1981. What is this going to do to my access? When I bought my home my taxes were \$1100. They are now almost \$6000! | 32.2.4A | |
| 36840 | Zea-Dremann, Sasha | Absolutely one hundred percent do not support the gondola. It will forever change the canyon. Please stop this from proceeding. | 32.2.9E | |
| 31318 | Zeeman, Debbie | I DEFINITELY DO NOT SUPPORT THE GONDOLA. IDIOTIC IDEA. | 32.2.9E | |
| 36199 | Zeemer, Margaret | Much needed and necessary improvements to the traffic flow at the Canyon! The best cities in the wells utilize Gondolas!! Can't wait! | 32.2.9D | |
| 35342 | Zeerip, Zeppelin | I am strongly opposed to the development of a gondola in Little Cottonwood Canyon. This gondola serves only to benefit the ski resorts, does not access backcountry trailhead, cannot accommodate nearly enough passengers for peak canyon traffic, and will forever ruin the sanctity of the canyon. I support increased bus routes and building a parking lot at the base to accommodate increased bus usage. Thank you. | 32.2.9E; 32.1.2D; 32.1.2F; 32.2.9A | A32.1.2F |
| 35417 | Zeerip, Zoe | I oppose the LLC gondola and support more bussing | 32.2.9E; 32.2.9A | |
| 29102 | Zegarra, Diego | Thank you for exploring alternative transportation solutions to mitigate for future traffic issues. I'm in support of the gondola! | 32.2.9D | |
| 38618 | Zeigler, Anne | <i>Mailed or emailed comment; see comment reproduction in Appendix A3.</i> | 32.2.9E; 32.2.6.3F; 32.2.9A; 32.2.6.5E; 32.2.7A; 32.2.2E | A32.2.6.5E |
| 31086 | Zeigler, Lindsay | I firmly believe there should be other options attempted before paying to build a huge project that benefits only the ski resorts. A shuttle year round that services the trail heads and the resorts year round would make much more sense than turning land at the mouth of the canyon into parking. | 32.1.2C; 32.2.6.3C; 32.2.9E | A32.2.6.3C |
| 35801 | Zeigler, Sissy | I'm utterly opposed to the idea of a gondola for LCC. The cost is ridiculous and the impact on the environment is no better than current status quo. We should stick with clean air transportation and charge cars individually to go up the canyon. | 32.2.9E; 32.2.2Y | |
| 37481 | Zeigler, Wendy | <p>Dear UDOT staff, I have been a user of LCC most of my 60 years. As a Utah resident and a property owner in BCC I have the following comments:</p> <p>First, thank you for your tiered approach, the phase in is important to get people using public transportation. I believe if public transport is less expensive, faster, and more reliable more people will use it. The fact that you believe we only need to reduce traffic by 30% means that buses are even more practicable. If we ran a bus every 3 min, one to Alta, the next to Snowbird and the next stopping at Trail heads, you could reduce traffic by at least 30%. A Van might work to TH's at first. Part of the problem with this EIS and what you are tasked to solve, is that this is not just a winter problem, but a 4 season problem and it is a problem at all trailheads. You have an opportunity to solve this year round problem with the buses. We need summer buses!</p> <p>Second, your larger parking lots are very short sighted. They will put a dent in the parking issues we have today, but not in the future parking issues at all trailheads, only helping the ski areas. With population increasing every year, plus the increased use among existing population, this problem of cars on the road will just continue. A bus stop at White pine could help significantly, but I could not find a bus turn out/stop in the EIS for this location. We could also have stops at the most popular climbing areas.</p> <p>The gondola will ruin the view shed of one of the most beautiful canyons in the world! Imagine a gondola going up the middle of the Grand Canyon with that many cars on it. It would be a travesty, LCC is the same value of view to most users of LCC. That is why 80% of residents oppose this option.</p> <p>The gondola will not be able to run on Inter-lodge days for obvious reasons. It will only shift the traffic jam onto Wasatch Blvd.</p> <p>To that point, you are faced with the same problem, everyone wants to arrive for first tracks on a powder day. There is no way all of those cars will be able to enter the single parking garage in a timely manner to not back up onto Wasatch BLVD. You are just shifting the problem down canyon. After people drive around in the parking garage, they will give up and drive up. The next time, they won't even bother trying.</p> <p>I am very sad to see widening of Wasatch Blvd. You will bring more and more traffic to this road by doing this. As it is now, many Draper cars use I-15, I am concerned this will change for commuting. Here again, a more efficient bus service would be the answer.</p> <p>The tolling idea, only at the top of the canyon, on busy days, is interesting and has some merits. However, I fully support a toll like in Millcreek with an annual pass option, then put this money right back into the Canyon, for roads, trail work, added restrooms at TH's etc. You could have a different fee schedule for those going to the top on a busy ski day.</p> <p>TH Parking: Having experienced the Cardiff Fork Pedestrian signal, I think you need to find a better way for Pedestrian crossing at Lisa Falls, maybe a culvert like at Corner Canyon funded by Tolling at the bottom of the canyon. Unfortunately, all of those parking lots will be overflowing the moment they are built. Cars are not the answer, bringing more cars is not the answer. White Pine expanded parking is not even close to the use now on weekends all year round. Public transit to trailheads is the answer. Most people cannot afford the outrageous prices of ski resorts, big parking garages, or gondolas, therefore, trailhead use will continue to skyrocket. Buses are the best answer and year round is vital.</p> <p>I am further concerned that you are not addressing the backcountry ski parking at Alta. Maybe this is another issue, but I see you reducing spaces around the Alta</p> | 32.2.9A; 32.1.2F; 32.2.6.5E; 32.2.9L; 32.2.9E; 32.2.4A | A32.1.2F; A32.2.6.5E |

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| | | <p>lodge and Our Lady of theSnows. Will you expand bus service times to accommodate Dawn Patrol?,Ä®</p> <p>Finally, as a resident of BCC, I feel you are shifting pressure into BCC. I would like to see parking garages and increased bus service that benefit both canyons.</p> <p>Parking reservations work, increased bus service at a subsidized rate, to lower costs will work, WE do not need to subsidize Alta and Snowbird with more tax payer money than they already receive.</p> <p>I am hopeful that, with this phased approach, if a better solution to the problem comes along, you will consider that also.</p> <p>Wendy Zeigler</p> | | |
| 35122 | Zenger, Abby | I, like most Utah residents, DO NOT SUPPORT the gondola being built. It will destroy the canyon, and disrupt canyon access for years. Stop displacing nature to try and make more money. It's sickening. | 32.2.9E | |
| 32345 | Zenger, Brian | Gondola is absolutely NOT a good option and should not be undertaken. I would move to CLOSE THE CANYON during busy days and ONLY ALLOW BUS TRAVEL, much like Zion national park and other high traffic spaces. This would have a much better long term result and is sustainable. | 32.2.9E; 32.2.2K | A32.2.2K |
| 26382 | Zenger, Eliza | <p>To whom it may concern:</p> <p>Please listen to your community, our needs, and our desires. As a climber, hiker, and skier I do not support the plan to move forward with the gondola. The canyon needs to be preserved and not permanently altered. The proposed plans will impact the iconic and natural character and aesthetic of the canyon. The gondola DOES NOT serve the climbing, hiking, and running community. It only serves ski resort users on approximately 25 days a year. Plus, it is fiscally irresponsible with a wild price tag on construction alone.</p> <p>I urge you to preserve the canyon and listen to your climbing, hiking, and running community.</p> <p>Sincerely, Eliza Zenger</p> | 32.1.2B; 32.1.2D; 32.2.7A; 32.2.9E | A32.1.2B |
| 31541 | Zenger, Eric | Charging a toll to property owners to access their cabins is outrageous. We already pay significant property taxes, especially as non-primary residences who do not receive the primary residence discount. There must be a way to exempt cabin owners and there guests. We are not the ones causing parking issues in the canyons. We have our own private parking. | 32.2.4A | |
| 31331 | Zenger, Marianne | No gondola!!! | 32.2.9E | |
| 37130 | Zettel, Roy | After reading the final EIS statement and recommendation the whole gondola program will only benefit the ski resorts. The people of Utah should not have to support the billion dollar ski resorts. The price for parking and gondola ride will price many hard working Utahans out of the LCC and it will become the plan ground for the rich | 32.2.9E; 32.1.2D | |
| 31575 | Zetterquist, Brittany | I'm am opposed to a toll this year. If you want to do a toll doing it next year gives those of us with season passes the choice to renew and deal with tolls. To impose a toll this close to the season when we have already invested in passes is just wrong. This economy has been hard enough (between inflation, the housing market crashing, and being so close to a recession) having a toll would make it so that we could not utilize the season passes that we have already purchased. | 32.2.4A | |
| 31584 | Zetterquist, Matthew | I have already purchased passes for Brighton ski resort this year for four people that's over \$2000. I cannot afford to pay additional fees on top of what it already costs a family of four for a single day. A \$20-\$30 additional fee is outrageous. I would not have purchased passes had I known this might happen. If this passes, I'll be done using the ski resorts that my family has enjoyed for 3 generations now. | 32.2.4A | |
| 35058 | Zevnik, Morgan | How is the gondola beneficial for those who are paying for it but live in parts of the state unaffected by tourism and don't have the means to get to the gondola? | 32.2.9E | |
| 31651 | Zraggen, Suzanne | While the gondola looks nice, I do not think it is worth it in terms of dollars spent or the impact of the towers in the canyon. Little Cottonwood has such lovely views because it was glacier-carved, and building the gondola would ruin it. | 32.2.9E | |
| 34411 | Zhang, Chong | I am absolutely against the gondola proposal. The capacity of the mountain including the sky resorts is limited, and it will be saturated eventually (if not already!!) regardless of how efficiently you can move people up the canyon. Bringing more people up only makes the ski area crowded and makes it less fun for everyone. I suggest using a lottery to control the number of people going up. Zion NP did this for the Angel's landing hike. Though the trail is less accessible now, whoever does get to go can enjoy it a lot more. The resorts already make so much money anyway, being greedy and trying to make more actually brings unexpected and undesirable outcomes. Believe me or not, a long, rotating structure parallel to the canyon is bad Fengshui. Gondolas should be oriented somewhat from the canyon road and up the ridge line (vertical to the canyon road, not parallel to the canyon road!). I believe enough have been said about the impact on the environment and the view, and the high cost which the taxpayers should not pay. So, the better options will be using a lottery/reservation system to limit the number of poeple, or increase bus service. Please don't build a gondola against the majority of people's will, which also brings bad luck. | 32.2.9E; 32.2.0C; 32.2.2B; 32.2.2K | A32.2.0C; A32.2.2K |
| 26464 | Zhang, Emily | The gondola is not the solution to solving the transportation issue in Little Cottonwood Canyon. I have grown up and lived in the community below the base of LCC, and have been exploring, skiing, and hiking the canyons since I was a child. Putting a gondola in has already been acknowledged to have the largest visual impact out of the options proposed, marring the natural beauty and turning the canyon into a tourist attraction, solely backed by taxpayers and local citizens. While I am not opposed to tourism in LCC, I believe that a city and state has obligations to its citizens and obligations to protect the natural lands, serving to instead educate about and preserve natural resources instead of drastically altering the environment to serve convenience and tourism. A few weeks ago, I was at Zions National Park, an | 32.1.2B; 32.2.2B; 32.2.7A; 32.2.9E | A32.1.2B |

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| | | area much larger than LCC, and cars were not allowed in because it was peak season. However, I found that the shuttle service offered was incredibly convenient, timely, and did not at all detract from the surrounding natural beauty. Carbon dioxide emissions were limited, miles travelled by personal vehicle were cut down, and still, people from all around the world were able to get where they needed in the park and have a wonderful time all without the use of a gondola. Am I acknowledging that canyon congestion is a problem? Yes, it is a problem. However, for every problem, there is more than one way it can be solved, and I truly believe that a gondola is not the way to go about it. | | |
| 29595 | Zhang, Yicheng | I don't think gondola will help the traffic for couple of the reasons: 1. 1000 pph seems too small to create a big dent in canyon traffic. 2. Gondola will only benefit who ski alta and snowbird in winter time, what about other people who want to stop in the middle of the canyon like climbers and hikers? 3. From gondola parking lot to gondola there is 0.75 mile walk. How many people would walk in the winter in their ski boots with their skis or even their kids' skis? 4. How long will take for people to take gondola compared driving? If gondola takes more time, it's really hard for people to transition to gondola. Some suggestions: 1. Enforce tolls for cars with single person (not carpooling), or even all cars 2. Add more buses and stops, or even only allow bus in the canyon 3. If we have to go this gondola route, add gondola stops for known hike and climb spots which will benefit more people | 32.1.2B; 32.1.2D; 32.2.2B; 32.2.2Y; 32.2.4H; 32.2.6H; 32.2.6.5G; 32.2.6.5N; 32.2.9A; 32.7C | A32.1.2B |
| 29028 | Zieg, Joseph | I think the implementation of a gondola in the LCC will not only be a complete eyesore, but a logistical nightmare and a complete waste of money. Traffic easing to resorts during the wintertime would better be handled by reduction in personal car traffic allowed in the canyon, and an increase in public bus transportation. A gondola would not add sufficient transportation bandwidth to solve traffic issues even at present, and if the expectation is that numbers continue to increase then it will just be a waste of money. No matter what an EIS will say has the least impact, carving up a mountain is not the way forward. | 32.2.9E; 32.2.9A; 32.2.4A | |
| 28113 | Ziegler, Austin | Other measures can be taken to solve the traffic issue in little cottonwood canyon. The proposed gondola will cause damage to the natural landscape that will never be restored. An increase in bussing with a limit of cars allowed up the canyon will solve the issue. Going forward with the gondola is going to come at the expense of many tax payers who don't even ski. Please consider other options before going forward with the gondola. | 32.2.9E; 32.2.9A | |
| 30986 | Ziegler, John | I am 100% against the building of a gondola in Little Cottonwood Canyon. I believe that the negative environmental impact and high cost of the project far outweigh any potential benefit. Please do not proceed with this project. Thank you... | 32.2.9E | |
| 37440 | Zietz, William | The bus system with a few changes works well and will serve the community well into the future. The proposed gondola and its associated parking will create a mess that will last long into the future. The citizens who live near LCC will be negatively effected by the gondola and the required changes in traffic. The gondola will only help the wealthy men behind this plan that is not supported by the cities surrounding LCC - nor it's citizens. An improved road with designated bus lanes will better serve those of us who ski each winter in LCC. Having designated buses for each of the two resorts, combined with the bus lanes will provide more than adequate service to get people up the mountain year round. I urge you to say no the wealthy few and yes to citizens, skiers, and riders. I urge you to say no to the gondola! | 32.2.9E; 32.1.2D; 32.2.9A | |
| 28801 | Zieve, Ann | As a practicing Catholic in the state of Utah, I believe that public policy decisions should be gauged by how they impact the most vulnerable in our communities. In Utah, just about every county is facing a housing crisis. Rural communities are struggling to maintain agricultural production that feeds all of us. Despite the Utah legislature's best efforts, the fossil fuels industries are discovering growing resistance to continued degradation of our air and environment. In other words, there are a host of issues in Utah that could use \$500 million to ensure the most vulnerable have access to basic needs, such as housing, food, employment and utilities. I am against spending \$500 MILLION to provide an easier ride for people who can afford to ski to get to the resorts. \$500 million of state taxpayer money to benefit the few and resolve a problem that really only exists for a few days each winter. Please do the right thing to help those who need it most. Thank you. | 32.1.2B; 32.2.9E | A32.1.2B |
| 31579 | Zimmer, Brian | Our tax dollars should not be spent on a gondola up LCC to support a private business that is for the well off. People need to understand that the that mountains are a limited resource and access should not be expected to be like a fast food drive through. Sincerely, Brian | 32.2.7A; 32.1.2B | A32.1.2B |
| 36842 | Zimmer, Thuvan | This will cause too much damage .. let's preserve nature not destroy it . | 32.2.9E | |
| 29238 | Zimmerman, Blake | This proposal will only solve the traffic problem for a few days a year (10-20) and will do nothing to service and preserve the canyon during the summer or any other part other than the resorts. The environmental impact is relatively similar between this and the bus system, but the bus system is an actual step towards preserving the environment. The gondola is purely an idiotic stunt that will just be a disaster. | 32.1.2B; 32.1.2D; 32.2.6.3C | A32.1.2B; A32.2.6.3C |
| 30787 | Zimmerman, Joe | It really amazes me that this was the option chosen. Making taxpayers pay for a massive project that only services the 2 ski resorts, runs only in the winter and has no parking around the base to remotely handle the volume is crazy. The gondola will ne an eye sore in the canyon as it runs in the winter and it will look even worse as it sits stationary for the majority of the summer. A solution that would benefit more users for the entire year is what should be chosen. After it came put that Snowbird owns much of the land the gondola will sit on, they should be paying for this project. Same for Alta. If my tax money is going to pay for something that will funnel people directly to these two resorts then every taxpayers resident should get free life time passes. I 100% oppose the gondola and belefe it will be nothing but problems for our canyon. | 32.2.9E | |
| 34524 | Zimmerman, Mary | I am against construction of a gondola, and in favor of electric buses, a center lane for transit, and snow sheds. | 32.2.9E; 32.2.6.3F; 32.2.9K; 32.2.6.3F | |

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| 28647 | Zimmerman, Tim | I support the gondola option. It makes much more sense than widening the road and running a fleet of buses both economically and environmentally. The gondola is the only option that has the ability to keep people moving even when the weather becomes bad, or if there are snow slides. It will put far less rubber particulate from tires/wheels into the environment, and will involve far less disruption in the canyon to install. Plus it will last much longer than a bus. Gondola is the way to go. I am a 50 yr resident of SLC and user of Little Cottonwood Canyon. | 32.2.9D | |
| 32084 | Zinanti, Bonnie | We see now hiring signs everywhere. People don't want to work. What makes them think they will have enough employees to operate the gondola when it is finished. The only ones that benefit from the gondola are the ski resorts. | 32.1.2D | |
| 34076 | Zing, Henry | It is a rare wonder that a short drive from the smoggy, noisy streets of SLC, one can scramble or hike only a short distance and find themselves immersed in a wonderland of clean granite and sheaves of greenery draped across the narrow canyon walls. To have this accessible and serene environment crisscrossed with intrusive cables would be short-sighted and tragic. North America's mountains are not the Alps: We should aim to keep them that way. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 36916 | Zitnay, Rebecca | <p>Thank you for taking public comments on this issue! As a regular canyon user, I am excited to see continued forward progress on addressing the issue of traffic in LCC. My preference is for enhanced bus service combined with a parking reservation system at the resorts to limit users up the canyons during peak visiting times. After skiing Alta this past year and using the reservation system, i think it helped reduce traffic substantially and saw the positive impact it had on folks' willingness to ride the bus or carpool If they wanted to head up the canyon. I coordinated with friends to carpool just about every weekend this past winter, when previously I would have just driven up with my partner and met friends up at the resort. I think the snowsheds + widening of wasatch Blvd will drastically reduce congestion and help address the associated safety issues. Without the need for the major road widening project. I am concerned with the environmental impact of widening the road, but I do like that it would serve as a bike lane during the summer.</p> <p>I have ridden the busses on a few occasions and they were not always prioritized in traffic. In one case, I was stuck on the bus for over 4 hours because the bus didn't leave the 9400 park and ride until avalanche control work was completed and we were stuck at the end of the line, despite getting on the bus well before 7 AM. This incident has made me skeptical to ride the bus until there is messaging that UTA busses are prioritized. I am also worried about the shortage of drivers and the limitations that places on meeting the full demand of the proposed enhanced bus service.</p> <p>I am not opposed to the gondola, but since it will take a long time to build, and enhanced bus service is needed in the meantime, I think It would be best to wait on this major project and re-evaluate effectiveness of the wasatch Blvd and snow shed road enhancements at mitigating congestion when paired with parking reservations during peak travel times. I think the gondola option makes sense if there are consistent issues with bus driver shortages and the enhanced bus service isn't sufficient to meet the transit needs of the community.</p> <p>I think a toll is reasonable, and I would have no problem paying it. but it will be unfortunate if the toll is applied during all seasons, yet the bus only runs in the winter. This seems problematic, since the greatest things about the canyons is their accessibility and proximity to a diverse city. If a toll is required even on days when busses are not running up the canyon, it would further contribute to inequality in the mountains. I would like to see a summer bus on weekends that stops at some trailheads if a toll is implemented. Also, traffic cams at trail head parking lots or a monitor that sends updates to a sign at the bottom of the canyon would be nice- so if there just isn't parking at a trailhead I would be able to see that on a notice board at the bottom of the canyon go somewhere else to recreate.</p> | 32.2.9A; 32.2.2K; 32.2.4A | A32.2.2K |
| 34248 | Zito, Michael | Alternative, less destructive means should be explored first before building structures that will only be in use less than half of the year and solve a problem that only exists on weekends and holidays during the winter. | 32.1.2B; 32.2.2PP; 32.2.9E | A32.1.2B |
| 30055 | Zito, Tim | Gondola B is the best choice among those given. | 32.2.9D | |
| 32429 | ZOBELL, DEAN | <p>STRONGLY OPPOSED TO GONDOLA PLAN</p> <ol style="list-style-type: none"> 1. It benefits only Alta and Snowbird - if done, they should pay for it. 2. Cost far too high. Many other projects need the funding more - homeless housing, general highway maintenance, etc. | 32.2.4A; 32.2.7A; 32.1.2B | A32.1.2B |
| 36701 | Zobell, Trey | <p>I am against the gondola due to the capital cost required to implement it when there are many other solutions that could have large major impacts for a much smaller cost. I also think 22 tram towers lined through LCC would be a disgrace to the beautiful landscape and would ruin the canyon views.</p> <p>I recently was able to listen to the president of Alta ski resort speak at the U of U, and while he said he is for the gondola he also mentioned that we should not be jumping the gun on this project. Most of the traffic in LCC is due to avy control when it snows. I recently learned that the current systems used to do the avy control in LCC are outdated and often take up to 2 hours to complete. In a comparable sense, avy control for Alta can do the same amount of work in about 15 minutes. They do this through Gazex which drops the remote charge to remotely trigger the avalanche. If I remember correctly there may be certain land restrictions that limit the use of Gazex avy control in areas of LCC but could be lifted through the Utah state government (at least that is the impression I got from the president of Alta when he spoke). I think implementing a Gazex system for avy control should be put into place first before spending \$600 million on a gondola that has a fixed capacity.</p> <p>I also think we should look to increase the bus capacity for LCC and BCC. Every time I have ridden the bus it is filled to 100% capacity. There is much demand for more busses (at least on the weekends and pow days). It was also discussed by the president of Alta that electric buses may be a better alternative because they have more power to have a fully loaded bus keep up with traffic. Pretty much Electric buses result in the bus moving faster which means the traffic on the road won't be held up by a slow-moving diesel bus.</p> | 32.2.9E; 32.2.6.3F | |

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| | | To sum it up let's not do the gondola and hold off on its consideration until lower-cost alternatives have been implemented such as: - Gazex Avalanche Control - Increased busses (electric) | | |
| 33158 | Zodorozny, Olive | My name is Olive Zodorozny and I am opposed to the LLC Gondola project. I am a user of Little Cottonwood Canyon in winter months. I first heard of this proposed gondola (and the accompanying disapproval from most members of the LCC community) when I arrived in LCC eleven years ago and am saddened that it has reached this serious phase of possibility. Part of what makes LCC so special is its feeling of wild remoteness while still being accessible to SLC. I first learned to ski at Alta, and after having visited other ski areas I saw how special Alta truly is. To destroy that epic view with this proposed gondola would be to destroy a huge part of the heart and soul of this place and what makes it so special to me and so many others. With how our wild spaces are becoming less and less wild, taking a stand to pursue other options is a step in the right direction. There are many other options to help decrease congestion on SR 210 as have been mentioned: increased bus service, a toll system that favors carpooling and mobility hubs among other things. Thank you UDOT for your work in representing your community and making decisions in line with the values of that community, decisions we can look back on and be proud of decades down the line. Olive Zodorozny | 32.2.9E; 32.2.9A | |
| 25848 | Zoller, Taavi | I believe that the gondola will create more stress and issues at the resorts and do little to solve the traffic problem. The lines to the gondola will inevitably be there so I think most people will continue to drive. Additionally the gondolas will not put a limit on the amount of people that can access the resorts which will decrease everyone's experience and overload the resorts more than they already are. | 29.2.9E; 32.2.4A; 32.20C; 32.2.6.5C; 32.7C | A32.20C |
| 33108 | Zollinger, Logan | I do not support this. This will benefit a very very small group, namely the wealthy that can afford it. It will take so much away from climbers, hikers, bikers, etc! A much bigger and more active group. This will impact the environment and wild life. I truly feel like the majority of people are opposing this while a small more connected group is for this option. Please side with the majority and do what is best for Little Cottonwood canyon as a whole. | 32.29D | |
| 30888 | Zschiesche, Eric | Good day, This proposed plan for addressing the travel access to two ski resorts at the top of Little Cottonwood Canyon is sadly misguided. It reflects a short term solution that caters to a select group of recreational users, on a limited number of recreational use days for a calendar year. Little Cottonwood Canyon is used by many different outdoor recreational groups, to build transportation structures that focus on a subset of this group is just wrong. Do not build this Gondola, it is a horribly shortsighted idea. Eric Zschiesche Ogden, UT | 32.2.9E; 32.1.2B | A32.1.2B |
| 28198 | Zuckerman, Paul | Hello, I oppose the gondola plan for the following two reasons: -Public tax money should always be spent on doing the greatest good for the largest number of citizens of the state. This option is the antithesis of that principle. It will deliver customers to two private businesses, for only several months each year and for many who travel from other states. This is a classic case of public assumption of risk paying for private profit. If future conditions change, we will be left with a permanent and ugly relic in our canyon. - It has been proven in numerous cases before (ex: the GSL pumps) that permanent structures addressing flexible needs is counterintuitive. There are so many other solutions to employ first such as a reservation system or an odd even license plate car entry policy. Or instead of a "train" in the air with only two stops, why not create a frequently departing number of alternative fuel buses that can be express for skiers in winter and local for canyon visitors all year. Zion National Park uses buses and now Weber State University is introducing an electric bus shuttle service. - The road already exists. Improving it, including a dedicated bus lane, would be far less impactful to the natural beauty that is Little Cottonwood Canyon. It is proven and flexible. Adding a gondola to the existing road does not solve the problem of moving resort patrons, it creates even more crowding, necessitating a never ending and unsustainable progression of man-made intrusions into a natural landscape. I want my tax dollars spent on needs more pressing than someone's ski vacation. Respectfully, Paul Zuckerman Salt Lake City | 32.2.9E; 32.2.9B; 32.2.2B | |
| 31333 | zufelt, caden | How can you build a gondola that will only help traffic 30%. As rational human beings this does not make any sense. I have lived here for 24 years and at first this seemed like a cool idea. After a month of looking over it and driving the canyon this IS NOT THE SOLUTION!!! The public does not want a gondola. The ski resorts | 32.2.9E; 32.1.5C | A32.1.5C |

Appendix A1, Reproductions of Comments on the Final EIS

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| | | are pushing for it. Please do the right thing. This will have ever lasting consequences on future generations. Please do not build this gondola. It will not help and it will eventually ruin Little Cottonwood. | | |
| 27835 | Zufelt, Trudy | I'm an avid hiker and trail runner and use the Millcreek, Big, and Little Cottonwood Canyons a lot. Our canyons are being loved to death and there is often not enough parking to accommodate those who want to use the canyon. However, the gondola proposition is the absolute worst solution to the problem. This is the one thing that only benefits the ski resorts and NOT the Utah taxpayers. It is ludicrous to expect me and other taxpayers to pay for a gondola that only drops skiers off at the ski resorts but does nothing to eliminate problems in the spring and summer. Your proposal has Utah residents paying for out of state guests with nothing to gain from the taxpayer. If you are to pursue this option, it should be 100% funded by ski resorts and the skiers who would use this. Increase bus service for not only winter but summer also would be a better option. It would cut back on the number of cars who use the canyons and parking could be built in areas that would not ruin the beauty of the canyon. I'm also willing to pay a yearly fee to use Big and Little Cottonwood canyon and to park there like they have in Millcreek. I am super frustrated that I have to continue to pay high taxes to live in the area affected and have to have those tax dollars pay for something I will never use nor benefit from. Please, come up with a better option that doesn't ruin the canyon and that won't be paid by taxpayers. Consider adding a fee to every ski pass sold to cover transportation issues so Utah taxpayers don't have to foot this bill | 32.2.9E; 32.1.2B; 32.2.7A; 32.2.6.3C; 32.2.4A | A32.1.2B; A32.2.6.3C |
| 30334 | Zukosky, Casey | Please don't do it!? | 32.29D | |
| 37890 | Zumbrennen, John | The gondola may become as popular a tourist attractuon as Temple Square. Gondola will allow for cleaner air. Why isn't there a way to park in American Fork Canyon and get to the Mineral Basin Chair to ease the demand on Little Cottonwood Canyon???????????????????? | 32.2.9D; 32.29D | |
| 26721 | Zwemke, Hanna | We do not want the gondola. There are too many negative environmental impacts that will come with the construction of the gondola. The enormous cost of the gondola could be better used by implementing a fleet of electric buses that would not only lessen the environmental impact, but also preserve the natural beauty of the canyon. There is also the possibility of expanding the bus system to provide better, more accessible transportation for Utahns down the in the valley as well. | 32.1.1A; 32.2.6.3F; 32.2.9A; 32.2.9E | A32.1.1A |
| 32934 | Zwemke, Matt | Please!! No gondola!! Anything but a gondola!! Maybe you have to restrict the amount of traffic going up the canyon. Unfortunately, to many people have moved into our state which has turned it into a show. Every available empty lot in my city of Ogden is building an apartment complex. They are everywhere!!! They tried the gondola in Ogden and it didn't work!! Come up with something else UDOT!!!! ?? | 32.2.9E; 32.2.2K | A32.2.2K |
| 33988 | Zwiebel, Colin | I am glad to see UDOT and committees have put thorough thought into the issue of transportation through Little Cottonwood Canyon. I this the Gondola seems like a sensible direction and I look forward to its construction. | 32.2.9D | |
| 26532 | Zyp, Jennika | This gondola is not a great idea. It's just going to push the traffic back even more and it's going to be terrible for the environment. | 32.2.9E | |
| 34696 | Zyp, Kristopher | I don't believe a gondola is in the overall, long-term best interest of the Little Cottonwood and our community. It is an invasive project for the interest of select group of users during certain times, while degrading the canyon for indefinite future generations for other uses. I believe we would be best served by large tolls during busy/peak times that can fund less invasive infrastructure (like avalanche sheds) and public transportation improvements, and this would leave a far greater legacy of preservation and honoring the natural beauty of the canyon for future generations (than large towers). | 32.2.9E; 32.2.9A | |
| 34512 | Zyp, Nikki | As an avid hiker and skier in Big and Little Cottonwood Canyons I am very concerned about the potential of a gondola in Little Cottonwood. I am worried that we are jumping to the solution that most impacts the canyons visually and really only serves those skiing at two resorts. We need to find ways to increase transportation without unnecessarily marring the beauty of the canyon. Increased bus services and tolls seem like a good first option. If that doesn't work then considering larger more permanant changes may be what we need to do. But we should first try somethings that have minimal impact. Please don't start off with a gondola! It's expensive and ugly. Thank you. | 32.2.9A; 32.29R | A32.29R; A32.1.2H; A32.2.6S |